Metro Policy Advisory Committee (MPAC) agenda

Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Wednesday, December 14, 2022	**5:00 PM**	**https://zoom.us/j/95889916633 (Webinar ID: 958 8991 6633)**

1.   Call To Order, Declaration of a Quorum & Introductions

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Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you

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3.   Council Update

4.   Committee Member Communication

5.   Consent Agenda

    5.1   Consideration of the October 26th, 2022 MPAC Minutes   COM 22-0636

            Attachments: 10.26.2022 MPAC Minutes

6.   Information/Discussion Items

6.1   Policy Framework for 2023 Regional Transportation Plan Call for Projects   COM 22-0629

     Presenter(s):   Kim Ellis (she/her), Metro

     Attachments: Worksheet
                        RTP Policy Framework
                        Community Engagment Summary
                        RTP Needs Factsheet

6.2   RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP   COM 22-0630

     Presenter(s):   Kim Ellis (she/her) , Metro

     Attachments: Worksheet
                        RTP Climate Smart Strategy
                        Climate Strategy Assessment

6.3   Factors of Homelessness: Regional Cooperation   COM 22-0622

     Attachments: Worksheet

7.   **Adjourn**

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January 2021

2022 MPAC Work Program
As of 11/30/2022

Items in italics are tentative

November 09, 2022	December 14, 2022
• MPAC Recommendation of UGB Exchange Considerations (Tim O'Brien (he/him), Metro, Ted Reid (he/him), Metro; 45 min) **(action)** • RTP Needs Assessment and Performance Measures (Eliot Rose (he/him), Metro; 30 min)	• Policy Framework for 2023 Regional Transportation Plan Call for Projects (Kim Ellis (she/her), Metro; 35 min) • RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP (Kim Ellis, Metro) (30 min) • Factors of Homelessness: Regional Cooperation & Lessons Learned (35 min)

Note: Some 2023 RTP topics are placeholders pending approval of the work plan and engagement plan by JPACT and the Metro Council.

5.1 Consideration of the October 26th, 2022, MPAC Minutes

Consent Agenda

Metro Policy Advisory Committee
Wednesday, December 14th, 2022

METRO POLICY ADVISORY COMMITTEE (MPAC)
Meeting Minutes
October 26th, 2022

MEMBERS PRESENT	AFFILIATION
Ed Gronke	Citizen of Clackamas County
Gerritt Rosenthal	Metro Council
Alex Howard	Port of Portland
Brett Sherman	City of Happy Valley, Other Cities in Clackamas County
Christine Lewis	Metro Council
Mark Shull	Clackamas County
Denyse McGriff	City of Oregon City, Second Largest City in Clackamas County
Mary Nolan	Metro Council
Kirstin Greene	Oregon Department of Land Conservation and Development
Omar Qutub	Citizen of Multnomah County
Steve Callaway	City of Vancouver
Carmen Rubio	City of Portland
Thomas Kim	TriMet
Vince Jones-Dixon	City of Gresham, Second Largest City in Multnomah County
Kim Harless	City of Vancouver
Nadia Hasan	City of Beaverton
Sherry French	Special Districts in Clackamas County
Pam Treece	Washington County

MEMBERS EXCUSED	AFFILIATION
Terri Preeg Rigsby	Special Districts in Multnomah County
Ted Wheeler	City of Portland
Brian Cooper	City of Fairview, Other Cities in Multnomah County
Joe Buck (Chair)	City of Lake Oswego, Largest City in Clackamas County
Peter Truax	City of Forest Grove, Other Cities in Washington County
Temple Lentz	Clark County
Kim Harless	City of Vancouver
Brian Hodson	City of Canby, City in Clackamas County outside UGB
James Fage	City of North Plains, City in Washington County outside UGB
Ashely Hartmeier-Prigg	City of Beaverton, Second Largest City in Washington County
Susheela Jayapal	Multnomah County
Diana Perez	City of Vancouver
Mark Watson	Hillsboro School District Board of Directors, Governing Body of a School District

1. CALL TO ORDER, INTRODUCTIONS, CHAIR COMMUNICATIONS

MPAC Vice Chair Vincent Jones Dixon called the virtual Zoom meeting to order at 5:00 PM.

Metro Staff Connor Ayers (he/him) called the role.

2. PUBLIC COMMUNICATION ON AGENDA ITEMS

Andrew Hogan expressed concern with the Urban Growth Boundary exchange and asked the Metro Council to vote no.

Andrea D'Amico expressed environmental concerns with the UGB exchange and the River Terrace 2.0 development.

Brett Morgan, 1000 Friends of Oregon, clarified that 1000 friends of Oregon supports the UGB exchange and the River Terrace 2.0 development because of its commitment to affordable housing developments, but stressed that they are reserving final comments until the final land swap has been chosen.

3. COUNCIL UPDATE

Councilor Nolan provided updates on Metros Affordable Housing Bond Measure projects, Expo center redevelopment proposals, and the approval of the Parks and Nature Bond.

4. MEMBER COMMUNICATIONS

Mayor McGriff provided an update on Oregon City and West Linn's Bridge celebration.

5. CONSTENT AGENDA

MOTION: Mayor Callaway moved to approve the consent agenda. Mayor McGriff (she/her) seconded.

ACTION: With all in favor the content agenda passes.

6. **ACTION ITEMS**

   6.1 UGB Exchange Considerations, COO recommendation

   Vice Chair Jones Dixon introduced Marissa Madrigal (she/her), Metro, Ted Reid (he/him), Metro, and Malu Wilkinson (she/her), Metro.

   Key elements of the presentation and member discussion included:

   Marissa briefed the committee on the history of the UGB exchange process.

   Malu Wilkinson explained how land readiness is at the core of the exchange proposal and details of Tigard's River Terrace 2.0 development.

   Ted Reid explained the process for identifying the UGB exchange candidates, he described the three different options and why they were chosen, and next steps for the project.

   Mayor McGriff asked why the South End area was no longer an option for exchange.

   Ted explained that in the process of narrowing the options down it was decided to remove the South End option due to environmental constraints.

   Commissioner Shull expressed concern with the incremental nature of the UGB exchange process and the loss of buildable land in Clackamas County.

   Ed Gronke asked if landowners within the three exchange options have expressed interest staying in the UGB.

   Ted stated that staff has not heard from homeowners that want to remain in the UGB, but they have heard from homeowners that are in favor of being removed from the UGB.

   6.2 2023 RTP High-Capacity Transit Strategy Update: Network Vision

   Vice Chair Jones Dixon introduced Ally Holmqvist (she/her), Metro

   Key elements of the presentation and member discussion included:

   Ally described feedback received by staff from council, committees, and community members, process for establishing the Policy Framework, GAP analysis results, attributes of corridors ready for High-Capacity Transit (HCT), and next steps for a readiness evaluation's that will identify what corridors are ready for HCT.

   Commissioner Shull expressed concern with the quick timeline of the HCT process.

   Mayor Callaway asked staff what major centers were focused on during HCT research.

   Ally explained staff did look at major employment centers and other major centers around the region.

Councilor Sherman asked for an example of an 18 hour a day active area.

Ally explained that this is an area that has activity throughout most of the day.

6.3 TriMet Forward Together Service Hours Restoration Plan

Vice Chair Jones Dixon introduced Grant O'Connell, TriMet Senior Planner, and Thomas Kim (he/him) TriMet Board Member.

Key elements of the presentation and member discussion included:

Thomas introduced the subject.

Grant explained how Covid-19 has changed travel patterns, rider demand, goals post pandemic, financial resources, details in the service concept plan, and next steps in the process.

Commissioner Treece stressed that it is important to focus on affordable housing and essential services.

Councilor Hasan spoke on new affordable housing units being developed in Washington County and stressed how crucial transit and land use is as developments continue to grow.

Councilor Sherman asked that staff work with jurisdictions to figure out how to serve their communities.

7. **ADJOURN**

Vice Chair Jones Dixon adjourned the meeting at 7:00 PM.

Respectfully Submitted,

Brianna Dolbin

Brianna Dolbin
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCTOBER 26th, 2022

ITEM	DOCUMENT TYPE	DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.1	Testimony	10/26/2022	Lilly Stone Testimony	102622m-01
6.1	Testimony	10/26/2022	Andy Haugen Testimony	102622m-02
6.1	Presentation	10/26/2022	UGB Exchange	102622m-03
6.2	Presentation	10/26/2022	High-Capacity Transit Vison	102622m-04
6.3	Presentation	10/26/2022	Forward Together Service Concept Overview	102622m-05
6.3	Testimony	10/26/2022	Clackamas County Comment on Forward Together Proposal	102622m-06

6.1 Policy Framework for 2023 Regional Transportation Plan Call for Projects

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, December 14th, 2022

MPAC Worksheet

Agenda Item Title: 2023 Regional Transportation Plan (RTP) Call for Projects Policy Framework

Presenters: Kim Ellis, RTP Project Manager (she/her)

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

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Purpose/Objective

Staff will present the recommendation from Transportation Policy Alternatives Committee (TPAC) on the 2023 RTP Call for Projects Policy Framework in Attachment 1. The Joint Policy Advisory Committee is scheduled to take action on this recommendation on Dec. 15, 2022.

The Call for Projects kicks off the window of time for local, regional and state partners to collaboratively update the near-term and long-term investment priorities in the 2023 Regional Transportation Plan (RTP). This includes updating existing projects and adding new priority projects to the RTP. The policy framework in Attachment 1 will guide the Call for Projects to advance shared regional goals for equity, safety, climate, mobility and economy.

Draft 2023 RTP Goals developed by JPACT and Metro Council

As a reminder, the RTP is a regional Transportation System Plan (TSP), under state law, and, as such, MPAC has an advisory role to the Metro Council. In that role, MPAC has helped shape key elements of the policy framework as part of the 2023 RTP update, including development of the draft vision and goals and new policies related to high capacity transit, mobility and congestion pricing.

Outcome

No action is requested. This is an opportunity for MPAC members to learn about the Call for Projects process and ask questions. Pending JPACT action on the recommendation from TPAC and Metro Council action on the recommendation from JPACT, on Jan. 6, 2023, Metro will release a "Call for Projects."

BACKGROUND

A major update to the Regional Transportation Plan (RTP) is underway. The RTP is the state- and federally-required long-range transportation plan for the Portland metropolitan area. The RTP is the blueprint for transportation in our region and a key tool for implementing the region's 2040 Growth Concept and Climate Smart Strategy. Together, these plans will help ensure that greater Portland thrives by connecting people to their jobs, families, schools and other important destinations and by allowing business and industry to create jobs and move goods to market.

Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2018 RTP Emerging Transportation Trends Study. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 RTP update provides an opportunity for all levels of government to work together to deliver a better transportation future.

What has changed since MPAC last considered this issue/item?

During the past year, the RTP project team has worked with stakeholders and decision makers to update the region's vision and goals for the transportation system and understand the region's transportation trends[1] and needs[2 and 3], and priorities for investment.

This work reflects extensive engagement[4] with local elected officials, public agencies, Tribal governments, community-based organizations, business groups and the community at large and policy discussions by JPACT, the Metro Policy Advisory Committee (MPAC) and Metro Council. Community engagement activities completed in phases two and three of the RTP update are summarized in **Attachment 2** as well as key planned engagement activities in phase 4. Technical work, engagement and policy discussions will continue in 2023 to further develop new policies related to mobility and pricing, and to update the High Capacity Transit Strategy and Climate Smart Strategy.

A number of activities have been completed and work in several areas will continue into 2023. This work will information RTP Call For Projects. Following is a summary of this work with links to more information.

2023 RTP draft vision and goals - An updated vision and five goals are guiding the 2023 RTP. The revised vision and goals are informed by the input of the public, agency staff and consulting agencies, and shaped by MPAC, JPACT and Metro Council. The revised vision and goals serve as the foundation for the policy framework for the 2023 RTP Call for Projects.

Research - Research is foundational to the 2023 RTP and for Metro's ongoing transportation planning. In the first three phases of the RTP update, Metro worked with regional partners and industry experts to build from recent stakeholder input and develop the following:

- Emerging transportation trends technical memo and summary
- Safe and Healthy Urban Arterials policy brief and fact sheet
- Equitable transportation funding research report
- Expert review panel on the climate and transportation
- Regional Freight Delay and Commodities Movement Study

Needs Assessment – Presented to MPAC at the November meeting, the draft needs assessment uses the latest available data organized around the updated RTP goals of safety, equity, climate, mobility and a thriving economy. The region's transportation needs are conveyed using maps, data and input from stakeholders. A set of fact sheets provides an overview of the assessment work done to-date. The needs assessment provides information for use by local, regional and state partners as they work together to update the RTP investment priorities. The needs assessment will continue to be developed into 2023. The factsheets are provided in **Attachment 3**.

Policy updates - The 2023 Regional Transportation Plan will continue to build on the 2018 RTP to develop policies and strategies that address transportation needs and priorities in the region. Some of the new and updated policies in the 2023 RTP include the following. Work on each of these policy areas will continue into 2023:

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[1] The emerging transportation trends research summary is available at:
https://www.oregonmetro.gov/sites/default/files/2022/10/12/Metro-Emerging-Trends-summary-final_1.pdf
[2] Factsheets summarizing the regional transportation needs assessment are available at:
https://www.oregonmetro.gov/sites/default/files/2022/11/29/2023-RTP-Needs-Assessment-fact-sheets.pdf
[3] Research about trends and needs of the region's urban arterials is available at:
https://www.oregonmetro.gov/sites/default/files/2022/10/24/Safe%20and%20healthy%20urban%20arterials%20policy%20brief.pdf
[4] Summaries of engagement on the vision and goals, needs and priorities for investment are available at:
https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement

- **Regional Mobility Policy**: The 2023 RTP will test and refine an updated Regional mobility policy. The updated policy takes a holistic approach to measuring mobility, using vehicle miles traveled per capita, system completeness for all modes and reliability of the region's throughways. The updated policy will support the region in advancing shared goals for transportation and land use. One key outcome of the policy update is cross-agency coordination and collaboration to implement updated transportation plans and state land use rules.

- **Climate Smart Update**: The 2023 Regional Transportation Plan will include an update to the Climate Smart Strategy and will set policies to help the greater Portland region advance its climate goals and meet the greenhouse gas emissions reduction targets mandated by the state. In June 2022, Metro held an expert panel to learn from national experts about the best practices and tools being used nationally to assess and monitor climate impacts of transportation. A recording and summary of the panel discussion are available. In November 2022, JPACT and Metro Council discussed the materials included in this packet and provided feedback on top strategies for updating the Climate Smart Strategy and next steps. MPAC will have an opportunity to provide feedback at the December meeting.

- **High Capacity Transit Strategy**: Metro is updating the high capacity transit component of the Regional Transportation Plan (RTP). This High Capacity Transit Strategy update will address new policy questions about the future of high capacity transit, such as light rail and rapid bus, in the greater Portland region. The strategy will re-envision the network with the addition of bus rapid transit and establish a "pipeline" of investments that will help the region develop the future high capacity transit system. MPAC has provided feedback at key milestones. This work will continue in 2023.

- **Regional Pricing Policies –** Metro has been developing draft regional pricing policies for the 2023 RTP, working with Metro's technical and policy advisory committees and Metro Council. This work incorporates the findings and recommendations from the Regional Congestion Pricing Study accepted by Joint Policy Advisory Committee on Transportation and the Metro Council in 2021. Draft pricing policies will be subject to further discussion and refinement along with other RTP polices starting in March 2023. This work is being coordinated with ODOT's Tolling Program and Urban Mobility Office.

MPAC will have opportunities to provide feedback on the new and updated policies as part of shaping the final 2023 RTP for consideration by the Metro Council next year.

Policy Framework and Process for the Call for Projects - A key next step in the process of developing the 2023 RTP is updating the near-term and long-term investment priorities for greater Portland through the Call for Projects. These investment priorities will include two lists of transportation projects that have been prioritized for funding in the near-term (next seven years) and long-term (next 22 years). A third list will include additional priorities that advance RTP policy

Figure 1. Work Leading to the Call for Projects

priorities or need further study but that do not fit within the financial budget of the plan. The policy framework in **Attachment 1** will guide the development of the investment priority lists.
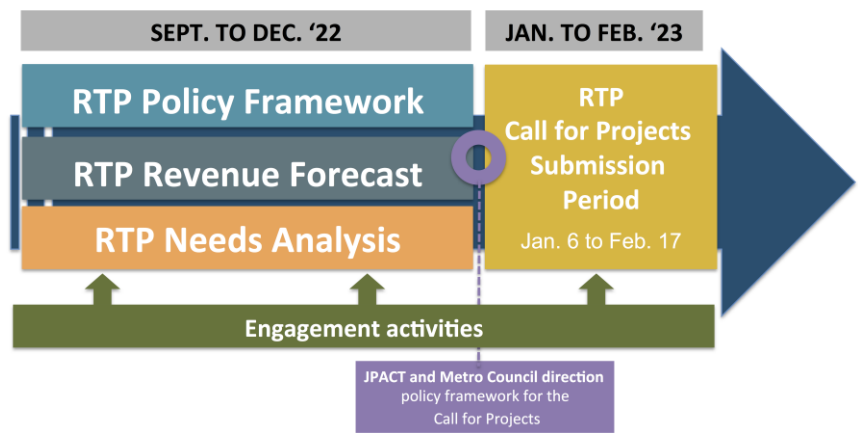
Overview of the Process for Updating the RTP Project List

Staff from each coordinating committee, the city of Portland and transportation agencies (ODOT, TriMet, SMART and Port of Portland) have been asked to work together and with their policymakers to develop a coordinated, draft project list to advance local, regional and state priorities for the regional transportation system on behalf of their jurisdiction or agency. Projects primarily come from local transportation system plans, but also from transit service and master plans, park and trail plans, corridor plans, and other transportation studies that were developed and adopted through a public process with opportunities for public comment.

Staff have already started reviewing the adopted 2018 RTP project list as a starting point to determine which projects have been completed, which projects are likely to be carried over to the 2023 RTP Project List and which projects may need to be updated as part of the process. While many of the projects and programs in the 2018 RTP will be carried forward, with updated costs and, sometimes, refinements to project details and construction timeframes, new projects identified in local transportation system plan updates and other public planning processes may be added.

Figure 2. Overview of the call for projects timeline
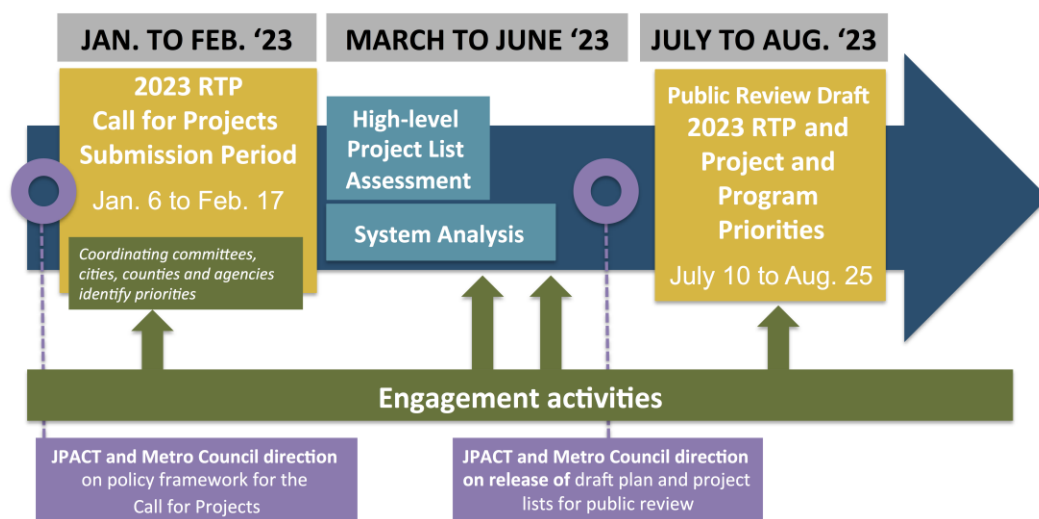
Each city, county, coordinating committee and transportation agency (ODOT, TriMet, SMART and Port of Portland) will have the opportunity to provide recommendations to JPACT and Metro Council on which projects reflect their priorities and advance achievement of the RTP vision, goals and policies of the RTP. Initial draft lists must be submitted by ODOT, TriMet, SMART, the City of Portland and county coordinating committees **by Feb. 17**. Staff from each jurisdiction must also submit updated or new details about the project and documentation of public engagement **by Feb. 17** through an on-line project hub support the evaluation and public review process that will follow.

For 2018 RTP projects[5] already in the RTP Project Hub database, much of the information will already be available. Some information will need to be updated, or added for new projects. Several resources and tools are being developed and will be available to support jurisdictional partners, including the on-line RTP Hub database, a project submission guide, project cost estimate guidance, online maps and geospatial data of the 2018 RTP projects, RTP policy framework maps, and RTP needs assessment maps and related data. Example of the types of investments that will address local, regional and state transportation needs on the regional transportation system and regional transportation challenges is provided in **Figure 3**.

---

[5] Existing 2018 RTP Projects can be viewed at:
https://www.arcgis.com/apps/webappviewer/index.html?id=73e94a0343ea487e82b4830fead7c88e&extent=-13751666.1848%2C5656339.7069%2C-13586562.2037%2C5748675.6371%2C102100

Figure 3. Examples of RTP Projects and Programs

Projects

Bridge and road maintenance
Bridge and road pavement resurfacing, preventive maintenance, preservation and rehabilitation

Bus and rail vehicle maintenance and replacement
Preventive maintenance for fleet and facilities, transit vehicle replacement, etc. to keep system in good repair

Complete streets for all users
Modernize street and intersection designs to reduce conflicts and better serve all modes and users

Freight access to industry and ports
Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades

Throughway expansion
Interchange fixes, strategic widening, auxiliary lane additions in areas of consistent bottlenecks

Main street retrofits
Retrofit streetscapes in areas with shopping, restaurants and local services to include street trees, improved lighting, street furniture, such as benches, garbage bins, wider sidewalks, bike parking, etc.

Seismic upgrades
Retrofit roads and bridges to increase resiliency to earthquakes, particularly major river crossings

Street connections and expansion
New arterial and collector street connections, strategic widening, highway overcrossings, etc.

Transit service enhancement and expansion
Increased bus service coverage, speed and frequency, MAX and streetcar extensions, expanded WES commuter rail service, employee and community shuttles, separate travel lanes for buses, etc.

Walking and biking connections
Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, etc.

Programs

Affordable transit pass program
Provide affordable transit passes to students, seniors and low-income riders

Programs and incentives to reduce vehicle trips
Regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, carpooling, carsharing, ridesharing, telecommuting, etc.

Smart technology and traffic management
Traffic signal and transit priority coordination, vehicle charging stations, clearing crashes quickly, etc.

Transit amenities
Bus shelters and benches, passenger boarding areas, transit stop and station access, lighting at stops, etc.

Transit oriented development
Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit

Transportation safety and education programs
Improved and expanded Safe Routes to Schools programs, speed enforcement, Safe Routes to Transit programs, etc.

Transportation services for older adults and people with disabilities
On-call paratransit services, door-to-door pick up, etc.

Other tools that could be supported by policies

Emerging market-based technologies
Freight movement technology, self-driving vehicles, shared mobility services (e.g., Uber and Lyft), etc.

High occupancy vehicle/tolled lanes, express lanes/congestion pricing
High occupancy vehicle (HOV) lanes, high occupancy tolled (HOT) lanes, tolling, managed lanes, congestion pricing

Metro

All agencies, cities and counties who are sponsoring a project for consideration in the RTP must have their Board or Council endorse those projects by providing a letter of support to Metro **by May 24.** Additional draft project list changes may be submitted at this time if changes are recommended by the governing body through the endorsement process in response to public feedback or findings from the technical analysis. This step supports transparency and awareness of the process and projects for the public, community partners and elected and appointed officials responsible for implementing the projects.

MPAC will have opportunities to provide feedback on the draft project list as part of shaping the final 2023 RTP for consideration by the Metro Council.

Development of the revenue forecast for the 2023 RTP financially constrained project list - The region has limited transportation funding, which must be used strategically to meet the extensive needs of the people who live and work here. The RTP revenue forecast is an important part of the call for projects process, providing an estimate of how much funding can be reasonably expected to be available during the life of the plan (2023-2045) both for capital projects and for maintaining and operating the existing transportation system.

Financial assumptions for the RTP revenue forecast are being developed in cooperation with staff from cities, counties and transportation agencies. The RTP revenue forecast will include revenues raised at the federal, state, regional and local levels for transportation projects and programs to be included or accounted for in the 2023 RTP. In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained* project list. The total cost of the updated financially constrained RTP project list must meet the financial constraints identified by the revenue forecast being developed for the 2023 RTP. The *Constrained* project list will be prioritized into near-term (2023-2030) and long-term (2031-2045) priorities – based on the RTP financially constrained revenue forecast. Additional investments that advance RTP policy priorities or need further study but that do not fit within the financially constrained revenue forecast can be recommended for the *Strategic* project list for the 2031 to 2045 time period. The revenue forecast may continue to be revised as additional information becomes available throughout the development of the 2023 RTP.

NEXT STEPS
A 2023 schedule of discussions and planned engagement activities is under development. A summary of key dates and next steps follows.

Dec. and Jan.	TPAC continues development of the financially constrained revenue forecast and other technical assumptions needed to support the RTP Call for Projects
Dec. 14, 2022	MPAC discussion on Policy Framework for 2023 RTP Call for Projects
Dec. 15, 2022	JPACT action on TPAC recommendation on the Policy Framework for 2023 RTP Call for Projects
Dec. 15, 2022	Metro Council action on JPACT recommendation
Jan. 6, 2023	Metro releases the [call for projects]
Feb. 17, 2023	**DEADLINE:** County Coordinating Committees, the City of Portland, ODOT, the Port of Portland, TriMet and SMART submit draft project lists to Metro; individual city, county and agency staff also submit updated project information for their projects to Metro through online system called the RTP Project Hub.
May 24, 2023	**DEADLINE:** All agencies who are sponsoring a project for consideration in the RTP must have their Board or Council or other governing body endorse those projects by submitting a letter of support.
March-June 2023	Metro conducts outcomes-based technical analysis of the draft project list and system performance.
	Metro engages members of the public, regional advisory committees, policymakers and other stakeholders on the draft project list. Metro will also host an on-line comment opportunity that provides an opportunity for the public to provide input on the draft project list. Community based

organizations start engaging community members in transportation priorities and telling community stories.

Input on the assessment of projects, along with public input on the system analysis findings will be considered by decision-makers and project agencies as they continue to work together to finalize the draft RTP project priorities for public review in Summer 2023.

Metro continues to work with technical and policy advisory committees and Metro Council to develop the 2023 RTP Public Draft Plan, including policies (Ch.3), the financial plan (Ch.5) and future planning work (Ch.8)

JPACT and Metro Council consider public input and technical analysis before providing direction on release of the draft RTP and list of project and program priorities for public review

July 10 to Aug. 25	45-day public comment period on the public review draft plan (and draft list of project priorities) with hearing(s)
Sept.-Nov. 2023	Metro staff document public comments received and work with TPAC and MTAC to develop recommendations for consideration by MPAC, JPACT and Metro Council
November 2023	JPACT and Metro Council consider adoption of the 2023 RTP (and updated project and program priorities)

/Attachment

- Attachment 1. Policy Framework for the 2023 RTP Call for Projects
- Attachment 2. RTP Community Engagement Summary
- Attachment 3. RTP Needs Assessment Factsheets

DRAFT Policy Framework for the 2023 Regional Transportation Plan Call for Projects

On December 2, 2022, TPAC recommended that JPACT accept this policy framework for the 2023 RTP Call for Projects.

The Regional Transportation Plan brings city, county, regional and state priority transportation projects together to create a coordinated regional transportation priority list for the period from 2023 to 2045. It is a key step for these projects to qualify for potential state, and federal funding. All types of projects are included in the Regional Transportation Plan list – highways, key roads, transit, freight, biking and walking as well as programs. The current list includes more than 1,100 projects.

This document provides more information about the policy framework that will guide updating the list of Regional Transportation Plan project and program priorities. Dramatic changes have unfolded since the RTP was last updated five years ago, many documented in the 2023 RTP Emerging Transportation Trends Study. As greater Portland continues to emerge from the disruptions of the pandemic and respond to other urgent trends and challenges, the 2023 Regional Transportation Plan update provides an opportunity for all levels of government to work together to deliver a better transportation future.

An outcomes-based approach

An outcomes-based approach means updating the plan's project priorities guided by a vision and goals that describe what communities want greater Portland to be in the future. Measurable objectives and performance targets are used to evaluate performance over time of the investments recommended in the plan and to monitor how the transportation system is performing between scheduled plan updates, which occur every five years.

Figure 1 shows the elements of this outcomes-based approach.

Figure 1. 2023 RTP outcomes-based planning approach

Vision and goals

The people of greater Portland have said they want a better transportation future, no matter where they live, where they go each day, or how they get there. The vision and goals, shown in **Figure 2**, describe what people have said is most important to achieve with the updated RTP – more equitable transportation, a safer system, a focus on climate action and resilience, a thriving economy and options for mobility. Developed by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in 2022, this vision and five goals, along with other RTP policies, will guide updating the list of RTP project and program priorities.

Vision---➤

Everyone in the greater Portland region will have **safe, reliable, affordable, efficient, and climate-friendly** travel options that allow people to **choose to drive less** and support **equitable, resilient, healthy and economically vibrant** communities and region.

Figure 2. 2023 RTP vision and goals

Policy Framework for the 2023 RTP Call for Projects
The policy framework for the Call for Projects includes:

- **RTP outcomes-based approach** described above;

- **Draft 2023 RTP vision and goals** developed by JPACT and Metro Council for the 2023 RTP**:**

  Goals (developed in 2022 by JPACT and Metro Council)
  o **Equitable Transportation -** Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

  o **Climate Action and Resilience -** People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

  o **Thriving Economy -** An economically vibrant greater Portland region includes centers, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.

  o **Safe System -** Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.

  o **Mobility Options -** People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.

- **Supporting measurable objectives and performance targets** that the region wants to achieve with investments in the transportation system to realize the plan's vision and goals – these will continue to be reviewed and refined in 2023; and

- **Supporting policies** that guide planning and investment in each part of the regional transportation system to achieve the plan's vision and goals include:

  o **2040 Growth Concept map and supporting policies** that identify priority areas and investments to support current and planned land uses, including centers, downtowns and main streets, ports, industrial areas, employment areas, and other regional destinations that are accessible through a variety of multimodal connections;

  o **RTP transportation network maps and supporting RTP modal and design policies** that designate the regional system for transit, motor vehicle, freight, bicycle and pedestrian travel and priorities for investment;

  o **Equity Focus Areas map and supporting RTP equity policies** that identify priority areas and investments to advance equity;

  o **High Injury Corridors and Intersections map and supporting RTP safety policies** that identify priority corridors to improve safety;

- o **High capacity transit network map (draft) and supporting RTP policies (draft)** that identify priority corridors ready for high capacity transit investment; these will continue to be reviewed and refined in 2023 ;

- o **Congestion management network map and supporting RTP congestion management policies** that identifies priority corridors to comprehensively manage congestion consistent with congestion management process policies in Chapter 3 of the RTP;

- o **Draft policies related to pricing and regional mobility** that will continue to be reviewed and refined in 2023; and

- o **Other existing Chapter 3 policies** that will be reviewed and may be refined in 2023.

In addition to the RTP policy framework, the call for projects is informed by public engagement, adopted regional plans, strategies, policies, federal and state policies and requirements, the RTP needs assessment, the revenue forecast, and other elements as illustrated in Figure 3**.** Many of these elements have been under development since the adoption of the 2018 RTP.

Figure 3. Elements informing the 2023 RTP call for projects

These elements come together to inform the policy framework for call for projects and provide additional information to guide how investments in roads, bridges, bikeways, sidewalks, transit service and other needs are addressed and prioritized. The elements reflect extensive engagement with local elected officials, public agencies, Tribal governments, community-based organizations**,** business groups and the community at large.

Community Engagement Summary

Engagement for the 2023 Regional Transportation Plan is guided by the public engagement plan approved by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council in May 2022.

Community engagement activities completed in phases two and three of the RTP update are summarized below as well as key planned engagement activities in phase 4. Additional engagement is planned for phase 5, as part of the RTP adoption process.

- **Online public survey #2** (September 7 to October 17, 2022)
  The online interactive survey asked for input on transportation needs and priority investments. It was available in English, Spanish, Vietnamese, Simplified Chinese, and Russian and collected responses from 1,191 participants. Metro partnered with Community Engagement Liaisons to increase survey participation among underserved and underrepresented communities. Liaisons organized survey engagement activities for community members in Multnomah, Clackamas and Washington Counties. A summary report is available here.

- **Community leaders' forum #2** (October 13, 2022)
  The second community leaders' forum for the 2023 RTP shared how community input has helped to shape the updated RTP vision and goals and provided participants with information to support community organizations in engaging in the 2023 RTP project list development and refinement. A summary report is available here.

- **Community events and advisory committees** (September – November 2023)
  Community members have been engaged in the High Capacity Transit (HCT) Strategy policy framework and draft vision at events across the region. The in-person events were hosted in partnership with TriMet and community organizations including Portland Community College Cascade, Rosewood Initiative, Centro Cultural and Slavic Family. The TriMet Transit Equity Advisory Committee and TriMet Committee on Accessible Transportation have also been engaged in the HCT Strategy policy framework and vision. More information about the HCT Strategy is available here. A summary of engagement on the HCT policy framework and vision is forthcoming.

- **Black Indigenous and People of Color business forum** (August 10, 2022)
  The listening session asked business owners/leaders of color throughout the region to share their transportation-related needs and experiences. A summary report is available here.

- **Joint Policy Advisory Committee on Transportation and Metro Council Workshops Series** (5 workshops in 2022)
  Metro Council and JPACT members discussed key policy topics in support of the RTP update at a series of five workshops. Community members presented at the workshops

focused on regional pricing, safe and healthy urban arterials and high capacity transit, to introduce each topic from community perspectives. [Recordings of the workshops are available here.](#)

- **Tribal engagement** (ongoing)
  The project team has been working closely with Metro's Tribal Policy Advisor to understand the Tribes interests in regional transportation planning and build relationships between the Tribes and Metro planning staff. Meetings to-date have focused on receiving input on the RTP vision and goals, potential environmental mitigation strategies identified in the RTP, and data and resources for the environmental analysis on RTP project and program priorities in 2023.

Upcoming engagement
Community engagement in spring 2023 will seek feedback on the draft investment priorities and ask community members and other stakeholders if the draft lists reflect projects that will advance the region's desired outcomes. Engagement will include continued conversations with public agencies, Tribal governments, community-based organizations, business representatives and the community at large. Key engagement activities will include:

- **Community Based Organization-led engagement** (Dec 2022 - June 2023)
  Engagement led by community-based organizations is an important strategy for Metro meaningfully engaging Black, Indigenous and people of color (BIPOC) community members. Metro is partnering with seven community based organizations: Centro Cultural, Community Cycling Center, Next Up, OPAL, The Street Trust, Unite Oregon and Verde. These community partners will engage and elevate the voices of communities of color in Clackamas, Multnomah and Washington Counties, with a focus on engaging people at the intersection of multiple communities who have been historically underrepresented in decision-making processes. Community partners will engage throughout the winter and spring of 2023 and input will be shared the agency staff and decisions makers. This engagement is also intended to continue growing the capacity of communities of color to engage in regional and local transportation decisions, including future decisions beyond the 2023 RTP.

- **Online public survey** (April 2022)
  A third interactive public survey will invite broad engagement in the draft investment strategy. The survey will again be promoted in collaboration with Community Engagement Liaisons to increase survey participation among communities who are typically underrepresented in online survey feedback.

Engagement of businesses, public agencies and other stakeholders has occurred through other activities. **Summaries of all engagement conducted to date can be found at**: https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/engagement.

2023 Regional Transportation Plan Update

The region's goals are only met when everyone shares in the benefits. Investing in transportation for marginalized communities will get us there.

The greater Portland region has made progress in restoring transportation justice, but some deep-seated inequities remain.

The region's approach to equity

The Regional Transportation Plan (RTP) directs Metro and its transportation agency partners to "prioritize transportation investments that eliminate transportation-related disparities and barriers for historically marginalized communities, with a focus on communities of color and people with low incomes." Metro has engaged marginalized communities across the region to better understand their transportation needs. These communities have emphasized the need for fast, frequent, affordable, and reliable transit connections to key destinations and safer walking and biking infrastructure, particularly near transit stops.

Equity Focus Areas

Equity Focus Areas (EFAs) are places where people of color, people with low incomes, and people with limited English proficiency are concentrated. These communities have been excluded from decisions, and negatively impacted by transportation projects. EFAs were identified to guide transportation plans and investments toward meeting these communities' needs, while accounting for regional growth and change. Figure 1 shows which marginalized groups are present in each EFA. EFAs are located throughout the region, and there are concentrations of EFAs in East Portland and Multnomah County and along Tualatin Valley Highway in Washington County.

Did you know...

- Home values rose by 48% from 2015 to 2020 and continued to increase during the pandemic. Home ownership rates are lower among people of color than they are among white people.

- The region is aging. The share of people 65 and older is growing, while all other age groups are declining. However, people under 44 will continue to be in the majority through 2045.

- The COVID-19 pandemic had particularly severe and long-lasting impacts on people of color and workers with low incomes. Black and Latino Americans were twice as likely to be hospitalized and three times as likely to die due to COVID-19 as white Americans.

Figure 1. *Equity focus areas, 2020 (explore this map in more detail here)*

Equity Focus Areas
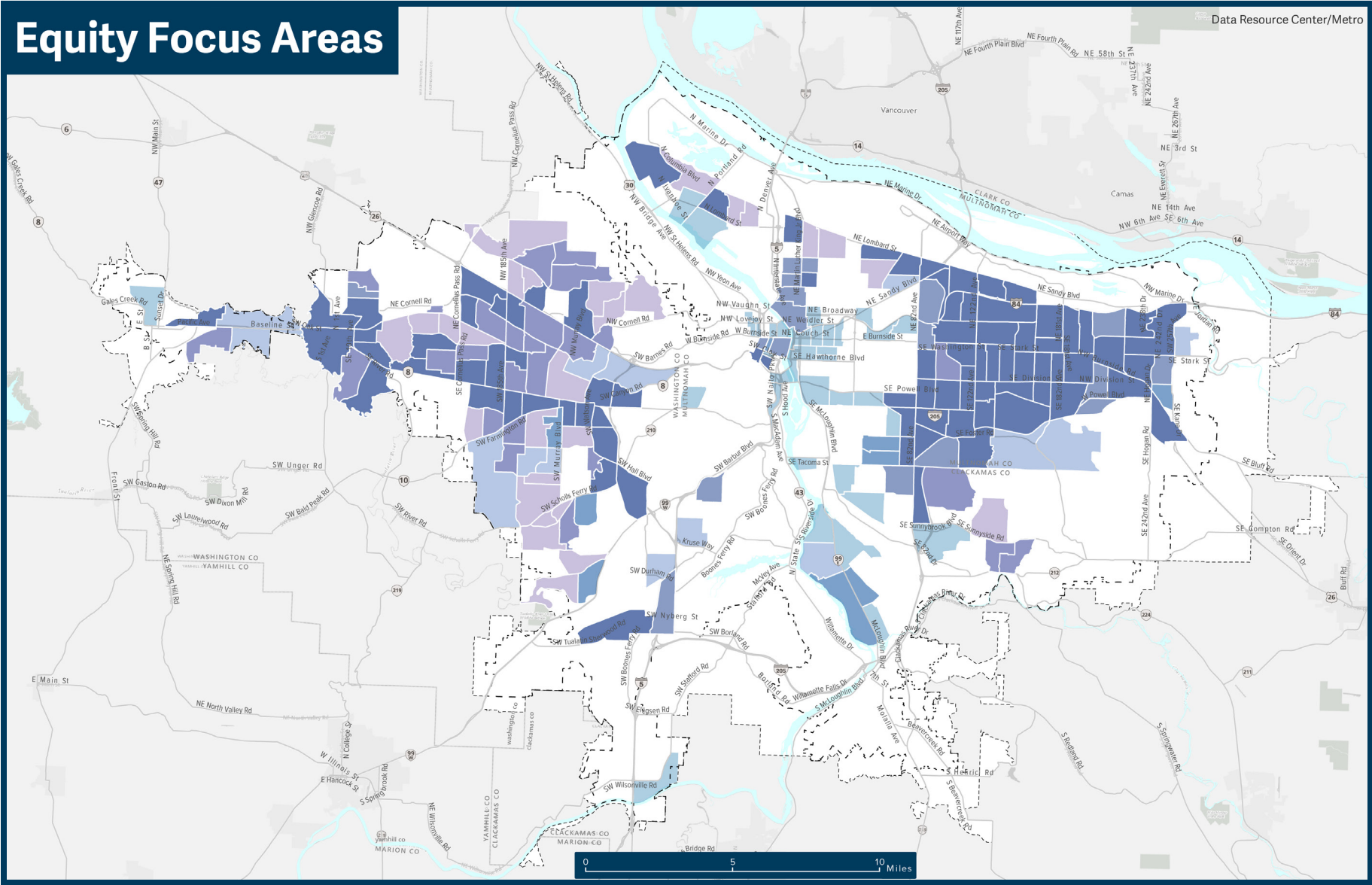
Recent demographic and economic changes

The region continues to grow more racially and ethnically diverse. The share of residents who identify as people of color has been increasing steadily over the past several decades; from under 1% in 1960 to 28% in 2020. Figure 2 shows how the racial and ethnic makeup of the region's population changed between 2000 and 2020, during which the share of residents who identify as people of color grew from 18% to 28%.

Figure 2. *Population by race and ethnicity in the seven-county region, 2000 and 2020*

- ● White
- ● Black
- ● Asian & Pacific Islander
- ● Latine
- ● Native American
- ● Other
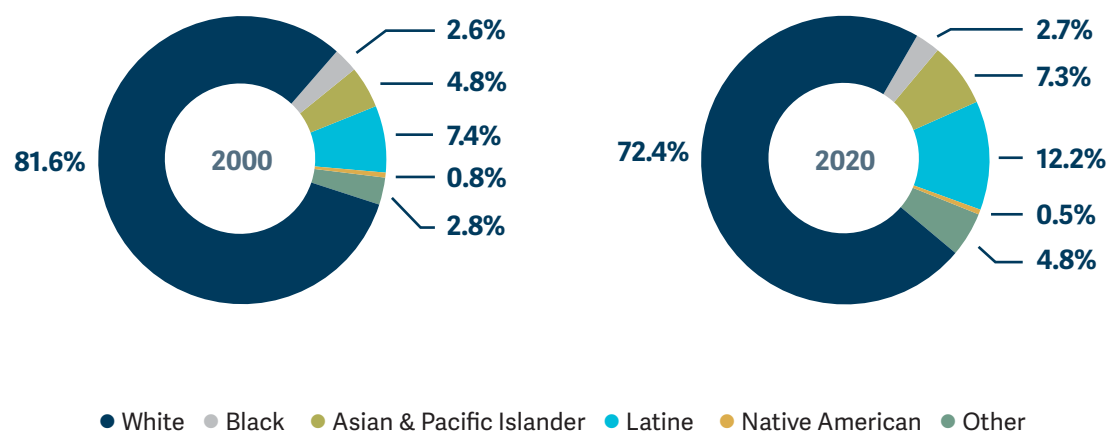
Crashes and equity

A majority (65%) of fatal and severe injury crashes—and 75% of those crashes that involve pedestrians and bicyclists—are in EFAs (Figure 3). Addressing high-crash locations in these areas makes the transportation system safer for all users and makes the region more equitable.
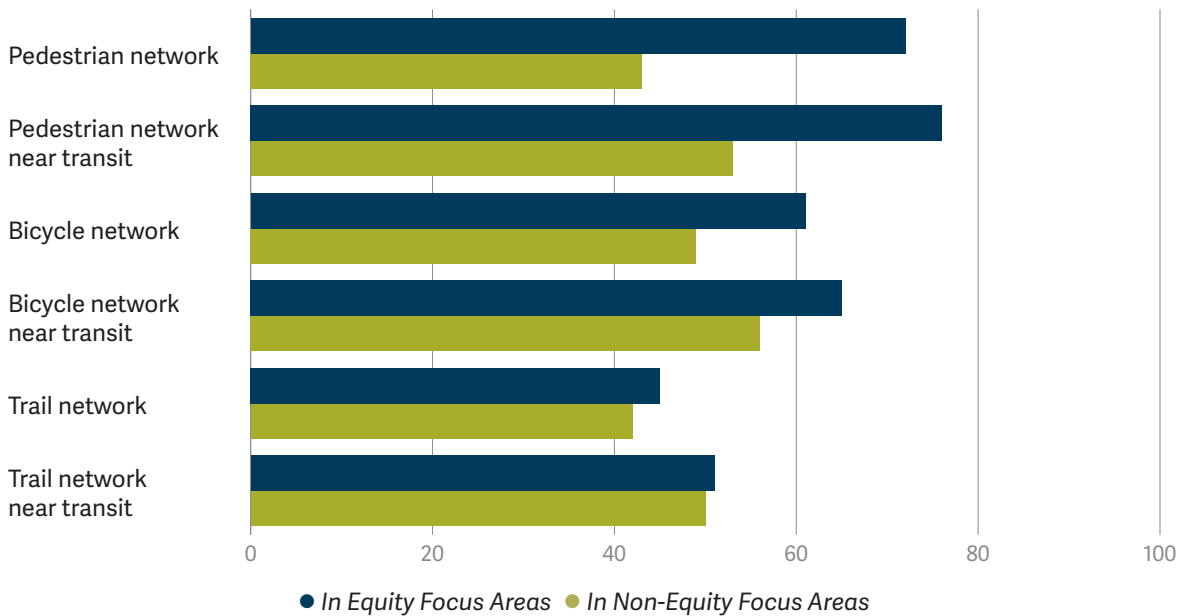
Figure 3. *Percentage of average annual traffic fatalities and severe injuries in EFAs*

- ● Bicyclist fatalities and severe injuries
- ● Pedestrian fatalities and severe injuries
- ● All fatalities and severe injuries
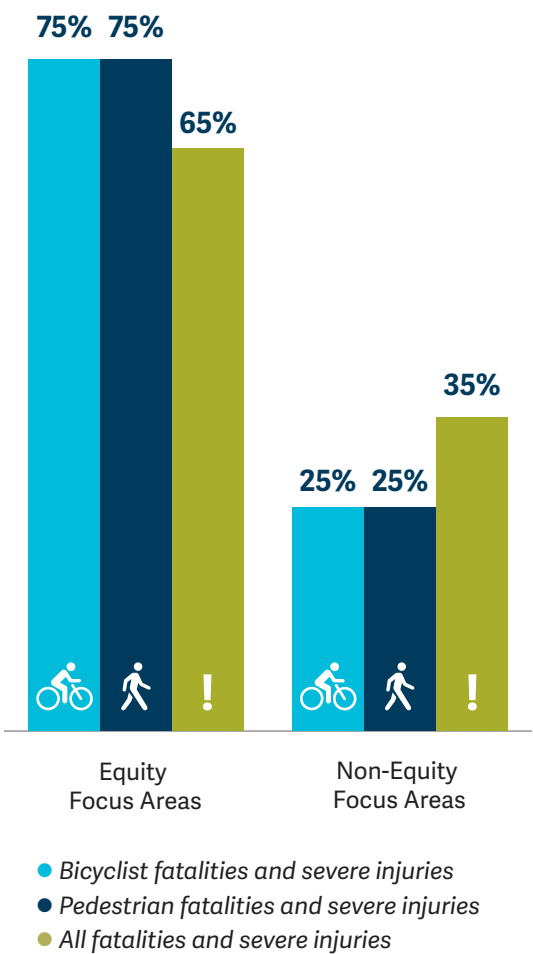
System completeness in Equity Focus Areas

The active transportation network is generally more complete in EFAs than in other communities (Figure 4). However, significant portions of the network still need to be completed for everyone in the region to benefit from high-quality walking and biking connections.
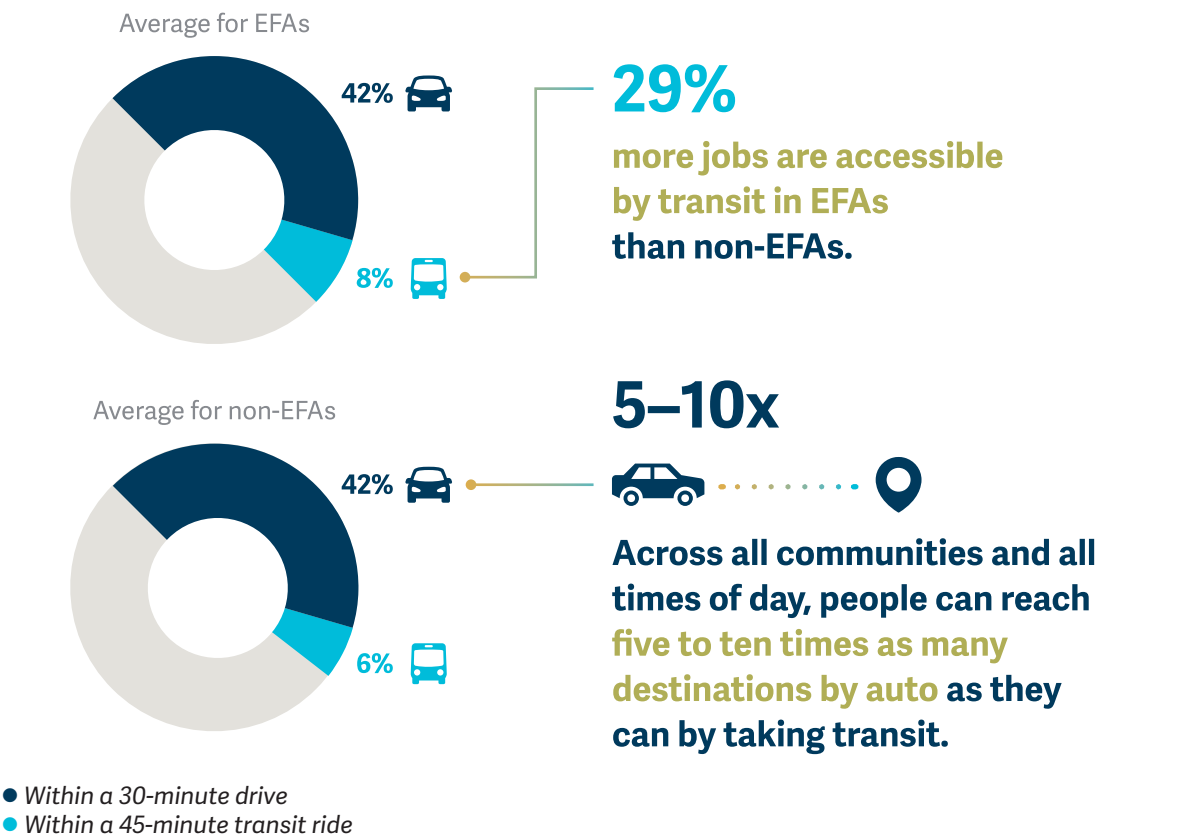
Figure 4. *System completeness by network type and geography*

- ● In Equity Focus Areas
- ● In Non-Equity Focus Areas

Access to destinations via transit

EFA residents say that they need better transit connections between their communities and their destinations. Transit is the most affordable mode for longer-distance trips in the region. EFAs have better access to destinations by transit than other communities, but the transit system does not connect people to destinations nearly as well as driving does (Figure 5).

Figure 5. *Percentage of jobs accessible during rush hour*

Average for EFAs

42% 🚗
8% 🚌

29% more jobs are accessible by transit in EFAs than non-EFAs.

Average for non-EFAs

42% 🚗
6% 🚌

5–10x

Across all communities and all times of day, people can reach **five to ten times as many destinations by auto** as they can by taking transit.

- ● Within a 30-minute drive
- ● Within a 45-minute transit ride

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Metro

11/15/2022

2023 Regional Transportation Plan Update

Zero is the region's goal. A safe system is how we get there.

In the greater Portland region, traffic fatalities and severe injuries are on the rise. People walking are more likely to die in crashes than people using other modes of transportation.

The region's approach to safety

In 2018, the Metro Council and Joint Policy Advisory Committee on Transportation adopted a target to reach zero traffic deaths and serious injuries by 2035. To achieve this goal, Metro and the region's transportation agencies employ a Safe System approach. The Safe System approach prevents the most serious crashes by holistically considering street design, speeds, people's behavior, and vehicles (Figure 1). Transportation agencies in the region use proven safety countermeasures to reduce roadway fatalities and serious injuries, including speed management, medians, crosswalk visibility enhancements, bicycle lanes, sidewalks, and more.

The guiding principles of the Safe System approach (Figure 2) acknowledge that people will make mistakes and may have road crashes—but the system should be designed

Figure 1. *Components of the Safe System approach*

The Safe System Approach
- Safe Road Users
- Safe Vehicles
- Safe Speed
- Safe Roads
- Post-Crash Care

so that those crashes will not result in death or serious injury. The Safe System approach emphasizes separation between people walking and bicycling and motor vehicles, access management and median separation of traffic, and survivable speeds.

Adopted Regional Transportation Plan (RTP) policies identify strategies and actions for regional partners to improve traffic and personal safety on the region's roadways. Actions include improving arterials with complete streets designs, managing speeds for safety, investing in Safe Routes to Schools, and increasing access to transit.

Figure 2. *Guiding principles of the Safe System approach*

Safe System Approach

It is possible to **PREVENT ALL** traffic deaths

Proactively integrate **HUMAN FAILING** into design

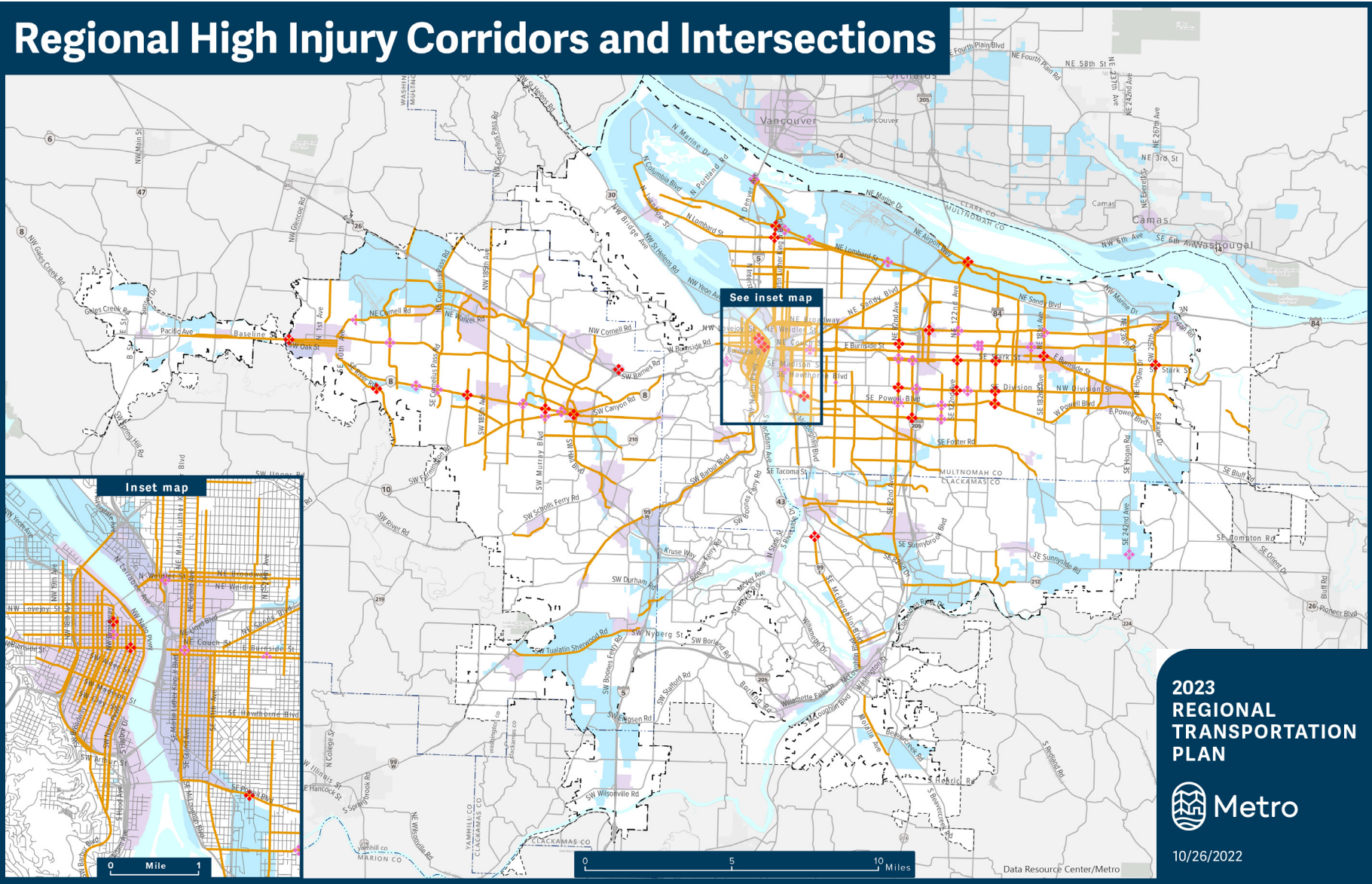**FOCUS** on analyzing **FATAL** and **SEVERE CRASHES**

PROACTIVELY design a forgiving system

Saving lives is **NOT EXPENSIVE**

Did you know...

- About half (51%) of planned capital investments in the financially constrained 2018 RTP were safety benefit projects.

- Traffic fatalities in the Portland region have been increasing, except among people bicycling.

- Speeding, alcohol, and drugs are the most common contributing factors for crashes in the region. From 2016 to 2020, speed was involved in 35% of fatal crashes.

- Total crashes fell during the COVID-19 pandemic because fewer people were driving. However, the crashes that occurred were more likely to be fatal.

- The Portland region has fewer fatal crashes than other metro regions. Though it is the 25th most populous region in the US, it has the 50th highest rate of pedestrian traffic fatalities. This is in part because our commitment to compact urban growth is working.

- The regional pedestrian fatality rate increased from 1.22 in 2011-15 to 1.83 in 2016-20. This seems to be part of a national trend—the pedestrian fatality rate also rose across the US and in almost all peer metro regions during that same time period. Larger vehicles may be making crashes more dangerous for pedestrians.

Regional High Injury Corridors and Intersections

2023 REGIONAL TRANSPORTATION PLAN

Metro

10/26/2022

Inset map

0   Mile   1

0   5   10 Miles

Data Resource Center/Metro

◆ Top 1% High Injury Intersections

◆ Top 5% High Injury Intersections

— High Injury Corridors

▨ Central city; Regional center; Town center

▨ Employment/Industrial

–·–·– County boundary

▢ Urban growth boundary

▢ Metropolitan Planning Area

Regional High Injury Corridors

A majority of traffic deaths occur in a relatively small number of locations, mostly along arterial roads. Making these streets and intersections safer is critical to reducing crashes in the region. Figure 3 shows High Injury Corridors (where 60% of the region's fatal and serious crashes occur) and High Injury Intersections (those that are in the top 5% for severe injury rates are marked in pink; those that are in the top 1% are marked in red).

Traffic deaths and serious injuries

Regional partners are working together to eliminate traffic deaths and serious injuries on our streets. The latest data show that there is more work to do.

Traffic deaths are increasing (Figure 4). Severe injuries are also increasing, but more slowly, and there have been some declines during recent years. Overall, the region is not on track to meet its Vision Zero goal.

People who are walking and biking are particularly vulnerable

The vast majority of crashes in the region only involve vehicles. However, bicyclists, motorcyclists, and especially pedestrians are vulnerable travelers who face significantly higher risk of death when they are involved in crashes. As Figure 5 shows, though only 2% of crashes involve pedestrians, pedestrians represent 38% of traffic deaths. Protecting pedestrians is critical to preventing serious crashes.

Figure 4. *Annual traffic fatalities, compared to the trend, and target, 2009-2020 region*
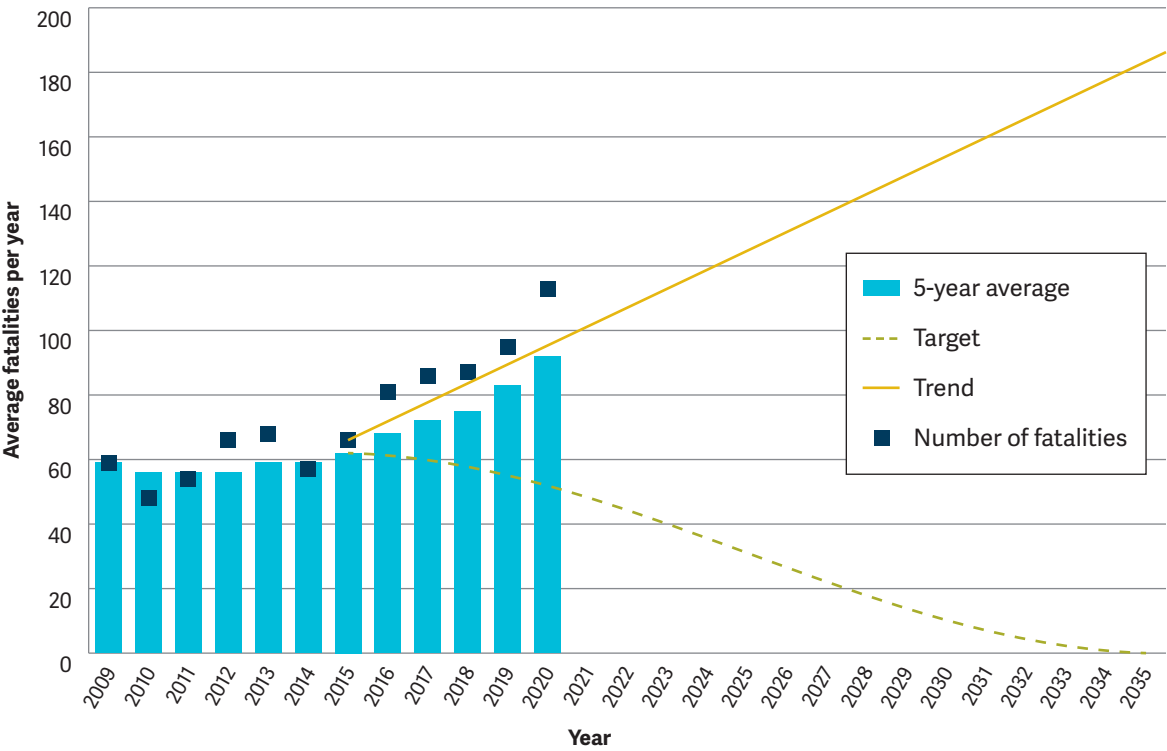
Figure 5. *Percentage of all traffic crashes and traffic fatalities by mode, 2016-2020*

38%
Of traffic deaths involved pedestrians

	Motor Vehicle	Pedestrian	Bicycle	Motorcycle
Fatalities	41%	38%	5%	16%
All Traffic Crashes	94%	2%	2%	2%

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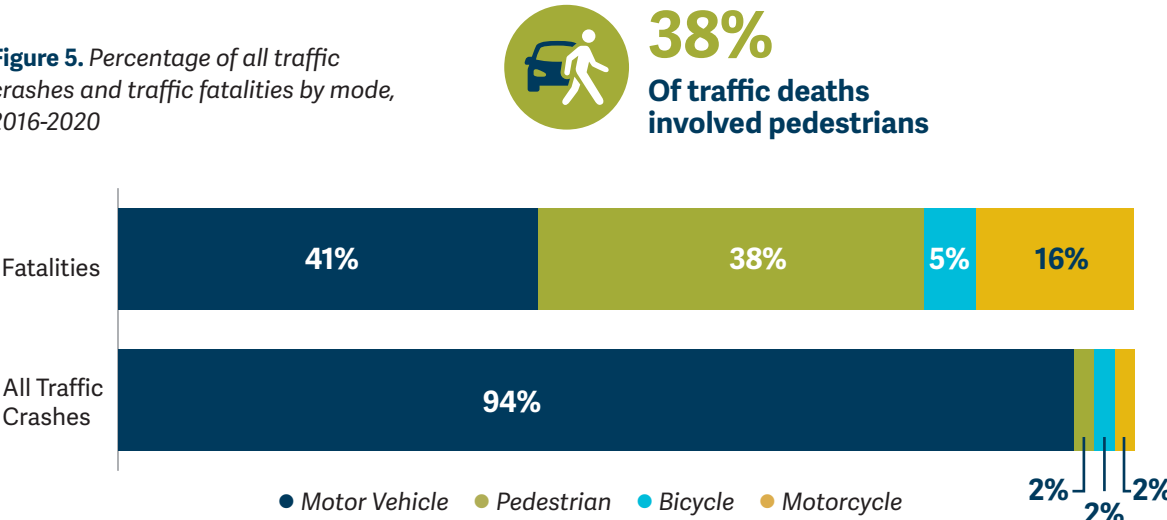
2023 Regional Transportation Plan Update

Creating and improving transit and active transportation connections between where people live and important destinations is fundamental to achieving mobility and climate goals.

Mobility and climate policy context

The 2023 Regional Transportation Plan (RTP) update includes significant changes to regional mobility and climate policies. The updated Regional Mobility Policy replaces an interim policy that was focused on reducing congestion for drivers with standards that address a greater variety of modes and outcomes. The Climate Smart Strategy is being updated in response to new state climate policies and updated greenhouse gas reduction targets. The strategy identifies a range of approaches, many of which involve making it more convenient for people to use transit and active transportation, to meet these targets. These approaches are shown in Figure 1.

The updated Regional Mobility policy recommends new performance measures to assess mobility for the region, including vehicle miles traveled (VMT) per capita and system completeness, which are also measures the region uses to track the implementation of the Climate Smart Strategy.

Figure 1. *Greater Portland Climate Smart Strategies*

Climate Smart greenhouse gas (GHG) reduction strategies

► High GHG Reduction Impact

- Support Clean Vehicles and Fuels
- Implement Pricing
- Coordinate Housing, Transportation and Community Design
- Invest in Transit

► Medium GHG Reduction Impact

- Invest in Active Transportation
- Invest in System Management and Operations
- Invest in Travel Information and Incentives

Transportation system completeness

Meeting mobility and climate goals depends on completing the multimodal transportation system so that people have multiple options for making trips. Figure 2 summarizes the completeness of different regional modal networks.

The RTP prioritizes completing bicycle and pedestrian connections in the places where they are most useful for people, including near transit, along arterials, and within urban centers. The regional bicycle and pedestrian networks are 60% to 70% complete in these key areas— which is greater than the regional averages between 50% and 60% that are shown in Figure 2.

Metro creates maps of the gaps in the region's different transportation systems as part of the RTP call for projects to help partner agencies identify opportunities to complete the transportation system.

Figure 2. *System completeness by modal network*

	Total miles	% of miles completed
Transit Network	1,460	54% (788 miles)
Pedestrian Network	1,052	58% (607 miles)
Bicycle Network	1,169	54% (633 miles)
Trail Network	561	43% (242 miles)
Motor Vehicle Network	1,176	98% (1,150 miles)
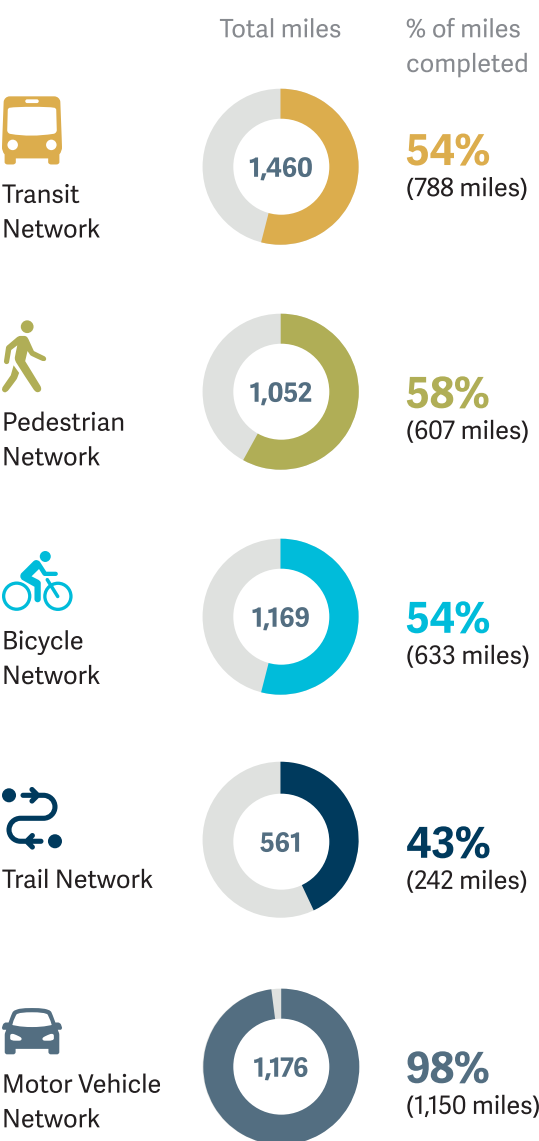
Did you know…

- Between 2015 and 2020, the region grew significantly—by 135,000 people (an 8.4% increase); 57,000 households (8.9%); and 90,000 jobs (10.1%)—and this growth is projected to continue.

- Overall, the planned motor vehicle network is much more complete than the transit or active transportation networks.

- Teleworking is a fast-growing mode. In 2020, 10% of workers teleworked, and that number rose dramatically during the COVID-19 pandemic.

- Per capita VMT in the greater Portland region has been significantly lower than the national average since 1997 and has mostly been flat or declining, even during times when the region has grown rapidly.

- During rush hour, the average traveler can reach 43% of jobs in the region by driving and 7% by transit.

Vehicle miles traveled trends

VMT per capita measures how many miles the average person in the Portland region drives each day. As shown in Figure 3, per capita VMT in the region has been significantly lower than the national average since 1997. There has been a general downward trend, with a few exceptions during economic booms, over the past 25 years. However, between 2010 and early 2020 (see below) there was little or no decline in VMT per capita.

In an era when high housing costs make it challenging for many people to live in transportation-rich neighborhoods, the region may need to take new approaches (such as congestion pricing) or prioritize high-impact strategies (such as expanding frequent transit, creating more affordable housing in regional centers, and increasing the use of parking pricing parking) to meet ambitious greenhouse gas and VMT reduction targets.

Figure 3. *VMT per capita for the region and the US*

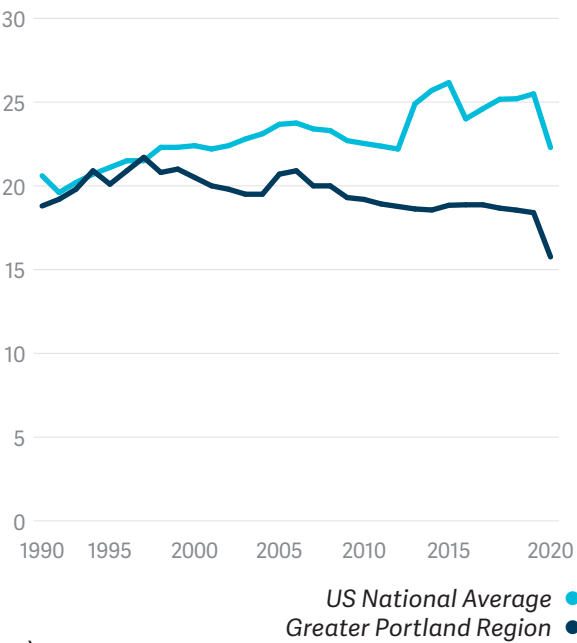US National Average ●
Greater Portland Region ●

Figure 4. *Home-based VMT per capita by Metro transportation analysis zone (TAZ) (explore this map in more detail here)*
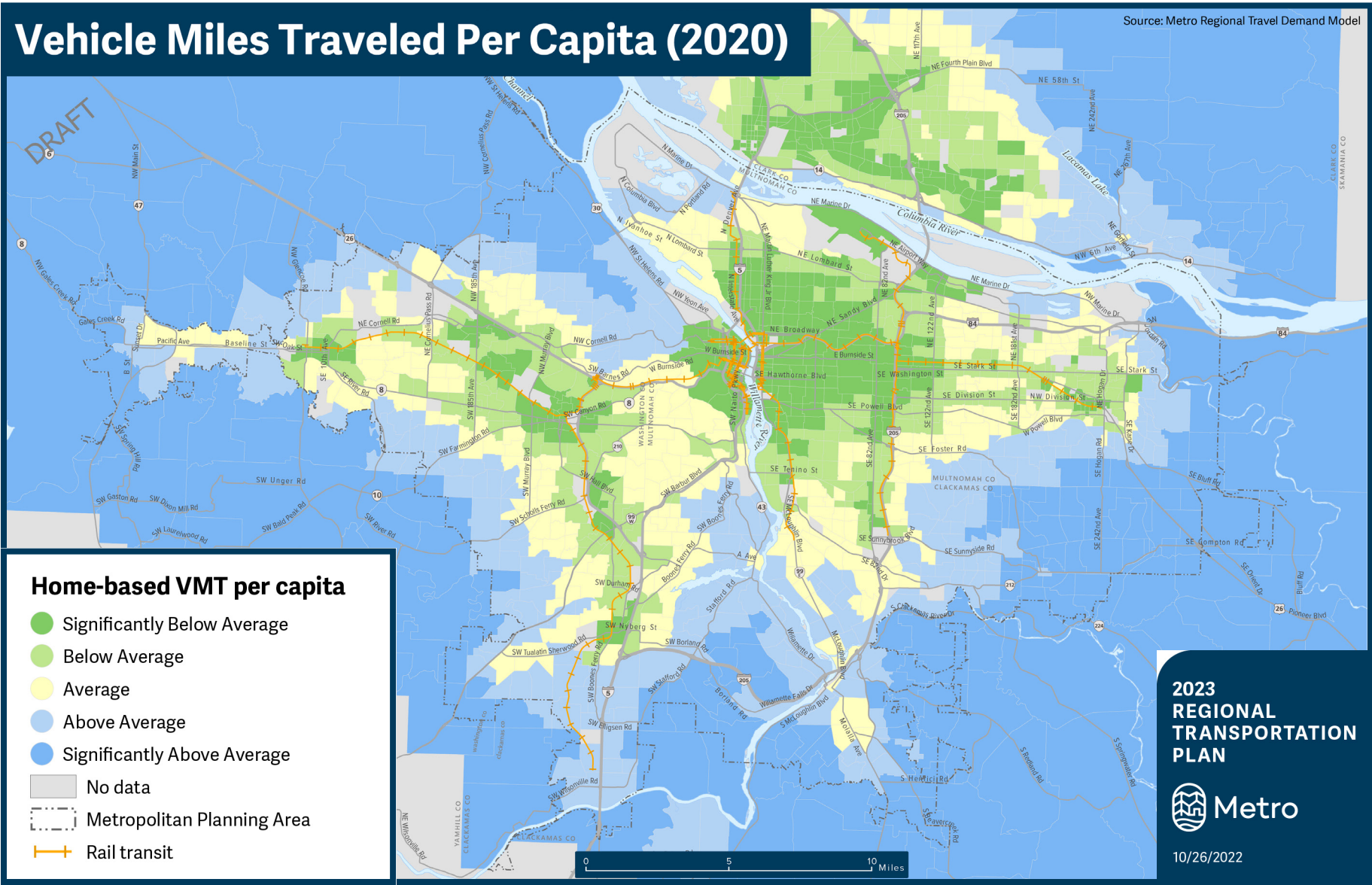

Figure 4 shows how home-based VMT per capita varies across the region. VMT per capita is lower in regional centers, along frequent transit lines, in many of the region's older neighborhoods, and in other communities that are rich with travel options.

VMT per capita is determined in large part by the share of trips that people take by modes other than driving. Reducing private vehicle trips is a significant part of reducing VMT per capita. Figure 5 shows change in regional mode shares for commute trips over the past decade. The share of people who drove to work, whether alone or in a carpool, fell, while the share of people who worked from home rose.

Figure 5. *Change in mode share, 2010-2019*
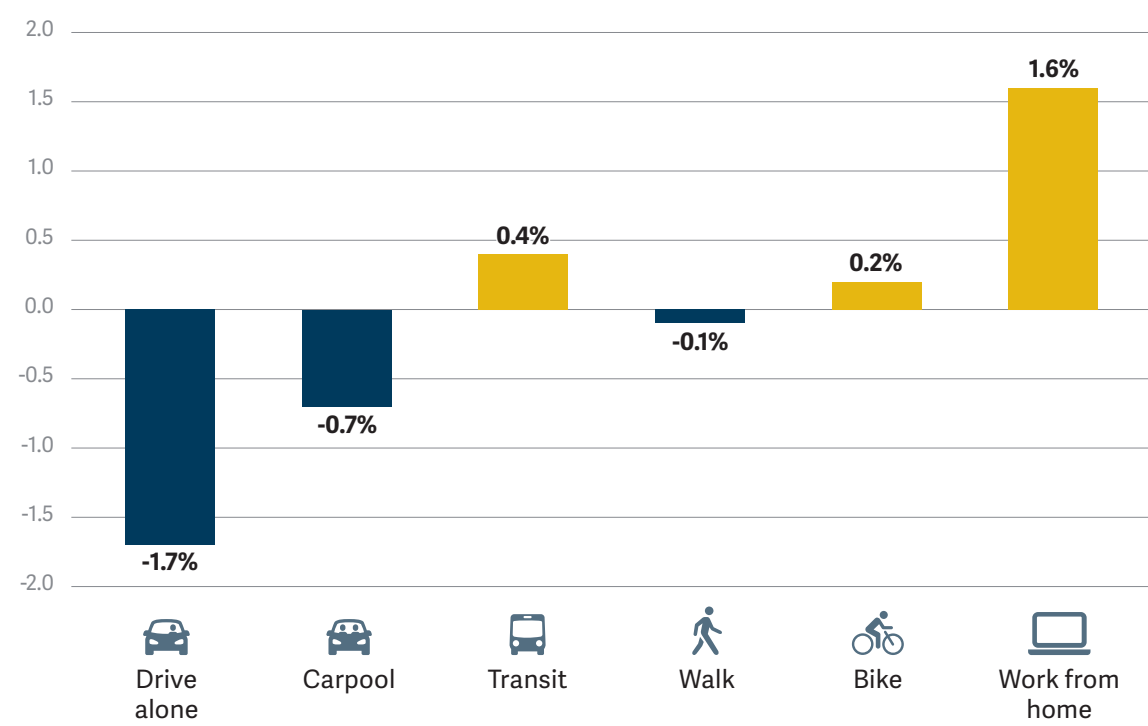
Based on US Census Bureau's 5 Year American Community Survey Estimates 2006-2010, and 2015-2019 for all tracts that intersect the Metro boundary

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6.2 RTP - Climate Smart Strategy Update and Climate Analysis for 2023 RTP

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, December 14th, 2022

MPAC Worksheet

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Agenda Item Title: Climate Smart Strategy Update and Climate Analysis for 2023 RTP

Presenters: Kim Ellis, RTP Project Manager (she/her)

Contact for this worksheet/presentation: Kim Ellis, kim.ellis@oregonmetro.gov

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Purpose/Objective
- Provide background information on the Climate Smart Strategy and work ahead to review and update the strategy as part of the 2023 Regional Transportation Plan update

Outcome
MPAC discussion and input on these questions:

1. Do you have specific feedback on the assumptions identified in Table 1 of the background document?

2. Are there new or updated policies and additional carbon reduction strategies that are not currently included in the Climate Smart Strategy that should be reflected in the updated strategy?

3. What opportunities do you see for the region to move forward should our analysis show we need to do more through the RTP update to meet our VMT per capita reduction targets and climate goals?

What has changed since MPAC last considered this issue/item?
- Last summer, MPAC provided feedback on the 2023 RTP vision and goals developed by the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council, including a climate action and resilience goal. Together, the vision and goals and supporting policies in the RTP will guide updating the Climate Smart Strategy as part of the 2023 RTP Update. Other 2023 RTP policy topics that are integral solutions for the climate conversation include updating the high capacity transit (HCT) to expand the transit system to more places in the region, utilizing congestion pricing to fund near-term strategies, creating safe and healthy urban arterials, considering technology's role in reducing GHG emissions, and recognizing housing and land use policy as a key piece to decreasing and shortening trips.

- On Nov. 10, JPACT and Metro Council discussed the materials included in this packet and provided feedback on top strategies for updating the Climate Smart Strategy and next steps. Building on implementing adopted land use plans, increased transit service (including high capacity transit) was consistently identified as their top priority followed by completing bicycle and pedestrian connections and investing in system management and operations.

  JPACT and Metro Council also agreed it will be necessary to ambitiously pursue a mix of strategies to meet state-mandated per capita reductions in vehicle miles traveled (VMT). They requested more in-depth discussions as this work moves forward to understand the broader benefits and impacts of different strategies (especially those with the greatest carbon reduction potential) and how different strategies will work together in practice, recognizing it will look different in each community. This will be important to help identify what short-term projects will best address the region's transportation needs while also leading to substantial reductions in carbon emissions in short-term and long-term. JPACT and Metro Council highlighted the importance of using an equity lens to determine the best combination of strategies that work together to achieve Climate Smart Strategy and state mandated carbon reduction goals.

There was also support for pursuing pricing policies to meet carbon reduction goals – both congestion pricing and parking pricing – but with an understanding that it will be important to understand and address potential unintended consequences as these strategies are implemented in the region. The [Regional Congestion Pricing Study](#) found there is a high correlation between VMT reduction associated with pricing and achieving the region's climate, mobility, safety, and equity goals. Linking the development of regional congestion pricing policy and parking management with other strategies relative to priority RTP outcomes and adopted land use plans is a key opportunity to ensure these strategies are used as effectively and equitably as possible in the updated Climate Smart Strategy.

A majority of the group agreed doing nothing and lack of funds would have a negative impact on communities and the region. There was an acknowledgement of the importance of legislative support and local, regional and state alignment on investment priorities to support funding goals that lead to the successful implementation of the Regional Transportation Plan (RTP). A summary report of the workshop is under development.

- On November 12, MTAC discussed this information and emphasized the importance of prioritizing near-term investments in the RTP to accelerate emissions reductions in way that also support the region's equity, safety, mobility and economic goals. Examples given were expanding transit service and active transportation connections to support growth in centers and corridors served by transit. The importance of planning for and providing complete multimodal transportation systems in new areas designated for future housing and job growth. Members also highlight the public health benefits of implementing climate smart strategies with medium- and high-potential for greenhouse gas emissions reduction. There was a recognition that the harmful effects of climate change are being experienced in the region today, often disproportionately by marginalized communities. Questions were also raised about what information may be available to help better understand the relationship between the current state targets and International Panel on Climate Change (IPCC) findings on the reductions needed to avert the worst effects of climate change.

What are the next steps?
- Feedback from MPAC will help identify what assumptions may need to be updated or revised to account for new information and changes to policies, strategies and then identifying which high-impact and medium-impact strategies that have the greatest potential to reduce GHG emissions should be focused on in the update to the Climate Smart Strategy.
- A consultant team has been hired to support the greenhouse analysis work for the RTP update and the update to the Climate Smart Strategy – including some baseline modeling on where we are and where we need to be to meet our state-mandated targets.
- A more detailed schedule for updating the Climate Smart Strategy in 2023 is under development. The RTP Call for Projects is an opportunity for local, regional and state partners to work together to accelerate transit service expansion, prioritize completion of biking and walking network gaps, and that use designs, travel information, technologies, and other strategies to support and expand travel options and maximize use of the existing system. Evaluation of the updated 2023 RTP investment priorities will include an in-depth climate analysis in addition to system performance and equity analysis.

What packet material do you plan to include?
- 2023 Regional Transportation Plan Update: Climate Smart Strategy: Background on greenhouse gas emissions targets, policies, and analytical tools
- Assessment of Potential Climate Smart Strategies

2023 Regional Transportation Plan Update
Climate Smart Strategy: Background on greenhouse gas emissions targets, policies, and analytical tools

Prepared for Metro Council, JPACT members and interested parties

The Portland region's climate targets

Climate change is the defining global challenge of the 21st century. And as the recent increase in climate-induced wildfires and extreme weather events has demonstrated, it is likely to have significant impacts on the Portland region.

In 2009, the Oregon Legislature set goals to reduce greenhouse gas (GHG) emissions 10 percent below 1990 levels by 2020 and at least 75 percent below 1990 levels by 2050.[1] More recently, Executive Order 20-04 set new emissions reduction goals that call for the State of Oregon to reduce its GHG emissions at least 45 percent below 1990 emissions levels by 2035 and at least 80 percent below 1990 levels by 2050.[2] These updated goals are consistent with the reductions that climate scientists now believe are necessary to avoid catastrophic climate change impacts.

The transportation sector is the largest contributor to greenhouse gas emissions in Oregon. It is therefore a key focus of the state's greenhouse gas reduction efforts. And the State, recognizing the role that regional transportation plans (RTPs) play in influencing transportation policies, projects, and outcomes, has relied on RTPs to help reduce transportation emission. Beginning in 2012, the State set GHG reduction targets for Oregon's metropolitan areas to meet, and has continued to update these targets since. For the 2023 RTP update, the Portland region's targets are:

- A 20 percent reduction in per capita greenhouse gas emissions by the year 2035

- A 25 percent reduction by 2040

- A 30 percent reduction by 2045

- A 35 percent reduction by 2050

- Targets for the years 2041-2049 steadily increase from 26 to 34 percent in order to maintain progress toward the 2050 target.[3]

It is important to note that **these targets focus on per capita reductions achieved by reducing light vehicle trips and travel which includes passenger vehicles (cars, pickup trucks and SUVs) and commercial trucks with a** vehicle weight rating of 10,000 pounds or less. Only certain kinds of reductions count toward these targets:

Regional targets are focused on reducing vehicle use, not on making fuels and vehicles cleaner and more efficient. Regional transportation plans have typically focused on providing sustainable travel options, coordinating transportation and land use, and other actions that allow people to drive less.

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[1] Oregon Department of Environmental Quality, Oregon Greenhouse Gas Emissions, https://www.oregon.gov/deq/aq/programs/Pages/GHG-Oregon-Emissions.aspx
[2] https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf
[3] Oregon Administrative Rule 660-044-0020, https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3093
https://www.oregon.gov/lcd/LAR/Documents/2022-01_Div44.pdf

The State is the primary regulator of vehicles and fuels sold in Oregon. Oregon's climate rules recognize this division of responsibilities, and require that RTPs primarily focus on reducing GHG emissions by reducing vehicle miles traveled (VMT) per person. Regional targets are designed to "fill the gap" between the State's overall GHG reduction goals and the reductions that are expected to be achieved through State-level policies and actions identified in the Statewide Transportation Strategy (STS), which aim to advance Oregon's transition to cleaner, low-carbon fuels and zero and low-carbon emissions vehicles. Metropolitan areas can only take credit for GHG reductions from making vehicles and fuels cleaner if they can demonstrate that they are taking actions that go above and beyond the STS. This means that in most cases, the GHG reduction targets above are functionally the same as VMT per capita reductions.

Regional targets only apply to emissions from light-duty passenger and commercial vehicles, and reductions in emissions from heavy-duty vehicles (e.g., freight trucks with a gross vehicle weight rating greater than 10,000 pounds) **do not count** toward these targets.
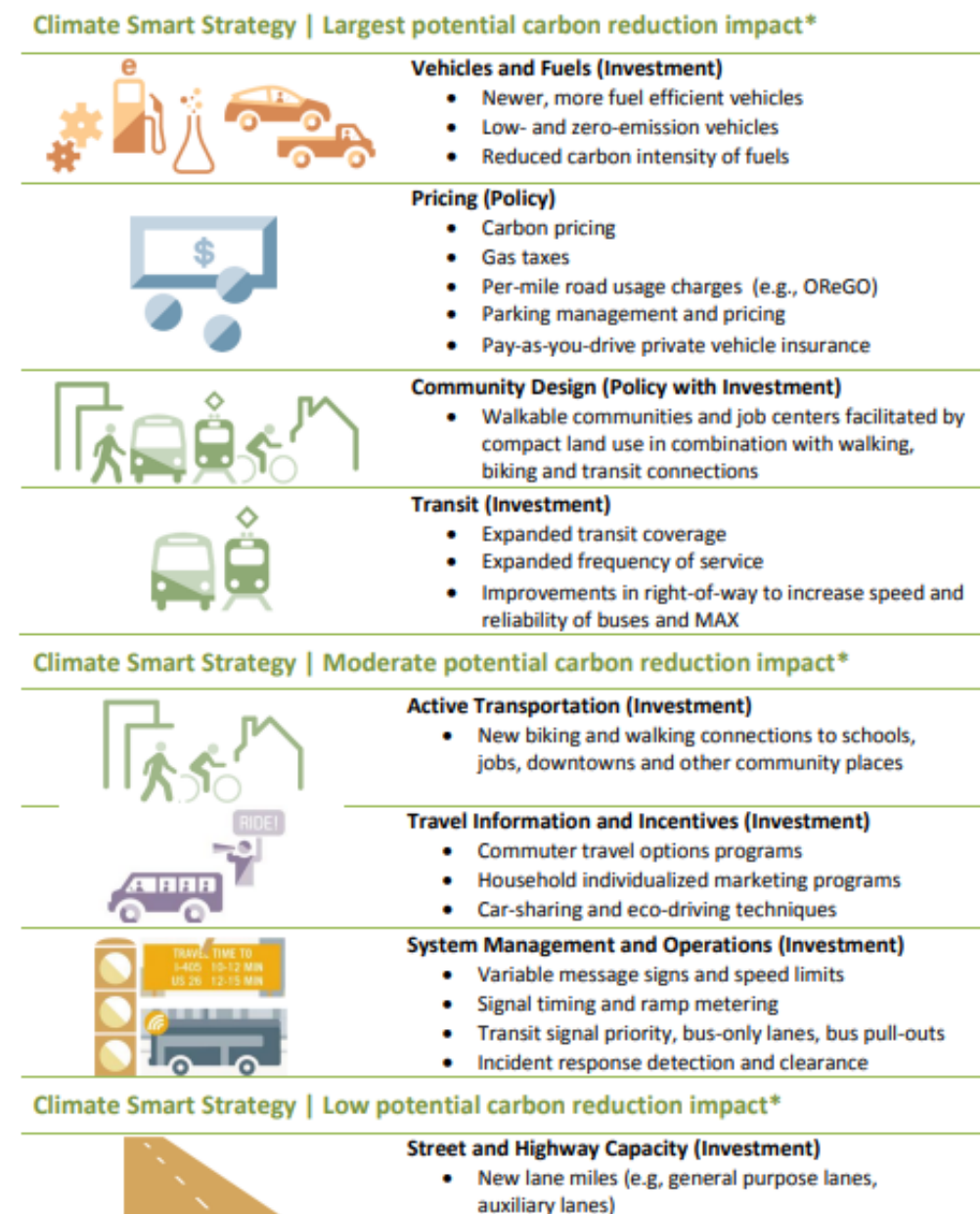
Population growth is accounted for in progress toward regional targets. All things being equal, a region with a higher population will produce more total greenhouse gas emissions than one with a lower population, because more people means more driving and therefore more emissions. To control for the influence of growth, and to focus instead on the influence of transportation policies and investments, the targets above apply to per capita GHG emissions, not total emissions.

The greater Portland region's climate strategy

In 2014, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the Climate Smart Strategy[4] with broad regional support from community, business and elected leaders. The Strategy, which was approved by the Land Conservation and Development Commission in 2015, was based on extensive stakeholder and public input, scenario planning and analysis. As part of the process, Metro conducted detailed modeling and analysis of various GHG scenarios and estimated the potential for a variety of strategies to reduce transportation-related GHG emissions, and identified the most effective strategies. These GHG reduction strategies are summarized below in Figure 1.

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[4] https://www.oregonmetro.gov/climate-smart-strategy

Figure 1: Climate Smart Strategy (Policies and Investments by potential GHG reduction impact)

Climate Smart Strategy | Largest potential carbon reduction impact*

Vehicles and Fuels (Investment)
- Newer, more fuel efficient vehicles
- Low- and zero-emission vehicles
- Reduced carbon intensity of fuels

Pricing (Policy)
- Carbon pricing
- Gas taxes
- Per-mile road usage charges (e.g., OReGO)
- Parking management and pricing
- Pay-as-you-drive private vehicle insurance

Community Design (Policy with Investment)
- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections

Transit (Investment)
- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX

Climate Smart Strategy | Moderate potential carbon reduction impact*

Active Transportation (Investment)
- New biking and walking connections to schools, jobs, downtowns and other community places

Travel Information and Incentives (Investment)
- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques

System Management and Operations (Investment)
- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

Climate Smart Strategy | Low potential carbon reduction impact*

Street and Highway Capacity (Investment)
- New lane miles (e.g, general purpose lanes, auxiliary lanes)

Source: Understanding Our Land Use and Transportation Choices Phase 1 Findings (January 2012), Metro.

The Climate Smart Strategy and related policies (see Appendix B) were adopted in the 2018 Regional Transportation Plan and will be reviewed and updated in 2023 to ensure ongoing compliance with Oregon's GHG emissions reduction targets. The monitoring report that was included as part of the 2018 RTP concluded that the Portland region was making satisfactory progress implementing the Climate Smart Strategy, but was not able to directly compare the GHG emissions from the RTP to the state-mandated targets because different tools were used to set the targets than were used to analyze performance of the RTP (see the GHG forecasting tools section).

In order to help stakeholders gauge progress toward climate targets, the RTP also reported on the implementation of individual strategies and assumptions from the climate strategy. It found that the

RTP met or exceeded targets for expanding transit service, locating housing in compact communities, managing parking, and increasing bicycle travel. However, the RTP fell short of targets for reducing VMT per capita, building bicycle and pedestrian infrastructure, and tripling walk, bike and transit mode share.

The 2023 RTP update will include an update to the Climate Smart Strategy and supporting RTP policies and investments, as needed, to meet the region's state-mandated greenhouse gas emissions reduction targets. The update will consider how best to account for more recent changes to federal and state climate-related policies and updated regional congestion pricing-related policies, and whether the strategies and key assumptions underlying the region's Climate Smart Strategy are being implemented and continue to be realistic, including:

- **Federal climate rulemaking**[5] is underway that would require State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to establish declining carbon dioxide (CO_2) targets for on-road motor vehicle emissions. As proposed, the draft rule does not mandate the level of reduction the targets should achieve. Rather, State DOTs and MPOs would have flexibility to set targets that are appropriate for their communities and given their respective climate policies and other policy priorities - so long as the targets would reduce emissions over time and align with the Biden Administration's target of net-zero emissions, economy-wide, by 2050.[6] Comments are due by Oct. 13, 2022.

- New **Climate-Friendly and Equitable Communities land use and transportation rules** that support implementation of the Climate Smart Strategy. Adopted by the Land Conservation and Development Commission in July 2022, the new rules require cities and counties to designate walkable, compact mixed use areas[7] that are served by transit and other sustainable transportation options, reform parking management, plan for high quality pedestrian, bicycle and transit infrastructure, prioritize and select projects meeting climate and equity outcomes and demonstrate that land use and transportation system plan updates reduce per capita vehicle miles traveled.

- State updates to the STS that are expected to account for **new policies and programs to support the transition to cleaner, low carbon vehicles and fuels**. Since 2018, the State has adopted new policies and programs to support clean vehicles and fuels in response to Executive Order 20-04.[8] See Appendix A for an overview of these and other state policies and programs are under development.

- Updates to **congestion pricing policies** in the RTP. Research suggests that pricing can be very effective at reducing GHG emissions, and pricing is the only high-effectiveness strategy in Climate Smart Strategy that has not yet been implemented in the region.

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[5] https://www.federalregister.gov/documents/2022/07/15/2022-14679/national-performance-management-measures-assessing-performance-of-the-national-highway-system
[6] Executive Order 13990 (https://www.federalregister.gov/documents/2021/01/25/2021-01765/protecting-public-health-and-the-environment-and-restoring-science-to-tackle-the-climate-crisis) and Executive Order 14008 (https://www.energy.gov/sites/default/files/2021/02/f83/eo-14008-tackling-climate-crisis-home-abroad.pdf)
[7] For the Portland region, these areas are the 2040 Centers, including the Portland Central city and regional and town centers
[8] https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf

- The **impact of the COVID-19 pandemic on travel behavior and the transportation system** - in particular the significant loss of transit riders due to health concerns and the resulting cuts in service, which have been exacerbated by an ongoing shortage of transit drivers.

GHG forecasting tools

Since 2010, ODOT and Metro have been developing, testing, and refining tools to measure and forecast transportation-related GHG emissions. There are three main tools that have been used to develop GHG reduction targets and assess regions' progress toward these targets.

The regional travel model

The regional travel model has been the primary tool that Metro uses to evaluate the impact of transportation projects and policies. It is a complex model that simulates travel behavior based on surveys detailing individuals' tripmaking and on a detailed representation of the regional transportation system. Metro also uses a land use and economic model and various off-model tools (including MOVES, which is a tool developed by the EPA that is required in clean air analysis, and is used to convert travel model outputs into GHG emissions) in concert with the travel model when developing the RTP.[9] The term "travel model" is used in this memorandum as a shorthand way of referring to this entire suite of tools.

The travel model will likely remain the primary tool for quantifying greenhouse gas reductions, as well as other performance measures, for the 2023 RTP. There are three reasons for this. First, it is a detailed and nuanced tool that takes into account the complex interrelationships between land use, trip cost, the availability of different travel options, congestion, socioeconomic characteristics, and other factors that determine how people travel in the region. Second, the travel model has been widely used to assess regional plans and projects, which makes it easier for stakeholders to interpret results. Third, federal regulations require the use of a travel model in developing an RTP.

That said, there are two important limitations to the regional travel model. First, it is a complex tool that is labor-intensive to program and run, so it is not the best tool for quickly assessing the relative effectiveness of different GHG reduction strategies or for conducting "what if" assessments that explore how different combinations of strategies could impact emissions. Second, results from the travel model are not directly comparable to those from VisionEval (see below), which is the tool that the State used to set regional GHG reduction targets – an issue that the State noted when reviewing GHG results from the 2018 RTP. As described in the following section, Metro has been developing and testing a regional-scale version of VisionEval to support the 2023 RTP update. One of the goals of this work is better understand how VisionEval works at the regional scale and improve our understanding of the differences in results between VisionEval and the regional travel model and to be able to estimate greenhouse gas emissions from the 2023 RTP and directly compare forecasted emissions and corresponding VMT per capita to the region's state-mandated targets.

VisionEval and GreenSTEP

VisionEval is a scenario planning tool that examines how people respond to changes in the transportation system based on aggregate inputs about the transportation system (e.g., factors like lane-miles and transit service), detailed assumptions about current and future travel options and costs, research on the impact of different changes on travel behavior, detailed demographic and socioeconomic data, and other information.

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[9] Modeling 101 Workshop, May 23, 2022. Information available: https://www.oregonmetro.gov/modeling-services

VisionEval is designed to allow users to evaluate large numbers of scenarios and explore how different combinations of future conditions might affect performance measures like VMT and GHG emissions. It is also the tool that the State uses to set regional greenhouse gas reduction targets (which it does by using VisionEval to assess progress toward state GHG reduction goals due to state-level clean vehicle and fuel strategies, determining the gap between the results of these strategies and the targets, and identifying the reductions in VMT per capita that may be needed to fill this gap). As such, **VisionEval is well-suited for assessing progress toward the GHG reduction target and estimating potential reductions from many of the additional strategies that may be needed to meet these targets**. In addition, **Metro may recommend using VisionEval to demonstrate compliance with GHG reduction targets if staff find that technical differences between VisionEval and the travel model make it challenging to compare results and targets that are based on two different tools**.

However, VisionEval is not as detailed of an analysis tool as the travel model. The model forecasts people's behavior based on the destinations that they typically travel to and on the specific travel time, options, and conditions between their origin and destination, whereas VisionEval looks at fleet changes and aggregate effects of policies on GHG and VMT.

GreenSTEP is a scenario planning tool, similar to VisionEval, that the State used to set regional GHG reduction targets prior to 2017. The State has since promoted VisionEval as a replacement for GreenSTEP in setting and assessing progress toward state and regional targets. GreenSTEP and VisionEval are broadly similar, but they use different inputs and calculations, so **GHG targets and results from one RTP cycle are not directly comparable to those from other cycles or development of the Climate Smart Strategy in 2014.**

Different tools for different uses

GHG analysis is complex, and must speak to a variety of audiences – including the public, decision-makers, state and federal regulators, and partner agency staff. As reinforced by the Climate Expert Panel convened by Metro in June 2022[10], **there is no single best tool for the job, all of the available tools have their limitations, and the results are only as sound as the assumptions behind each tool. All of these tools are only useful insofar as they support Metro and its partner agencies in taking action** to reduce carbon emissions and protect people from the impacts of climate change.

Though VisionEval and the travel model have their differences, **they share many of the same strengths and limitations**. Both are generally well-suited to capture how land use, population change, roadway capacity, transit service, transportation costs, and travel time affect travel behavior. Both are capable of accounting in detail for how changes to fuels and vehicles affect GHG emissions. Both are also limited when it comes to analyzing induced demand, pedestrians' and bicyclists' behavior, or how people respond to travel demand management strategies (other than those that involve pricing). However, **the strengths of these tools generally align with the strategies that research suggests are most effective at producing significant long-term VMT reductions** (or avoiding further increases) – including implementing pricing, expanding and improving transit service, and limiting new roadway capacity.[11]

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[10] https://www.oregonmetro.gov/events/climate-and-transportation-expert-panel/2022-06-22
[11]For examples of research highlighting the impact of these strategies, see: Handy et al., State-Level Strategies for Reducing Vehicle Miles of Travel (2017); CDC, Strategies for Health-Oriented Transportation Projects and Policies: Reduce Vehicle Miles Traveled (VMT); Salon, The Effect of Land Use Policies and Infrastructure Investments on How Much we Drive (2015), Gately and Reardon, The Impacts of Land Use and Pricing in Reducing Vehicle Miles Traveled (2021).

VisionEval is better suited to evaluate and compare the relative effectiveness of different packages of GHG reduction strategies. It is also responsive to state climate policies. The travel model is better suited to conduct the final analysis of the RTP, and its use is required by federal regulations. Technically, the main question that Metro and its partner agencies face in using these two separate tools in the RTP update is how to compare and translate results between the two, so that the initial VisionEval analysis of GHG scenarios leads to a final RTP that meets GHG reduction targets.

Initial Climate Smart Strategy review: preliminary findings and considerations for the 2023 RTP update

In preparation for updating the 2023 RTP, Metro staff is creating a **Climate Smart Strategy (CSS) Scenario**[12] **in VisionEval** that represents the 2014 Climate Smart Strategy as currently adopted in the 2018 RTP, but with the updated growth forecast (households and jobs) adopted in 2020 for use in the 2023 RTP update. This scenario will be based on adopted policies and plans, including regional assumptions about implementation of VMT-reducing strategies in the 2018 RTP and State assumptions about Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles from the 2013 Statewide Transportation Strategy.[13]

Table 1 summarizes how Metro staff is using the inputs in VisionEval to represent some of the key strategies[14] adopted in the Climate Smart Strategy. **This is designed to help build understanding of how the current Climate Smart Strategy is represented in VisionEval.**

At the workshop, Metro staff will be asking for input on whether the assumptions underlying the region's Climate Smart Strategy are realistic, how certain assumptions should be updated, and if new or updated policies and additional GHG reduction strategies that are not currently included in Climate Smart Strategy should be reflected in the updated strategy. Initial feedback from agency partners on these questions is provided in the packet.

Table 1 does not include any recommendations on how strategies should be updated, but it does include notes on current values and/or trends for many inputs. This information should be considered when updating Climate Smart Strategy assumptions as part of the 2023 RTP update. The table also distinguishes between regional assumptions that are set by Metro and its partner agencies through the RTP and assumptions that are set by the State.

As of November 2022, ODOT is in the process of updating the latter based on several new policies and programs described in Appendix A, and intends to provide these updated assumptions for use in the 2023 RTP update. **Though State assumptions are not set through the RTP process, they are included in this document to help improve understanding of key factors behind VMT and GHG results more thoroughly**.

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[12] Though the assumptions used in creating this scenario mirror those used for the 2018 RTP as closely as possible, neither the assumptions nor the results are identical because of the differences between GreenStep, VisionEval and the regional travel model discussed in the previous section.

[13] https://www.oregon.gov/odot/Planning/Pages/STS.aspx. In 2018, the Oregon Transportation Commission adopted an amendment to incorporate the STS as part of the Oregon Transportation Plan (https://www.oregon.gov/odot/Planning/Pages/Plans.aspx). The 2013 STS assumptions do not reflect recent updates to State clean vehicle and fuel policies (see Appendix A). As of August 2022, ODOT staff are working to develop VisionEval assumptions that reflect these updates.

[14] VisionEval is a complex tool with hundreds of detailed inputs. Table 1 focuses only on inputs that reflect key strategies adopted in the CSS. Information on all VisionEval inputs can be found at https://visioneval.org/docs/model-inputs.html.

The Climate Smart Strategy was incorporated in the 2018 RTP in 2018, and meeting the region's targets depends in large part upon implementing the policies and investments in the RTP. However, recent data suggests that some of the assumptions underlying the Climate Smart Strategy may need to be updated, and that these revisions may impact the region's progress toward meeting its targets. Table 1 highlights some of the key assumptions in the Climate Smart Strategy that may need to be updated, and that could have a significant impact on how we meet our GHG targets.

Table 1: Key transportation assumptions in Climate Smart Strategy Scenario

Assumption	Climate Smart Strategy Scenario in VisionEval for 2035	Notes on recent[15] data and trends
Climate Smart Strategy Assumptions		
Transit Service	Transit service grows roughly in proportion with the region's population.	Between 2010 and 2019, transit service hours grew by 4%, roughly half the rate of population growth.[16] The region plans to increase transit service significantly,[17] but agencies have cut service during the COVID pandemic and that have continued due to challenges hiring drivers.
Employer-based Travel Options Programs	30% of workers receive regular travel options programming.	Based on data from the Regional Travel Options program, 5.5% of workers currently receive regular travel options programming.
Household-based Travel Options Programs	45% of households receive regular travel options programming.	Based on data from the Regional Travel Options program, less than 1% of households currently receive regular travel options programming.
Parking pricing and management	Consistent with the 2018 RTP, most of the region's 2040 centers and many of its frequent transit corridors include managed parking, and parking is priced in central Portland and at selected other destinations throughout the region.[18]	The new Climate-Friendly and Equitable Communities rules call for increasing the use of parking management and pricing in 2040 centers and within proximity of frequent transit service.
Pay-As-You-Drive (PAYD) Insurance	40% of the region uses PAYD insurance.	Some insurers offer PAYD insurance, but usage of PAYD insurance in Oregon is not increasing as envisioned in the STS.[19] The STS envisioned 20% of Oregon households had PAYD insurance by 2020 and almost 100% of households by 2035.
Fleet and technology assumptions from the State at the time of adoption of the Metropolitan GHG Reduction Target Rule in 2011		
Gas Prices	Gas prices are $6.75 per gallon[20]	

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[15] As of April 2022.
[16] TriMet, TriMet Service and Ridership Statistics, November 30, 2021. https://trimet.org/about/pdf/trimetridership.pdf.
[17] Metro, Regional Transit Strategy, 2018 Regional Transportation Plan, December 6, 2018.
[18] See the 2018 RTP, Figure 6.30, p. 6-44 and 2018 RTP Appendix M, p. 20 to p.25. https://www.oregonmetro.gov/sites/default/files/2020/07/29/2018-RTP-Appendix_M-Regional-Analysis.pdf
[19] ODOT, STS Implementation Monitoring Report, p. 26. https://www.oregon.gov/odot/Planning/Documents/STS-2018-Monitoring-Report.pdf.
[20] This price is in 2010 dollars and approximates the STS Vision inputs and was provided by the State for use during development of the Climate Smart Strategy. This equates to $9.17 per gallon in 2022 dollars.

Assumption	Climate Smart Strategy Scenario in VisionEval for 2035	Notes on recent[15] data and trends
Electricity Prices	Electricity prices are $0.23 per kWh[21]	
Commercial Fleet Age	The average lifetime of commercial vehicles is 7.6 years.	Commercial vehicle lifetimes currently average 14.2 years and are increasing.[22]
Fleet Electrification	24% of commercial light-duty trucks are hybrid or electric.	Currently, less than 1% of heavy-duty vehicles are hybrid or electric. One recent forecast[23] estimates that 7% of the heavy-duty fleet will be hybrid/electric by 2030, rising to 49% in 2040. This does not account for state policies promoting clean heavy-duty vehicles.
Commercial Fleet Share	20% of light-duty commercial vehicles are trucks/SUVs and 80% are cars.	58% of light-duty commercial vehicles are trucks, and that percentage has been increasing.[24] The STS Vision assumed 35% are trucks/SUVs and 65% are cars.
Household Fleet Share	20% of light-duty passengers vehicles are trucks/SUVs and 80% are cars.	80% of new U.S. vehicle sales are trucks, and that percentage has been increasing.[25]
Household Vehicle Fleet Age	The average lifetime of passenger cars is 7 years and 7.7 years for trucks/SUVs.	Passenger vehicle lifetimes currently average 11.9 years and are increasing.[26]

Potential strategies to produce additional VMT per capita and related GHG reductions

In support of the 2023 RTP update, Metro staff proposes to use VisionEval to conduct a preliminary analysis of VMT per capita and related GHG reductions under the 2018 RTP (as a next step), and will update regional technical and policy advisory committees and the Metro Council on the results at future meetings, including whether the updated RTP seems likely to meet its VMT per capita and related GHG reduction targets. Staff also proposes to evaluate the draft 2023 RTP project list using VisionEval as part of the system analysis conducted following the Call for Projects in Spring 2023.

Below are some of the strategies that are likely to produce significant additional reductions – focusing on the strategies identified in the Climate Smart Strategy (See Figure 1) with the greatest potential carbon reduction potential, as well as on strategies that are well-represented in the GHG analysis tools discussed above – if additional action is needed to meet the region's targets.

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[21] This price is in 2010 dollars approximates the STS Vision inputs and was provided for use during development of the climate Smart Strategy. This equates to $0.23 per kWh in 2022 dollars.
[22] Brusseau, D., Aging Trucks Create More Service Opportunities, NTEA News, https://www.ntea.com/NTEA/Member_benefits/Industry_leading_news/NTEANewsarticles/Aging_trucks_create_more_service_opportunities.aspx?fbclid=IwAR3mkimdcKilEbdqwvYYSwODX5Hop5g6odQWuQdIt9cJ37I30kwxgv209PU
[23] Ledna, C., et. al., Decarbonizing Medium- & Heavy-Duty On-Road Vehicles: Zero-Emission Vehicles Cost Analysishttps://www.nrel.gov/docs/fy22osti/82081.pdf
[24] Bureau of Transportation Statistics, U.S. Automobile and Truck Fleets by Use, https://www.bts.gov/content/us-automobile-and-truck-fleets-use-thousands
[25] FRED Blog, Long-term trends in car and light truck sales, March 15, 2021. https://fredblog.stlouisfed.org/2021/03/long-term-trends-in-car-and-light-truck-sales/
[26] Bureau of Transportation Statistics, Average Age of Automobiles and Trucks in Operation in the United States, https://www.bts.gov/content/average-age-automobiles-and-trucks-operation-united-states

Pricing: Multiple agencies, including ODOT, Metro and the City of Portland, are currently working on plans to price roadways in the Portland region in order to both manage demand and raise revenues for future transportation investments. The 2023 RTP update is anticipated to include updated policies and new projects that expand the region's approach to pricing. **Pricing presents a major opportunity to reduce GHG emissions since pricing is the only high-impact strategy identified in Climate Smart that has not yet been implemented at scale**. The Regional Congestion Pricing Study analyzed a variety of potential approaches to pricing and found that all of them reduced VMT, ranging from a minor reduction to a 7.6 percent decrease.[27] This analysis focused on pricing's potential to help manage travel demand, and does not account for additional VMT per capita and related GHG reductions that could result from reinvesting a share of the resulting revenues in other climate strategies such as those discussed below.

Increasing transit service: Increasing transit service has long been a focus of Metro and its partners' efforts to implement the 2040 Growth Concept, expand travel options, improve air quality and reduce GHG emissions. This strategy also has significant potential benefits for equity and mobility. The 2018 RTP exceeded Climate Smart Strategy targets for increasing transit service, both in general and in the region's housing and job centers. However, the COVID-19 pandemic reduced transit ridership and necessitated cuts to transit service that weren't anticipated in the 2018 RTP. As a result, it may take additional funding to achieve the level of transit service – and corresponding per capita VMT and GHG reductions – envisioned in the 2018 RTP, and even more to increase transit-related GHG reductions beyond what was expected in 2018. Some resources may be available through pricing (though constitutional restrictions on how revenue raised from vehicles and fuels can be spent may limit how pricing revenues can be spent on transit); others may be available through the new funding programs created as part of the Bipartisan Infrastructure Law.

Expanding parking management and pricing: Managing and pricing parking can have a similar impact on VMT and GHG emissions as road pricing. In addition, parking pricing can also be applied in a more targeted fashion to destinations that are easy to reach by modes other than driving. Currently, very few places in the region have managed or priced parking, and in most cases the rules and fares that are in place are not designed to manage demand and encourage the use of transit and other modes instead of driving. The new Climate Friendly and Equitable Communities (CFEC) rules seek to change this by requiring the implementation of managed/priced parking in designated regional centers and station communities. The RTP is generally aligned with the CFEC rules, which calls for significantly expanding the use of managed parking in the region in 2040 centers and in areas near frequent transit service. However, the RTP currently anticipates a modest level of parking management in most communities that implement it. This means that there is an opportunity for local governments to implement parking management and pricing in a coordinated fashion that is guided by best practices in managing demand, and implement the new CFEC rules in a way that maximizes GHG reductions.

Plan and build compact and multimodal communities: Coordinating land use and transportation planning has been a core focus of Metro and its partners' efforts for decades. In the context of the RTP, this has meant building a multimodal transportation system that connects the

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[27] Metro, Regional Congestion Pricing Study, p. xiii and Appendix D.i. https://www.oregonmetro.gov/sites/default/files/2021/10/05/Regional%20Congestion%20Pricing%20Study%20-%20final%20report%20-%20Metro.pdf

centers and communities identified in the 2040 Growth Concept.

Take additional action to accelerate the adoption of clean vehicles and fuels: Oregon's climate regulations generally direct Metro, cities and counties to focus on reducing GHG emissions by reducing VMT per capita. They require Metro to assume that complementary State clean vehicle and fuel programs and policies will be implemented, and to use assumptions provided by the State that account for these programs and policies when calculating progress toward GHG reduction targets. However, the State also allows Metro to take credit for GHG reductions from clean vehicle and fuel strategies as long as they can demonstrate that these strategies are additive to State policies and programs.

Given how high interest in clean vehicles and fuels is in the Portland region – zero-emission vehicle (ZEV) ownership rates in each of the region's three counties exceed those in any other Oregon county by 50% or more, and collectively Multnomah, Washington and Clackamas Counties account for three-fifths of the state's registered ZEVs – there may be opportunities to implement unique and innovative programs. However, the State already assumes a high level of ZEV penetration in the Portland region, and agencies in the region have so far generally focused on greening their own fleets instead of increasing consumer usage of ZEVs. It will likely take detailed analysis and coordination between local, regional and State agencies to identify what, if any, additional actions that the RTP could take to significantly increase adoption of clean vehicles and fuels and that are not duplicative of State policies and programs.

As noted above, the recommendations above are focused on implementing strategies that are identified by the Climate Smart Strategy as having a high impact on GHG reductions. It may also be possible to increase GHG reductions from the medium-impact strategies shown in Figure 1 above.

Next steps

Metro staff recommend that Metro Council and regional policy and technical advisory committees first identify what assumptions may need to be updated or revised to account for new information and changes to policies, strategies and other assumptions since 2018 and then identifying which high-impact and medium-impact strategies that have the greatest potential to reduce GHG emissions should be focused on in the update the Climate Smart Strategy.

Next steps include:

- Engaging JPACT and the Metro Council in updating the Climate Smart Strategy at a joint workshop on November 10 to build a shared understanding of the Climate Smart Strategy and state requirements to reduce per capita VMT as the way to demonstrate meeting GHG emissions reduction targets. **At the workshop, Metro staff will be asking for input on whether the assumptions underlying the region's Climate Smart Strategy are realistic, how certain assumptions should be updated, and if new or updated policies and additional GHG reduction strategies that are not currently included in Climate Smart Strategy should be reflected in the updated strategy**. Initial feedback from agency partners on these questions is provided in the packet in Appendix C.

- Working with a consultant team to support greenhouse gas analysis in the 2023 RTP update, including some of the tasks listed below:

  o Estimating likely VMT per capita and related GHG reductions under the 2018 RTP and 2023 RTP using VisionEval, to help assess whether the RTP is on track to meet its targets for 2040 and 2045.

  o Conducting a sensitivity analysis of the additional VMT per capita and related GHG reductions that could result from increasing implementation of certain carbon reduction strategies.

  o Mapping how household-based VMT per capita varies across the region, which will help identify communities with higher and lower levels of per person transportation-related GHG emissions, as well as support the implementation of the Climate-Friendly and Equitable Communities rules and the updated Regional Mobility Policy.

3.2.3 Climate leadership policies

Climate change may be the defining challenge of this century. Global climate change poses a growing threat to our communities, our environment and our economy, creating uncertainties for the agricultural, forestry and fishing industries as well as winter recreation. The planet is warming and we have less and less time to act. Documented effects include warmer temperatures and sea levels, shrinking glaciers, shifting rainfall patterns and changes to growing seasons and the distribution of plants and animals.

Warmer temperatures will affect the service life of transportation infrastructure, and the more severe storms that are predicted will increase the frequency of landslides and flooding. Consequent damage to roads and rail infrastructure will compromise system safety, disrupt mobility and hurt the region's economic competitiveness and quality of life. Our ability to respond will have unprecedented impacts on our lives and our survival.

The 2018 Regional Transportation Plan is a key tool for the greater Portland region to implement the adopted Climate Smart Strategy.

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

Transportation sources account for 34 percent of greenhouse gas emissions in Oregon, largely made up of carbon dioxide (CO_2). Since 2006, the state of Oregon has initiated a number of actions to respond including directing the greater Portland region to develop and implement a strategy for reducing greenhouse gas emissions from cars and small trucks.

3.2.3.1   Climate Smart Strategy (2014)

The Regional Transportation Plan is a key tool for the greater Portland region to implement the adopted Climate Smart Strategy and achieve greenhouse gas emissions reduction targets adopted by the Land Conservation and Development Commission in 2012 and 2017.

As directed by the Oregon Legislature in 2009, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) developed and adopted a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035 to meet state targets. Adopted in December 2014 with broad support from community, business and elected leaders, the Climate Smart Strategy relies on policies and investments that have already been identified as local priorities in communities across the greater Portland region. Adoption of the strategy affirmed the region's shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities, and grow our economy – all while reducing greenhouse gas emissions.

The analysis of the adopted strategy demonstrated that with an increase in transportation funding for all modes, particularly transit operations, the region can provide more safe and reliable transportation choices, keep our air clean, build healthy and equitable communities and grow our economy while reducing greenhouse gas emissions from light-duty vehicles as directed by the Legislature. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of our greenhouse gas emissions reduction goal and other desired outcomes. The Land Conservation and Development Commission approved the region's strategy in May 2015.

3.2.3.2 Climate Smart Strategy policies

The Climate Smart Strategy is built around nine policies to demonstrate climate leadership by reducing greenhouse gas emissions from cars and small trucks while making our transportation system safe, reliable, healthy and affordable. The policies listed below complement other RTP policies related to transit, biking and walking, use of technology and system and demand management strategies.

Climate Smart Policies	
Policy 1	Implement adopted local and regional land use plans.
Policy 2	Make transit convenient, frequent, accessible and affordable.
Policy 3	Make biking and walking safe and convenient.
Policy 4	Make streets and highways safe, reliable and connected.
Policy 5	Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policies and strategies.
Policy 6	Provide information and incentives to expand the use of travel options.
Policy 7	Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking
Policy 8	Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles in recognition of the external impacts of carbon and other vehicle emissions.
Policy 9	Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.

3.2.3.3 Climate Smart Strategy toolbox of potential actions

The responsibility of implementation of these policies and the Climate Smart Strategy does not rest solely with Metro. Continued partnerships, collaboration and increased funding from all levels of government will be essential. To that end, the Climate Smart Strategy also identified a comprehensive toolbox of more than 200 specific actions that can be taken by the state of Oregon,

Metro, cities, counties, transit providers and others to support implementation. These supporting actions are summarized in the *Toolbox of Possible Actions (2015-2020)* adopted as part of the Climate Smart Strategy. The actions support implementation of adopted local and regional plans and, if taken, will reduce greenhouse gas emissions and minimize the region's contribution to climate change in ways that support community and economic development goals. The Climate Smart Strategy's *Toolbox of Possible Actions* was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target and that some tools and actions may work better in some locations than others. As such, the toolbox does not mandate adoption of any particular policy or action. Instead, it emphasizes the need for many diverse partners to work together to begin implementation of the strategy while retaining the flexibility and discretion to pursue the actions most appropriate to local needs and conditions.

Local, state and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to in the future. Updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present ongoing opportunities to consider implementing the actions recommended in locally tailored ways.

3.2.3.4 Climate Smart Strategy monitoring

The Climate Smart Strategy also contained performance measures and performance monitoring targets for tracking implementation and progrss. The purpose of the performance measures and targets is to monitor and assess whether key elements or actions that make up the strategy are being implemented, and whether the strategy is achieving expected outcomes. If an assessment finds the region is deviating significantly from the Climate Smart Strategy performance monitoring targets, then Metro will work with local, regional and state partners to consider the revision or replacement of policies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

Appendix J reports on implementation progress since 2014, and found the 2018 Regional Transportation Plan makes satisfactory progress towards implementing the Climate Smart Strategy and, if fully funded and implemented, can reasonably be expected to meet the state-mandated targets for reducing per capita greenhouse gas emissions from passenger cars and small trucks (light-duty vehicles) for 2035 and 2040.

The analysis also found that more investment, actions and resources will be needed to ensure the region achieves the mandated greenhouse gas emissions reductions defined in OAR

APPENDIX J
2018 Regional Transportation Plan
Climate Smart Strategy implementation and monitoring
December 6, 2018   oregonmetro.gov/rtp

Appendix J reports on implementation progress since 2014. The analysis found the 2018 RTP makes satisfactory progress towards implementing the Climate Smart Strategy, but more investment, actions and resources are needed to ensure the region achieves mandated greenhouse gas emissions reductions.

660-044-0060. In particular, additional funding and prioritization of Climate Smart Strategy investments and policies that substantially reduce greenhouse gas emissions will be needed.

3.2.3.5 Transportation preparedness and resilience

The topic of preparedness and resilience has broad implications across all sectors of the economy and communities throughout the region. Natural disaster can happen anytime, affecting multiple jurisdictions simultaneously. The region needs to be prepared to respond quickly, collaboratively and equitably, and the transportation system needs to be prepared to withstand these events and to provide needed transport for fuel, essential supplies and medical transport. Advance planning for post-disaster recovery is also critical to ensure that communities and the region recover and rebuild important physical structures, infrastructure and services, including transportation – it can make communities and the region stronger, healthier, safer and more equitable.

What are the risks we face?

Climate change, natural disasters, such as earthquakes, urban wildfires and hazardous incidents, and extreme weather events present significant and growing risks to the safety, reliability, effectiveness and sustainability of the region's transportation infrastructure and services. Flooding, extreme heat, wildfires and severe storm events endanger the long-term investments that federal, state, and local governments have made in transportation infrastructure. Changes in climate have intensified the magnitude, duration and frequency of these events for many regions in the United States, a trend that is projected to continue. There is much work going on locally, regionally, statewide and across the country to address these risks.

Regional collaboration and disaster preparedness

The Regional Disaster Preparedness Organization (RDPO) is a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland metropolitan area collaborating to increase the region's resilience to disasters. RDPO's efforts span across Clackamas, Columbia, Multnomah, and Washington counties in Oregon and Clark County in Washington.

According to the 2013 Oregon Resilience Plan, Oregon's buildings and lifelines (transportation, energy, telecommunications, and water/ wastewater systems) would be damaged so severely that it would take three months to a year to restore full service in areas such as the Portland region. More recently, a 2018 report from the Oregon Department of Geology and Mineral Industries (DOGAMI) on the Portland region describes significant casualties, economic losses and disruption in the event of a large magnitude Cascadia subduction zone earthquake.

The Regional Disaster Preparedness Organization (RDPO) is a partnership of government agencies, non-governmental organizations, and private-sector stakeholders in the Portland metropolitan area collaborating to increase the region's resilience to disasters. For more information, visit www.rdpo.net.

While transportation infrastructure is designed to handle a broad range of impacts based on historic climate patterns, more planning and preparation for climate change, earthquakes and other natural disasters and extreme weather events is critical to protecting the integrity of the transportation system and improving resilience for future hazards.

Potential opportunities for future regional collaboration in support of transportation preparedness and resilience include:

- Partner with the RDPO to update the region's designated Emergency Transportation Routes (ETRs) for the five-county area, which were last updated in 2006. These routes are designated to facilitate all-hazards emergency response activities, including those of medical, fire, law enforcement and disaster debris removal in the immediate aftermath of an earthquake or other major event. The project will use data from the DOGAMI study to apply a seismic lens to determine whether the routes have a high likelihood of being damaged or cut-off during an earthquake and determine whether other routes may be better suited to prioritize as ETRs as a result. Some considerations for emergency recovery will also be incorporated into the updated ETR criteria and recommendations for future work. See Chapter 8 (Section 8.2.3.10) for more information.

- Consider climate and other natural hazard-related risks during transportation planning, project development, design and management processes.

- Conduct a vulnerability assessment for the region, documenting climate and other natural hazard-related risks to the region's transportation system and vulnerable populations, and potential investments, strategies and actions that the region can implement to reduce the vulnerability of the existing transportation system and proactively increase the transportation system's resiliency.

- Optimize operations and maintenance practices that can help lessen impacts on transportation from extreme weather events and natural disasters. Examples include more frequent cleaning of storm drains, improved plans for weather emergencies, closures and rerouting, traveler information systems, debris removal, early warning systems, damage repairs and performance monitoring.

- Integrate green infrastructure into the transportation network when practicable to avoid, minimize and mitigate negative environmental impacts of climate change, natural disasters and extreme weather events.

- Protection and avoidance of natural areas and high value natural resource sites, especially the urban tree canopy and other green infrastructure, in slowing growth in carbon emissions from paved streets, parking lots and carbon sequestration and addressing the impacts of climate change and extreme weather events, such as urban heat island effects and increased flooding.

- Avoidance of transportation-related development in hazard areas such as steep slopes and floodplains that provide landscape resiliency and which are also likely to increase in hazard potential as the impacts of climate change increase.

Appendix B: New State clean vehicle and fuel strategies since 2018

Since 2018, the State has adopted new policies and programs to support clean vehicles and fuels in response to Executive Order 20-04.[1] The Every Mile Counts Program and its coordinated STS Multi-Agency Implementation Work Plan are focused on reducing greenhouse gas emissions and implementing the STS.

Recent actions include the formation of climate offices within ODOT and ODEQ and the statewide CFEC rulemaking by the LCDC and the Department of Land Conservation and Development (DLCD). In addition, several Oregon vehicles and fuels legislative actions and Environmental Quality Commission (EQC) rules are expected to be in place by the end of 2022 that will help greatly advance the STS goals to "clean up every mile" and associated air quality impacts:

1. Clean Car Standards Program (ZEV1) (EQC adopted in 2005)
2. Clean Fuels Program (CFP1) (HB2186, 2009)
3. Clean Electricity Standard (HB2021, 2021)
4. Advanced Clean Truck Rules (ACT) (EQC adopted in November 2021)
5. Climate Protection Program (CPP) (EQC adopted in December 2021)
6. Clean Fuels Program Expansion (CFP2) (EQC expected adoption in 2022)
7. Clean Car Standards Program Expansion (ZEV2) (EQC expected to initiate rulemaking mid-2022)

The first three are expected to achieve by 2026 a roughly 10 percent reduction in state GHG emissions. The Climate Protection Program is an overarching policy that will restrict sales of fossil fuel sales in the state across multiple sectors increasingly each year starting in 2022. The latter programs are critical to implementing that policy to ease the transition to a low carbon future for all vehicle groups. Some credit trading is allowed prior to 2030, which makes it hard to predict exact forecasts in the near term. The ZEV programs when fully implemented should roughly conform to the goals set out in SB1044.

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[1] https://www.oregon.gov/gov/Documents/executive_orders/eo_20-04.pdf

2023 Regional Transportation Plan Update

Climate Smart Strategy Update
Jurisdictional Partner Comments

October 2022

092722 Clackamas County Staff Comments on Climate Smart Strategies

1. **Do you have specific feedback on the assumptions identified in Table 1** of the staff memo:

   Transit Service – Use updated information from TriMet on assumptions on return of service. Document.

   Employer Based Travel Options Programs – why are only 5.5% of workers receiving regular travel options programming? Why would we assume that it is more? How does this change with increased work from home options?

   Household Based Travel Options Programs – The assumptions on this should change because they are dramatically different that they are today. The Climate Smart Plan should be clear on what specific actions / programs are needed to change the "trend" to the "assumption."

   Parking and Pricing Management – No recommended changes to the assumptions.

   Pay As You Drive Insurance – The assumption should be reduced since PAYD insurance is not being used as was envisioned.

   No Comment on **- Gas Prices; Electricity Prices; Commercial Fleet Age; Fleet Electrification; Commercial Fleet Share; Household Fleet Share**

   Household Vehicle Age – Since vehicles are so expensive, it seems that 7 years is too low of a number.

2. **Are there new or updated policies and additional carbon reduction strategies that are not currently included in the Climate Smart Strategy that should be reflected in the updated strategy?**

   Pricing – Can both Roadway Pricing, as being implemented by ODOT and Road User Charge Fee / VMT Fee across the region be "tested" for their impact on reducing VMT?

   Increased Transit Service – How can Climate Smart discuss not just "more transit service" but type and where? What are the actions that need to be taken to get people to use the transit service?

   Expanding Parking Management and Pricing – The assumptions for this do not need to be changed. The CFEC rules that limit mandated parking may create more demand for parking (since there is less available parking), which then will result in a greater need to manage the demand through pricing.

   Plan and Build Multimodal Communities – There is a need to take actions to create jobs closer to where people live so that it will be easier for people to use multimodal options (which are better for shorter trips)

   Take additional action to accelerate the adoption of clean vehicles and fuels – Create a high tax for environmental damage on internal combustion engine vehicles

3. **What issues and policy questions are you interested in exploring as we update our strategy** during this time of change and uncertainty?

   1. Better understanding of how the ODOT Roadway Pricing will reduce VMT verses a VMT Fee/Road User Charge in the Metro area. Build the understanding of the laying of Roadway Pricing and its effectiveness on reducing VMT.

   2. How the Climate Strategy could be influenced by taxes and incentives, instead of voluntary adoption of the strategies. Often the most successful strategies for bringing about real change

are those based on taxes and incentives. Driving and greenhouse gas emissions is currently incentivized in many ways. For example, increasing the cost of greenhouse gas emissions and providing a very large incentive for driving zero or low emitting vehicles.

3. Land use –The current land use pattern is one of the most significant drivers of greenhouse gas emissions because our land use pattern relies upon driving far distances to get to jobs and services and limiting reduces walking and biking because facilities do not exist and the distances may be too far. The CFEC rules to parking minimums are a potential good start.

    a. How can land use codes incentivize high density residential uses within ½ mile of fixed route transit or employment locations? Lower parking standard, higher allowable residential densities?

    b. How can we quantify the benefit of implementing the new CFEC rules, such as the requirement to have capacity for EV charging.

4. Using VisionEval to assess different approaches to GHG reductions sounds like a good idea.

5. How can different vehicle registration fees, such as a very large vehicle registration fee on internal combustion vehicles, and no vehicle registration fee for no emission vehicles, influence the Climate Smart Strategies?

6. Impact of a VMT+EMISSIONS Charge – Assessing a VMT charge for internal combustion engines vehicles for the basis of cost of road improvements/maintenance/enforcement AND a very large greenhouse gas emissions charge. Low emission vehicles could be charged a fee bases on the cost of road improvements/maintenance/enforcement, and receive a large credit for the greenhouse gases that are not emitted.

4. **What opportunities do you see for the region to move forward should our analysis show we need to do more** to meet our VMT per capita reduction targets and climate goals?

While local land use changes to development codes are almost entirely under local control – that is the place to start, there also needs to be a better understanding of how to incentive builder/developers so places are built to their planned densities.

Depending on the outcomes of the analysis, local governments could consider adopting higher vehicle registration fees.

5. **Other comments or suggestions you would like to share?**

While the Climate Smart Strategies are all reasonable actions, Table 1 demonstrates that more needs to be done to achieve the various goals. What tools are needed to achieve effective change before it is too late? Incentives are needed for the implementation of measures that reduce greenhouse gas emissions and disincentives (carbon tax?) for existing approaches that result in production of greenhouse gases.

It would be helpful to know if the changes to the Transportation Planning Rule related the Climate Friendly and Equitable Communities will make an impact on the regions potential of achieving the goals set forth in the Climate Smart Strategies.

PBOT Comments to Kim on 9/12 RTP CSS presentation questions
September 26, 2022

PBOT Comments on Climate Smart Scenario memo from 9/14 TPAC-MTAC Workshop

Overall
We're concerned with the slow pace of Climate Smart Strategy (CSS) work, especially since so much of the work creating a revised Reference Case has already been done and could begin to be validated with TPAC. Failing to share an updated Reference Case undermines our ability to understand the magnitude of the VMT Gap in a timely manner and thus impedes discussion of scenario development reflective of the policies, programs and projects the RTP will need to prioritize to eliminate the gap. We are increasingly concerned that TPAC, MPAC, Metro Council, and JPACT will have inadequate time for the challenging conversations around road and parking pricing, parking reform, and TDM implementation that are likely necessary to close the VMT/capita gap and ensure compliance with 660-44-0020 requirements.

To help us and the other regional partners and their policymakers understand how and when these important issues will be discussed and our ability to iteratively deliberate and decide on key emergent questions and additional evaluation, please share at your earliest possible convenience with TPAC a specific process and schedule for discussion of:
- Assumption changes and a revised Reference Case
- VMT/capita Gap and any other assumptions (e.g., fuel and electricity prices and STS implementation, or lack thereof, especially around fleet transition and state pricing)
- Scenario development
- Scenario results discussion
- Metro's plan to use "best available science" to evaluate induced demand (i.e., what beyond-the-model tools will Metro use to address the induced demand weaknesses in the RTDM?)
- Use of scenario results in project evaluation

Assumptions in Table 1
We do not believe the transit service levels, PAYD insurance, and employee and household travel options participation rates are realistic given trends to date and should be revised to create a new draft Reference Case for TPAC review as soon as possible. Much of the work needed to support revising the assumptions has already been done by Metro staff, as provided the packet produced for the Expert Panel in June.

In addition, gas and electricity price, commercial fleet age, fleet electrification, commercial fleet share, household fleet share, and household vehicle age assumptions should be updated for the 2023 RTP to reflect more realistic number based on the best available data. For example, gas prices assumed by the STS and CSS for 2022 are more than double current gas prices, and the share of light duty passenger vehicles that are SUV's is four times the STS/CSS assumption. Recognizing that the state has some responsibility for updating these assumptions, the region should also be engaging with the state agencies to ensure any updated assumptions are reasonable.

It will also be essential to be updating and strengthening assumptions around the demand management roadway pricing and parking management mechanisms being deployed in the region and reflected in the

RTP, given what the RCPS and other analyses from around the nation and industry have demonstrated (including our previous work on VisionEval) is likely needed to meet ambitious VMT/capita reduction targets.

We have questions about this language on pdf p. 160 in the September 14 TPAC packet:

"In support of the 2023 RTP update, Metro staff proposes to use VisionEval to conduct a preliminary analysis of VMT per capita and related GHG reductions under the 2018 RTP (as a next step), and will update TPAC and MTAC on the results at a future meeting, including whether the updated RTP seems likely to meet its VMT per capita and related GHG reduction targets."

We would like to confirm that this is referring to the development of a new Reference Case? The "Climate Smart Proxy" is based on dramatically outdated assumptions; it's critical that Metro share the evaluation based on a Reference Case using updated assumptions for each of the items in Table 1. Otherwise, the results are likely to be misleading. Also, conducting this "preliminary analysis" as soon as possible is highly desirable to give the region a sense of the VMT gap needing to be closed by the RTP to inform our other RTP workplan elements during the remainder of the update.

We also have concerns that VisionEval may not be the right tool to evaluate a project list, given its insensitivity to induced demand and VE's inability to show changes in bicycle and pedestrian mode share outputs. Rather, it is likely better suited for use in framing up key policy and program approaches needed to be applied in conjunction with projects that will be generate a higher utilization of multimodal infrastructure investments and help manage demand for low and no occupancy automobile trips.

New or Updated Policies

The 2023 RTP will need updated policies to reflect CFEC requirements, including a focus on VMT reduction and new parking reforms. Stronger road pricing, parking pricing, parking management, and mixed-use development requirements may be needed to put us on track to achieve targets, especially by 2030 which is when the scientific community is pointing to the need for significant reductions to avoid the most catastrophic outcomes from climate change.

The current language of the climate policies is not outcome oriented. We recommend revising the policies to focus on outcomes rather than process. Please see our comments on page 164 of the 9/14/22 TPAC packet, attached to the email.

Additional Carbon Reduction Strategies

As noted, the primary missing strategy in CSS is pricing, including demand management tolling, a regional and/or local Road User Charge to manage demand in the region above the gas tax replacement RUC, and parking pricing in centers and corridors across the region.

Several strategies will also need to be significantly expanded. The relatively weak household and employer travel options programs will need to be significantly expanded, with significant financial incentives provided by employers, residential property managers, Metro, and local governments.

For transit service to be more effective, an evaluation of needed transit-supportive strategies is necessary. Investing in additional transit service without additional regional and local transit-supportive actions would likely continue to produce marginal outcomes for transit ridership.

Metro should also evaluate strategies being implemented in California and Colorado to mitigate for VMT increases from adding SOV capacity to highways and arterials. We can't have one part of the boat rowing forward while the other part rows back.

Issues and Policy Questions to Explore

AS we update the climate smart Scenario for the region, it will be important not only to be understanding and addressing how to ensure maximum efficacy of emission reduction strategies is identified and implemented, but also ensuring that we are understanding and addressing the risk of potential VMT and GHG increasing policies, practices and investments that we are continuing to undertake or considering doing. From that perspective, we think the following questions are crucial for the region to also be exploring through this RTP update, and other CFEC implementation efforts:

- How do CSS policies and strategies connect with, and support, the RTFP policies 3.08.220 on Transportation Solutions and 3.08.230 on Performance Targets and Standards and the "significant SOV capacity language?"

- How do CSS policies and strategies connect with, and support, the region's Congestion Management Process? When and how will the Congestion Management Process be updated to reflect VMT reduction requirements?

- How is/will OHP Policy 1.G.1 be operationalized and implemented within the Metro region?

- How will "best available science" tools to evaluate induced demand be implemented in the 2023 RTP in time for the call for projects and scenario evaluation (e.g., a scenario reflecting travel demand needs after implementing VMT reduction strategies sufficient to achieve 660-044 requirements)?

Opportunities to Move Forward

There's a strong correlation between strong Regional Congestion Pricing policies and actions and achieving our climate, mobility, safety, and equity goals and objectives. Ensuring that we are linking the development of regional congestion pricing policy and parking management with the financial and system management assumptions and our performance evaluation relative to priority RTP outcomes is a key opportunity to ensure this key tool is used as effectively as possible.

Other Comments

In conclusion, timeliness is of the essence in order that scenarios that meet VMT reduction targets are used to inform the Needs Analysis and the Call for Projects. We need to move Climate out of first gear to sync with the other elements of the RTP workflow in a way that will enable the technical analyses and policymaker consideration needed to develop understanding and consensus around the important new moves that the region must take to address the multiple crises and associated opportunities we face.

Appendix A: 2018 Regional Transportation Plan - Climate Leadership Policies

The analysis of the adopted strategy demonstrated that with an increase in transportation funding for all modes, particularly transit operations, the region can provide more safe and reliable transportation choices, keep our air clean, build healthy and equitable communities and grow our economy while reducing greenhouse gas emissions from light-duty vehicles as directed by the Legislature. It also showed that a lack of investment in needed transportation infrastructure will result in falling short of our greenhouse gas emissions reduction goal and other desired outcomes. The Land Conservation and Development Commission approved the region's strategy in May 2015.

3.2.3.2 Climate Smart Strategy policies

The Climate Smart Strategy is built around nine policies to demonstrate climate leadership by reducing greenhouse gas emissions from cars and small trucks while making our transportation system safe, reliable, healthy and affordable. The policies listed below complement other RTP policies related to transit, biking and walking, use of technology and system and demand management strategies.

Climate Smart Policies	
Policy 1	Implement adopted local and regional land use plans.
Policy 2	Make transit convenient, frequent, accessible and affordable.
Policy 3	Make biking and walking safe and convenient.
Policy 4	Make streets and highways safe, reliable and connected.
Policy 5	Use technology to actively manage the transportation system and ensure that new and emerging technology affecting the region's transportation system supports shared trips and other Climate Smart Strategy policies and strategies.
Policy 6	Provide information and incentives to expand the use of travel options.
Policy 7	Make efficient use of vehicle parking spaces through parking management and reducing the amount of land dedicated to parking
Policy 8	Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles in recognition of the external impacts of carbon and other vehicle emissions.
Policy 9	Secure adequate funding for transportation investments that support the RTP climate leadership goal and objectives.

3.2.3.3 Climate Smart Strategy toolbox of potential actions

The responsibility of implementation of these policies and the Climate Smart Strategy does not rest solely with Metro. Continued partnerships, collaboration and increased funding from all levels of government will be essential. To that end, the Climate Smart Strategy also identified a comprehensive toolbox of more than 200 specific actions that can be taken by the state of Oregon,

TriMet comments on Climate Smart Strategy Memo from 9/13/22

- **Do you have specific feedback on the assumptions identified in Table 1** of the staff memo:

- Are the key transportation assumptions underlying the region's Climate Smart Strategy realistic?

  In reviewing the assumptions, and how far off we are from the objectives set, perhaps they are too aspirational vs. actual based on available funding.

  We do support the assumptions regarding service growth in this decade, but are uncertain about whether future assumptions are achievable or too aspirational. TriMet is currently projecting 38% service growth over current levels through 2027 (assuming operator hiring progresses), but have yet to identify funding sources to support 4% growth through 2045. Beyond 2027, our current estimates may cover slight annual increases in service hours (can share more details if needed) to address reliability and capacity issues, but no more major service increases unless additional revenue is committed. There will also be additional costs to factor in to support service growth, including expansion of facilities, new bus garages and the higher costs of zero emission fleet, which need to be accounted for to reflect the true costs of service expansion.

- Should certain assumptions be updated?

  Strategies that reduce VMT and those that are most likely to lead to modeshift are those that will make the most impact in achieving our climate goals.

  - Transit Service growth – see above

  - Parking pricing and availability makes a big impact on mode choice. It is still often cheaper to pay for parking for a family rather than multiple transit passes if families do not already participate in any discounted monthly pass programs. Should the pricing assumption be updated to include more forms of pricing beyond parking?

  - Travel options programming assumptions– it seems that we are quite far off on achieving these assumptions. Is there a way to instead/in addition measure the expansion of fare discount programs rather than just employer-based vs. household-based RTO outreach? It seems as though "received information about RTO programs" is not the best metric to measure whether behavior is actually changing. Perhaps there are ways to track expansion of fare (or other travel option) discount programs and availability of those to higher percentages of the population instead of employer-based program outreach? Employer-based travel options programs are only one of the fare discount programs.

- Are there new or updated policies and additional carbon reduction strategies that are not currently included in Climate Smart Strategy that should be reflected in the updated strategy?

  - Prioritizing transit speed (specifically in-roadway transit priority treatments) and travel time over parking makes an impact in people choosing to ride transit. Could we include and track growth in number of transit priority improvements or transit travel time savings growth?

- In the long term - urban design to support transit and increased housing and employment density are critical to be able to support transit service growth that will actually lead to increased ridership. Interested in if there is a way to include any assumptions regarding transit-supportive design and land use to ensure that transit has a competitive advantage.

- Affordable housing along transit and access to opportunity. Is there a way to include increased access to opportunity via transit? Seems like one of the greatest opportunities to regain ridership will be to expand affordable multi-family housing closer to jobs and regional centers, which will reduce travel times and increase availability of high capacity transit to more people.

- **What issues and policy questions are you interested in exploring as we update our strategy** during this time of change and uncertainty?
    - Focus on the best strategies to achieve mode shift to transit and how we double-down on those investments.

- **What opportunities do you see for the region to move forward should our analysis show we need to do more** to meet our VMT per capita reduction targets and climate goals?

    - E-bikes seem to be growing as a car replacement as their price and technology is improving. Is that adequately accounted for in this strategy? It is a small segment compared to transit mode shift but an important piece to reflect.

Washington County comments on TPAC 9/14/2022 Climate Smart Strategy presentation and memo dated 9/7/22

Washington County comments in italic

Do you have specific feedback on the assumptions identified in Table 1 of the staff memo:

- Are the key transportation assumptions underlying the region's Climate Smart Strategy realistic?

- Should certain assumptions be updated?

- Are there new or updated policies and additional carbon reduction strategies that are not currently included in Climate Smart Strategy that should be reflected in the updated strategy?

Yes, the assumptions should be updated.

Transit service funding and projects: *Consider assuming transit service increases with wage growth at least for the share tied to local employer and employee payroll tax revenue. Looking at past trends, consider growth in federal transit revenue as well. Assume HCT expansion per project list in 2023 RTP (hopefully include TV Hwy and SW Corridor, which were not in 2018) and other transit speed and reliability projects if they prove to provide realistic travel time savings. A tougher challenge will be to estimate transit service levels per increased cost/hour.*

Employer-based travel options and household based options*: Revisit this assumption with updated data on the share of employers offering incentives – I do not know where the 5.5% is based for employers or 1% the household-based is based on and evaluate how effective these incentives have been.*

Parking pricing and management*: Consider parking availability and management into this factor. Parking requirements have changed since Climate Smart was initiated. This should be updated data on pricing and availability as part of travel demand model.*

PAYD:- *drop unless more new programs are established (see Road User Charge below)*

Fleet and technology assumptions*: Assume a higher share of EV in the metro area – tied to the higher average income than statewide and greater share of EV purchases.*

What issues and policy questions are you interested in exploring as we update our strategy during this time of change and uncertainty?

Investment, policy and density. *Explore how past investments and policies are supporting increased density and reduced VMT/capita compared to w/out investments and policy. Some of this analysis may be required by CFEC but be open to different methods. Document what tools/incentives are most effective. Support increased density through transportation investments and other subsidies/tax credits for housing, commercial and employment development in centers, corridors, employment areas and equity focus areas. Be open to supporting development in new centers and corridors not previously identified in the original 2040 concept that support higher job and housing growth.*

Washington County comments on TPAC 9/14/2022 Climate Smart Strategy presentation and memo dated 9/7/22

Neighbor counties VMT. Consider effect of increased VMT in our region due to increased commuting/traffic from adjacent counties and consider effect of improved transit and travel options to meet this small but growing share of the region's VMT.

What opportunities do you see for the region to move forward should our analysis show we need to do more to meet our VMT per capita reduction targets and climate goals?

EV Charging- Support increased EV charging and other policies that make it easier to shift to EV use.

Broaden EV use. Support schools, transit, trucks to take advantage of new truck and bus fuel reduction incentives at federal level with Inflation Reduction Act and at State level if available.

Telecommute. Revise assumptions in travel demand model to assume a higher work from home percentage and related VMT/capita changes. With a greater share of white collar jobs, the Portland region should be above statewide averages which can affect VMT and GHG in the region.

Pricing/tolling/RUC and cost of driving overall. Better understand cost elasticity of owning and operating a vehicle to reducing VMT and adjust policies to encourage higher EV use and other travel options.

Road User Charge. When implemented by the State, consider increased fees (over gas tax revenue levels) to support needed multimodal transportation investments with GHG benefits.

Other comments or suggestions you would like to share?

The memo describes the differences and challenges between using the Eval and the results of the Regional Travel Demand Model to estimate GHG. Continue to track work at federal level and elsewhere, that improve tools for consistent GHG analysis across the country to develop a consistent method of assessing effectiveness. Having two different approaches to estimating GHG reductions could be an advantage in being able to estimate ranges of effectiveness or success for now.

Do not try to measure GHG impact on a project by project basis. Projects tend to be multi-factored – added turn lane capacity and sidewalks can improve auto times and make it easier to access transit, walk and bike for example. Look at the Transportation Plan as a whole at the 20-year time, not near term.

Evaluate policy strategies and their effectiveness on reducing GHG. VMT will be come less important of a measure as EV use increases.

Analysis of the effectiveness of the Climate Friendly Equitable Communities requirements would be helpful to help shape how to focus efforts in the Metro area and any revisions from statewide approach.

ODOT Region 1 and Climate Office comments on
9/13/22 TPAC Climate Smart Strategy Materials

Do you have specific feedback on the assumptions identified in Table 1 of the staff memo:
Are the key transportation assumptions underlying the region's Climate Smart Strategy realistic? Should certain assumptions be updated?

Are there new or updated policies and additional carbon reduction strategies that are not currently included in Climate Smart Strategy that should be reflected in the updated strategy?

ODOT Climate Office comments on Table 1:
- Several assumptions are based on "Allowed state actions and conditions at time of GHG target rule adoption". This may explain what appears to be $6.75 price, vehicle age, and other assumptions in the CSS (first) column. This should be noted. Some footnotes are missing.
- High levels of transit service is a key CSS assumption to meet the target, trends are pointing away from those assumptions.
- Key local policy actions are missing; transit vehicles & fuels, active transportation.
- One state-led value does not match STS Vision: Commercial Fleet Share 35% are trucks/SUVs and 65% are cars.
- Recommend adding other State-led actions, such as those related to laws on veh/fuels regulations, e.g. HD Trucks vehicle mix, Fuel and Electricity carbon intensities by vehicle group. These actions have made significant progress with the Advance Clean Trucks (ACT) & HB 2021 legislation on electricity carbon intensity.
- Note what year the RTP assumptions are for – 2035? 2040?
- Make sure to use/note correct year dollars for monetary units (looks like 2005$).

ODOT Region 1 Comments:
- The OTC's Strategic Action Plan includes increasing the rate of vehicle fleet electrification. The State is now actively investing to help kick-start that transition.
- The Climate-Friendly Equitable Communities rulemaking will both reduce parking and result in increased housing density in areas with good multi-modal transportation choices.
- HB 2001 provides for more infill housing in previously developed areas where there are more likely to be good transit and multi-modal choices than in green-field development.

What opportunities do you see for the region to move forward should our analysis show we need to do more to meet our VMT per capita reduction targets and climate goals?

The planned 2040 Refresh should provide an avenue with which to investigate land use changes that can be supported with fewer and shorter vehicular trips.

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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Assessment of Potential Climate Smart Strategies

November 7, 2022

Developed to inform policy discussions on updating the Climate Smart Strategy, this table summarizes the relative carbon emissions reduction potential of each strategy and the potential for the 2023 Regional Transportation Plan to implement each strategy.

Strategy	GHG reduction potential[1]	RTP implementation potential
Congestion pricing (including tolling, cordons, and road usage charges)	**High.** Pricing that is designed to manage demand is one of the most effective strategies for reducing GHG emissions from transportation. All types of congestion pricing can reduce GHG emissions, but the effectiveness depends on: • the cost of a driving trip • how many driving trips are priced • how prices are adjusted to reflect demand • how revenues are reinvested in transit and active transportation[2]	**High.** The region has committed to including pricing policies in the 2023 RTP update, and multiple agency partners have pricing-related work underway.
Parking management and pricing	**Variable.** As with congestion pricing, parking pricing can be very effective when it is designed to manage demand. However, managed parking (e.g., limiting available spaces, setting time limits) has less of an impact on GHG emissions than pricing does.[3] The impact of parking management pricing depends on the same factors listed above for congestion pricing.	**Medium.** Current local and regional plans show potential to significantly expand managed parking in the region and limited opportunities to expand parking pricing in inner Portland and at selected transit and employment centers.[4] Starting in 2023, CFEC requires local agencies to manage parking in 2040 centers and near frequent transit.[5] Local partners are considering how they will implement this requirement.[6]

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[1] Unless otherwise noted, this assessment relies on the analysis of the impact of different GHG reduction strategies that was part of the development of the Climate Smart Strategy. Since state guidance clarifies that regional GHG reduction targets are equivalent to VMT reduction targets, some of the information in this column is based on assessments of the VMT impacts of different strategies.

[2] Metro Regional Congestion Pricing Study: https://www.oregonmetro.gov/regional-congestion-pricing-study. See table ES-1.

[3] ODOT, Mosaic assessment of Parking Demand Management and Pricing, https://www.oregon.gov/odot/Planning/Documents/Mosaic-Parking-Demand-Management-Pricing.pdf.

[4] 2018 Regional Transportation Plan, Figure 3.31, Areas assumed to have parking management in the region (2040). This map is based on then-current input from local agency partners.

[5] Through discussions with DLCD, Metro staff have clarified that designated 2040 Growth Centers will serve as Climate-friendly Areas (CFAs) for the purposes of Climate-Friendly and Equitable Communities (CFEC) .implementation in the Portland region.

This table summarizes the relative carbon emissions reduction potential of each strategy and the potential for the 2023 Regional Transportation Plan to implement each strategy.

Strategy	GHG reduction potential[1]	RTP implementation potential
Pay-as-you-drive (PAYD) **vehicle insurance**	**High.** In theory, PAYD insurance works similarly to other forms of mileage-based pricing, like road usage charges.	**Low.** Insurance companies must expand and promote PAYD products to customers to implement this strategy. Usage of PAYD insurance in Oregon has not been increasing as envisioned by the State.[7]
Community design	**High.** People who live and work in compact, mixed-use communities typically drive less, and these communities also create opportunities to expand high-quality transit.	**Low.** The RTP is a key tool for implementing the adopted 2040 Growth Concept by prioritizing transit and active transportation investments in designated centers, prioritizing investments to support planned housing and job growth, and maintaining a compact urban form – all of which help reduces the need to drive. However, the RTP does not alter land uses to meet regional goals. Following the RTP and next growth management decision, the region will be updating the Growth Concept to further support reducing GHG emissions and meet other regional goals.
Increased (expanded, higher-frequency, speedier, more reliable) **transit service**	**Medium-high.** Transit is the most useful alternative to driving for the many longer-distance trips that people in the region take. However, recent transit investments in the region have not led to the same ridership increases as in the past.[8]	**Medium-high.** The RTP dedicates significant resources to increasing frequent transit service, and Metro is working to identify long-term investments through the High Capacity Transit Strategy update. However, the region has not been expanding transit at the rate envisioned in the RTP,[9] and operator shortages may make it challenging to expand transit service in the short term.
New active transportation connections	**Medium.** Biking and walking are often useful options for shorter trips.	**High.** The RTP highlights opportunities to complete gaps in the regional bike/ped networks, and limited funding to do so is available through the Regional Flexible Funds Allocation and other processes. The RTP needs assessment identifies significant gaps in biking and walking connections.

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[6] Metro staff asked local agency partners about plans to increase implementation of parking strategies when updating the base year travel networks for the 2023 RTP update.

[7] ODOT, STS Implementation Monitoring Report, p. 26. https://www.oregon.gov/odot/Planning/Documents/STS-2018-Monitoring-Report.pdf.

[8] See TriMet Service and Ridership Statistics, https://trimet.org/about/pdf/trimetridership.pdf. Regional transit ridership (TriMet carries roughly 90 percent of transit trips in the region) rose steadily between 2002 and 2012, and then fell steadily through 2019, even though the region added more transit service during this same time frame. This is consistent with national trends; ridership has been falling across the U.S. since 2014, even though service increased over that same time frame. National trends can be explored at https://insights.transitcenter.org/.

[9] See TriMet Service and Ridership Statistics, https://trimet.org/about/pdf/trimetridership.pdf. Between 2010 and 2019, transit service hours grew by 4%, which is roughly half the rate that was envisioned in the RTP.

This table summarizes the relative carbon emissions reduction potential of each strategy and the potential for the 2023 Regional Transportation Plan to implement each strategy.

Strategy	GHG reduction potential[1]	RTP implementation potential
Travel information and incentives	**Medium.** Travel information and incentives can have a significant influence on travel choices for people who have access to good transit service and bicycle/pedestrian facilities. However, the uneven availability of these options and the fact that driving continues to be relatively affordable and convenient limits the impact of information and incentives alone.	**Medium**. The Regional Travel Options program[10] funds projects to deliver travel information and incentives throughout the region. The potential to grow these strategies depends upon available funding, partner capacity, and the availability of complimentary travel options. Travel information and incentives will be most effective if combined with congestion pricing, increased transit service, and other high-impact strategies.
System management and operations	**Medium-low**. System management can help transit and private vehicles operate more efficiently and improve safety for bicyclists and pedestrians. Making transit faster and more reliable can reduce VMT and GHG emissions, but other aspects of system management do not have a quantifiable impact on VMT, and therefore do not count toward regional GHG targets.	**Medium**. The Regional Transportation System Management and Operations program[11] funds the implementation of this strategy across the region. Opportunities to expand the transit-related aspects of this strategy that contribute to regional GHG targets depend on creating new enhanced or high-frequency transit. Implementing pricing would also create significant new opportunities to implement climate smart system management, such as adjusting prices based on demand or streamlining the operations of the pricing system.
Adding road capacity	**Low**. In some cases, strategically adding new lanes to a road can produce short-term GHG reductions because it allows vehicles operate more efficiently until the new capacity is consumed. However, this approach has no impact on VMT (in fact, it may increase VMT in the long term by inducing additional demand for driving[12]), and therefore does not count toward regional GHG targets.	**Low.** State and regional policies require agencies to exhaust other approaches to managing congestion and safety issues before increasing capacity.[13]

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[10] https://www.oregonmetro.gov/tools-partners/grants-and-resources/regional-travel-options-program
[11] https://www.oregonmetro.gov/public-projects/regional-tsmo-strategy
[12] For a summary of the research behind induced demand, see: https://www.vtpi.org/gentraf.pdf.
[13] 2018 RTP Motor Vehicle Network Policy 12, Oregon Highway Plan Policy 1G.

6.3 Factors of Homelessness: Regional Cooperation

Information/Discussion Items

Metro Policy Advisory Committee
Wednesday, December 14th, 2022

MPAC Worksheet

Agenda Item Title: Factors of Homelessness: Regional Coordination

Presenters: Liam Frost & Nui Bezaire, Metro

Contact for this worksheet/presentation: Nui Bezaire (nui.bezaire@oregonmetro.gov) & Jaye Cromwell (jaye.cromwell@oregonmetro.gov)

Purpose/Objective
Over the course of this year, MPAC members will learn about, consider, and provide feedback on programming that addresses homelessness in the region, including the supportive housing services measure. At the September 2022 MPAC meeting, committee members shared their reflections from the MPAC presentation series. This month's discussion will revolve around sharing how the Supportive Housing Services program creates regional coordination and will introduce MPAC members the Tri-County Planning Body (TCPB) and the Regional Long-term Rent Assistance (RLRA) program.

Outcome
MPAC members are familiar with Metro's Supportive Housing Services fund and other strategies to address homelessness across the region. Members have learned about obstacles to finding appropriate shelter locations and have also heard about some strategies that work to successfully locate shelter sites. Committee members will now have an opportunity to learn how the SHS program promotes and supports regional coordination between counties, cities, and providers through the TCPB and the RLRA.

MPAC members should leave the presentation with an understanding of what the TCPB and RLRA are, and what role their jurisdiction could play within regional coordination efforts to expand housing options and address homelessness.

What has changed since MPAC last considered this issue/item?
Over the course of the summer of 2022, Metro has convened the Tri-County Planning Body and this group has been meeting since August.

Background
TCPB
This group helps create goals, strategies and metrics, and guides a regional investment fund to address homelessness across the region. The group does not replace community-centered local implementation plans, but helps the program be as effective as possible by coordinating across the region.

The TCPB:

- Develops a regional plan with strategies, metrics and goals as identified in the SHS workplan and the counties' implementation plans.
- Reviews proposals from the counties with strategies and financial investments that advance regional goals and outcomes.
- Provides guidance and recommendations to the counties on the implementation of strategies to achieve regional goals and outcomes.
- Approves and monitors financial investments by county partners from the regional investment fund.
- Provides guidance on using SHS values at a regional level.

- Monitors and provides guidance on the implementation of the regional plan.

The group includes elected officials and people with the following perspectives: people who have been homeless and/or very low-income Black, Indigenous, People of Color and other marginalized communities; culturally responsive and culturally specific service providers; elected officials, or their representatives, from each county and Metro; representatives from business, faith and philanthropic areas; people who do housing and homelessness services, who routinely engage with unsheltered people; people working in health and behavioral health, especially culturally specific healthcare; and representation ensuring geographic diversity.

RLRA
The regional long-term rent assistance program (RLRA) is a key strategy for achieving the goals of the supportive housing services (SHS) program, since it is a critical tool to ensure people can access and maintain housing. It provides support especially for people experiencing long-term homelessness, offering the resources needed to help those households have better access to available housing. The rent assistance provided through this program also comes with supportive services like case management and connections to health and employment, to ensure housing stability.

The program builds on the existing long-term rent assistance infrastructure and expertise within Clackamas, Multnomah and Washington counties and is implemented independently by each county following recently developed regional guidelines and policies. These guidelines and policies aim to, among other goals, streamline screening criteria, simplify application processes and reduce eligibility barriers to increase housing access and support long-term housing stability for people who have been disproportionately impacted by homeless and restricted from housing opportunities.

RLRA works as both a tenant-based subsidy that increases housing choice for households to find housing on the open market, and a project-based subsidy that can be aligned with new housing developments and paired with supportive services to create permanent supportive housing, an evidence-based solution to chronic homelessness. Additionally, the RLRA service partners can cover payments of move-in costs and provide supportive services as needed to ensure housing access and stability. A Regional Landlord Guarantee also covers potential damages to increase participation and mitigate risks for participating landlords.

This program is an early example of how regional coordination can help scale local innovations like flexible long-term rent assistance programs to have a bigger impact on expanding housing options for people who have historically been excluded from available housing options.

The TCPB has a unique and exciting role to effect change. The group sets priorities and direction for other programs and initiatives like this to significantly expand impact through regional coordination. There will be many future opportunities for local jurisdictions to take part in implementing these regional strategies at the local level.

What packet material do you plan to include?
N/A

Materials following this page were distributed at the meeting.

DRAFT

MEMO
TO: President Peterson and Councilor Lewis
From: MPAC Chair Joe Buck
Date:
Subject: MPAC report-back on discussions regarding homelessness

In January of this year, you charged MPAC with discussing the homeless crisis the region and requested feedback from this body. Thank you for this opportunity to provide MPAC's input.

At the MPAC executive committee's direction, Metro staff scheduled presentations with regional service providers and leaders with expertise in serving people experiencing homelessness. MPAC members had varying degrees of understanding of the issues around homelessness, service provision, and funding, and I am confident each MPAC member learned from these presentations. While our sessions were heavy on members' questions for our visiting experts, members did make observations over several meetings:

- Siting temporary shelter is challenging and requires robust partnership among counties, cities, nongovernmental agencies and service providers
- Temporary shelter is an important part of the housing continuum, but stable housing units are critical for ending chronic homelessness.
- The region needs more service providers.

Siting temporary shelter is challenging and requires robust partnership among counties, cities, nongovernmental agencies and service providers. Presenter Charity Montez, Program Manager for Portland's Safe Rest Villages Initiative, explained that the barriers to siting shelters include city regulations ,and finding workable sites; meaning those that are big enough, proximal to services, and have access to utilities. In addition, misconceptions about homelessness and unsanctioned camping lead to resistance from neighboring residents. She explained that early, frequent meetings with neighbors and thoughtful Good Neighbor Agreements help to dispel some of those misconceptions. Once sites go in, if they are managed well, studies show concerns are significantly reduced.

Brian Shimmel, Housing Services Director for Centro Cultural, described Centro's approach to the challenges,

> *"Cooperation between city, business, nonprofit and community leaders proves to be essential, and that makes room for cocreation. We find ways to work through the barriers. Local innovation proves to be important when you consider that in rural areas what we lack in facilities we make up for in real estate. We need local control to innovate with the circumstances we have."*

Forest Grove Mayor Truax agreed and shared that Centro Cultural' s Turnkey project Casa Amparra is a "crowning achievement" for Western Washington County. He noted that the project required cooperation between the cities, Centro Cultural, Washington County and the State of Oregon.

Beaverton also found that partnerships lead to success. Councilor Ashley Hartmeier-Prigg explained,

> *"Beaverton just recently purchased a building to make a permanent shelter. For that be successful we know how important that good neighbor outreach is. Learning from folks who have done this before, we are going to put in that Good Neighbor agreement. We see this as*

something that make our city more successful, serving our neighbors together….Our homeless population tends to be in central Beaverton, so working with the business owners and residents to help remind one another that we're all humans….In terms of zoning, we actually did do a shelter code project, because we knew that we didn't want our code to be an impediment for us to establish a permanent shelter….Laying that groundwork was really important."

Temporary shelter is an important part of the housing continuum, but stable housing units are critical for ending chronic homelessness. Several MPAC members emphasized that the region needs more subsidized housing units. As MPAC member Ed Gronke noted,

"…what seems to be a majority of the houseless individuals…want to live in single family dwellings. They're really not interested in shelter beds. We have to find out a way to furnish, I think, low-income housing, actually affordable housing, or find enough Section 8 vouchers, so that we can keep these people in affordable housing."

Happy Valley Councilor Brett Sherman agreed,

"Warming centers and shelter bed(s) are exactly meant to be just temporary solutions as a transition to something much larger. I do think that Veterans Village and some of the things we have done like the cottage clusters have been more successful. And that window extends to a 6-month timeframe while you're getting someone back on their feet. But I agree with Mr. Gronke, some of the long-term solutions are very elusive…."

The region needs more people providing services. The Supportive Housing Services (SHS) funds are already in use to keep people in homes and get people off the streets. However, with so much more to accomplish, a significant part of this effort will require service providers to expand their capacity. Recognizing this need, Oregon City Mayor Denyse McGriff shared Oregon City's challenge.

"There are not enough competent service providers to help us with the models we've seen out there, such as Hope Village, they have great folks that are managing it…I don't know that there are enough providers to go around in our area so that we can maybe embark on putting something together….We don't have any beds here, but we also don't have what I would consider any full-service providers who might help us manage something like that. I was just talking to the city manager today about doing something like Veterans Village and who would we get to manage that. We were scratching our heads. We all need to work together…."

Hillsboro Councilor Anthony Martin agreed, noting that "…building that capacity, the city playing an active roll is a key component…. That's a barrier, especially for smaller jurisdictions…"

In addition to our expert panels, Metro staff kept MPAC updated on the counties' SHS quarterly reports. As you well know, counties exceeded some goals and fell short of others. However, MPAC understands these funds provide a path to success if all the counties and the cities work together to implement the services and housing necessary to make a dent in this crisis.

At the beginning of this year, some of us struggled to understand our role in making the Supportive Housing Services program successful. This is a brand new, powerful resource for our region, and I want to encourage MPAC to continue to have conversations to understand how we can continue to break down barriers for our partners as they work to end homelessness. As I hand the gavel to my successor, Gresham Councilor Vince Jones-Dixon, I am confident he will continue to encourage MPAC members' participation and input on this critical matter. He shared that he appreciated hearing the challenges that the different counties are facing and the common threads that bring our communities together. He

believes our conversations have reaffirmed our overall commitment to ensure our community-based organizations have what they need to provide services and what best practices look like, and for that, he said, he is grateful. I could not agree more. Again, thank you for this opportunity.

2023 Regional Transportation Plan

Call for projects overview

This document describes the call for projects process and the role of elected officials and other decision-makers in developing the draft project lists.

What is the call for projects?

The 2023 Regional Transportation Plan (RTP) will include an updated list of transportation investment priorities for the greater Portland region. This list will include investments such as transit, sidewalk, bridge, bikeway and roadway projects as well as transit service and road maintenance and operations. Among these projects, some will be prioritized for funding within the next seven years, by 2030, and others for the next 22 years. A third list of projects will include additional priorities that advance RTP goals or need further study but that do not fit within the financial budget of the plan. The 2023 RTP policy framework will guide the development of the project list.
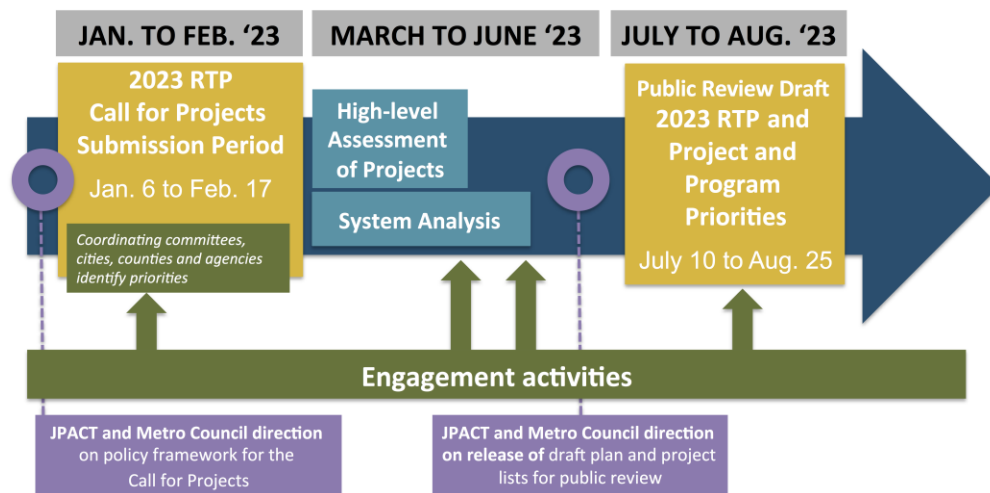
Where do the project priorities come from?

Cities, counties and other transportation providers work together through coordinating committees to prioritize projects. The City of Portland, the Oregon Department of Transportation (ODOT), the Port of Portland, TriMet and SMART work individually to develop project lists. All projects submitted to the RTP must come from adopted plans or strategies that were developed with public input.

When do jurisdictions' draft project lists need to be submitted?

Each jurisdiction needs to submit its draft project list and project information during the call for projects submission window, which is from January 6 to February 17, 2023.

How many projects are on each jurisdiction's list?

It will vary. Each city and county, ODOT, TriMet, SMART and the Port of Portland have worked with Metro to develop a forecast of revenues expected to be available. The cost targets for each coordinating committee (and it cities), the City of Portland, ODOT, TriMet, SMART and the Port of Portland reflect the revenues expected to be available. Cost targets vary by coordinating committee and agency for a variety of reasons

Do jurisdictions need to include ALL the final information for each project in the draft list?

Yes. All project information must be submitted by the call for projects deadline on February 17, 2023.

What if jurisdictions want to make changes to the project list after reviewing project list assessments and receiving community input?

Refinements to the draft project list may be identified between the end of February and May 24, 2023. Refinements are anticipated to be limited to the prioritization of projects, including changes to strategic vs. constrained lists, project timing, project scope/description, and project cost. Proposed refinements to the project list must be communicated to Metro no later than May 24.

By May 24, all agencies must submit a letter from their governing body endorsing the projects submitted during the call for projects and documenting any refinements proposed to the submitted draft list. These refinements will be presented to JPACT and the Metro Council in June. At that point, no other changes can be made to projects or supporting information, pending the 45-day public comment period.

When do decision makers provide input on the draft project list?

December 2022 - February 2023: Connect with jurisdictional and agency staff. Staff are reviewing projects and working through county coordinating committees to prioritize projects for the 2023 RTP draft project list. ODOT, TriMet, SMART and the Port of Portland have been asked to work with county coordinating meetings during this time.

April - May 2023: The draft project list and assessment results will be discussed at Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee (JPACT) and Metro Council meetings. In June 2023, JPACT and Metro Council will be asked to consider public input and technical analysis and provide direction on release of the draft RTP and list of project and program priorities for public review.

When and how can members of the public give input on the project list?

All projects come from previously adopted local transportation system plans or studies and strategies that have been developed with public input.

In April 2023, Metro will share the draft project list and high-level assessment for feedback from community members and other stakeholders including businesses and public agencies. Engagement on the draft project list will include an online public survey, engagement led by community organizations and other engagement activities.

Stakeholders will have an opportunity to provide input on the revised project list and public review draft 2023 Regional Transportation Plan during a 45-day public comment period in mid-to-late summer 2023.
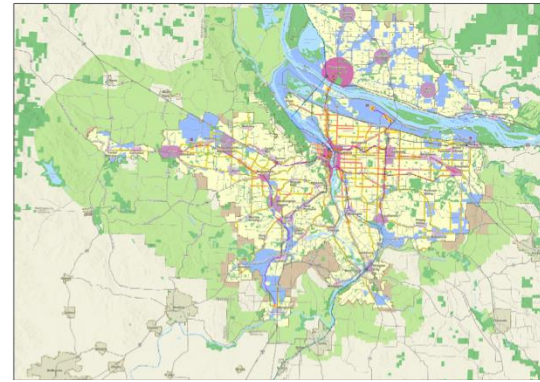
Today's purpose

Provide and update on the:

- RTP Call for Projects timeline and process, and

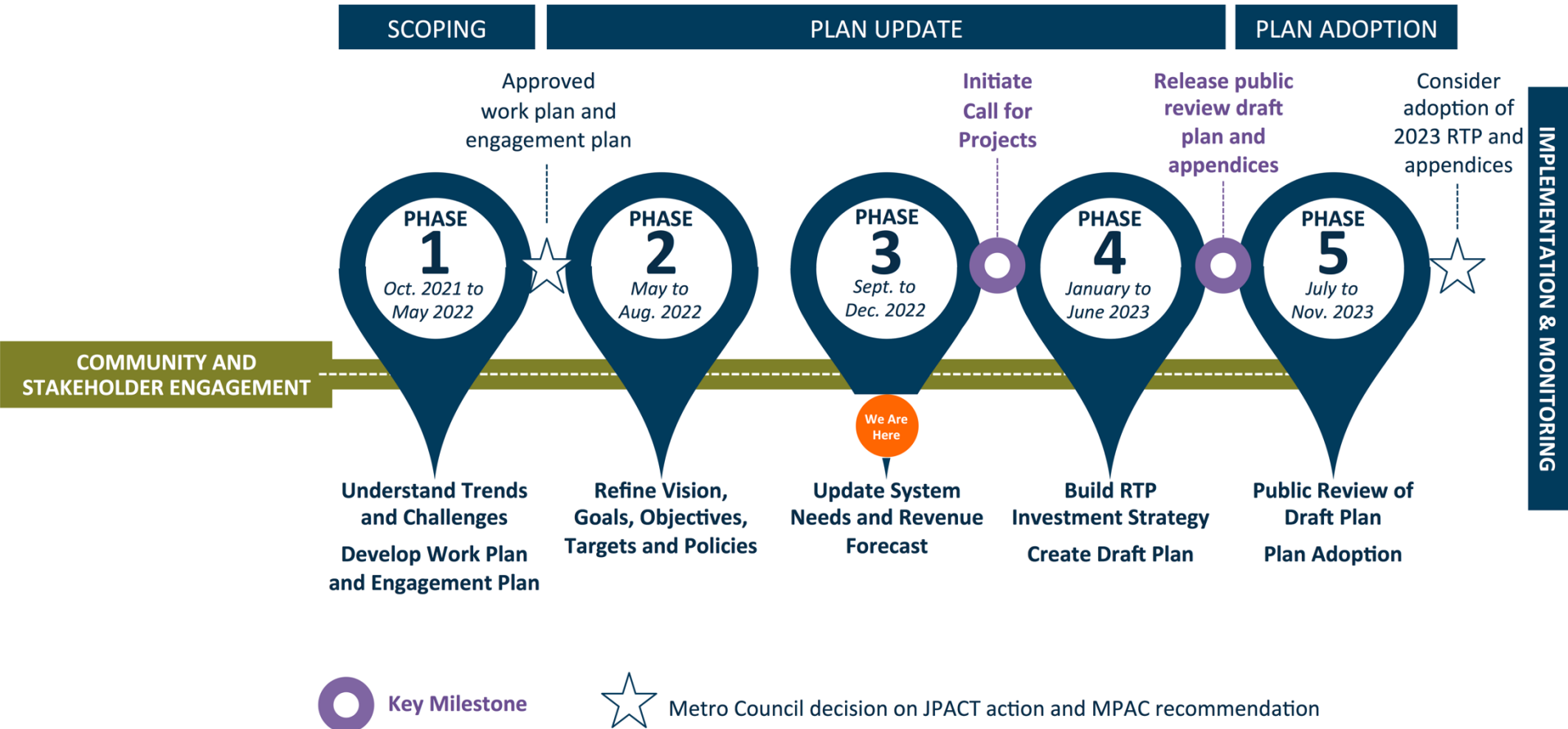- policy framework that will guide updating the plan's project priorities through the Call for Projects

What is the Regional Transportation Plan (RTP)?

20+ year transportation plan

- Sets the vision and goals for moving people and goods safely, reliably and affordably for decades to come

- Uses projections of future population and job growth to identify travel needs and solutions through 2045

- Includes policies and projects

- Coordinates local, regional, and state investments on regional system

- Establishes priorities for federal and state funding

2018 Regional Transportation Plan

A blueprint for the future of transportation in the greater Portland region

Adopted December 6, 2018   oregonmetro.gov/rtp

Timeline for the 2023 RTP update

4

2023 RTP Call for Projects
Where we are going

JAN. TO FEB. '23

2023 RTP Call for Projects Submission Period

Jan. 6 to Feb. 17

Coordinating committees, cities, counties and agencies identify priorities

MARCH TO JUNE '23

High-level Assessment of Projects

System Analysis

JULY TO AUG. '23

Public Review Draft 2023 RTP and Project and Program Priorities

July 10 to Aug. 25

Engagement activities

JPACT and Metro Council direction on policy framework for the Call for Projects

JPACT and Metro Council direction on release of draft plan and project lists for public review

2023 RTP Call for Projects
Where we are now

SEPT. TO DEC. '22	JAN. TO FEB. '23

RTP Policy Framework

RTP Revenue Forecast

RTP Needs Analysis

RTP Call for Projects Submission Period

Jan. 6 to Feb. 17

Engagement activities

JPACT and Metro Council direction policy framework for the Call for Projects

What is the Call for Projects?

Who: Cities, counties, TriMet, SMART, Oregon Department of Transportation, SMART, Port of Portland

What: Update and add new projects and programs to the RTP with project information

Why: Respond to updated vision and goals and other policies to achieve outcomes, projects must be in the plan to receive funding

2018 RTP Projects – our starting point

View the interactive map and download planned projects at **oregonmetro.gov/rtp**

Legend

Financially constrained — **Strategic**

Active transportation –
Freight –
Roads and bridges –
Throughways –
Transit –
TSMO - TDM - TOD –
Other –

Over $1 billion
$250 - $999 million
$100 - $249 million
$50 - $99 million
$25 - $49 million
$10 - $24 million
Under $10 million

6km
3mi

https://www.arcgis.com/apps/webappviewer/index.html?id=73e94a0343ea487e82b4830fead7c88e&extent=-13751666.1848%2C5656339.7069%2C-13586562.2037%2C5748675.6371%2C102100

8

2023 RTP Call for Projects
Updating the region's priorities

- **Call for Projects from Jan. 6 to Feb. 17, 2023**

- **Cities, counties, agencies and county coordinating committees build draft RTP list** for evaluation, review, and refinement:

  - ➢ **Constrained priorities** – region's top priorities given current funding outlook
    - ➢ **Near-term** (2023 to 2030)
    - ➢ **Long-term** (2031 to 2045)

  - ➢ **Strategic priorities** – additional priorities the region agrees to work together to advance (2031 to 2045)

- **Agencies and coordinating committees have a budget** based on draft revenue forecast that determines how many projects may be submitted

Partnerships

Planning

Implementation
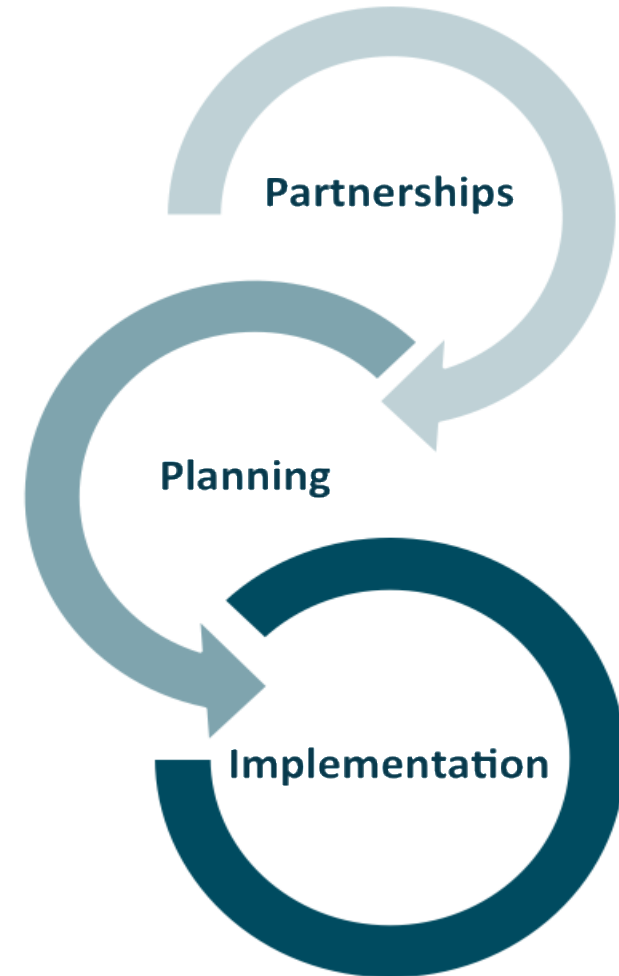
Where do RTP projects come from?*

- Transportation system plans
- Regional planning
- Concept planning
- Subarea, corridor and topical plans and studies
- Comprehensive plans
- Capital improvement plans
- Project development
- Transit service plans
- Legislature
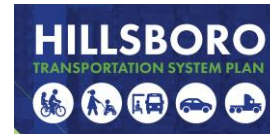
*All projects come from adopted plans, strategies or studies that had a public process with opportunities for public comment

What projects are eligible?

Projects that:

☐ are located on the designated regional system and within the MPA boundary*

☐ help achieve RTP vision, goals, targets and policies

☐ come from adopted plans or strategies that had opportunities for public input

☐ cost at least $2 million or be bundled with like projects

*The metropolitan planning area (MPA) is designated as the Portland urbanized area under federal law and designated by the Governor of Oregon.

RTP Transportation Networks

Policy framework for 2023 RTP

- RTP vision and goals

- Supporting measurable objectives and targets

- Supporting policies
  - 2040 Growth Concept map and policies
  - RTP transportation network maps and modal and design policies
  - Equity Focus Areas map and RTP equity policies
  - High Injury Corridors map and RTP safety policies
  - High capacity transit network map (draft) and RTP transit policies (draft)
  - Congestion management network map and RTP CMP policies
  - Other existing and new draft policies related to pricing and mobility
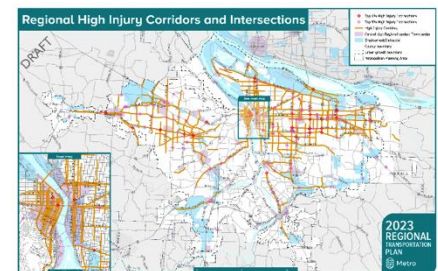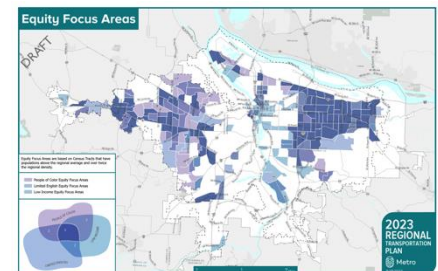
Draft vision and goals for 2023 RTP

Vision ···→

Everyone in the greater Portland region will have **safe, reliable, affordable, efficient, and climate-friendly** travel options that allow people to **drive less** and support **equitable, resilient, healthy and economically vibrant communities and region.**

Developed in 2022 by JPACT and Metro Council with input from MPAC

13

Outcomes-based technical analysis

High-level project list assessment

- Show how individual projects and draft project list advance each RTP goal
- Highlight projects that advance multiple goals

System analysis

- Transportation analysis
- Equity analysis
- Climate analysis
- Environmental analysis

Developed in 2022 by JPACT and Metro Council with input from MPAC

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Key dates and next steps

Jan. 6   **Call for Projects begins** and **online Project Hub database available**

Feb. 17   <u>**Deadline #1**</u> **Nominating agencies** submit required project information through online Project Hub <u>and</u> **coordinating committees** email project lists and endorsement letters to Metro

March-May   **Metro conducts technical analysis,** Metro and CBOs **seeks public input on draft lists, and reports findings** to Metro Council, and technical and policy committees, including county coordinating committees

May 24   <u>**Deadline #2**</u> **Nominating agencies submit letters of endorsement** from governing bodies (if not already submitted) and **final project list changes** in the Project Hub based on feedback and analysis

June 15/29   **Milestone:** JPACT/Metro Council consider input and technical findings and support releasing the draft RTP and updated priorities for public review and adoption

12/2/22 TPAC Recommendation to JPACT

JPACT will take action on TPAC's recommendation on 12/15/22:

- accept the RTP Call for Projects Policy Framework *(see Attachment 1)* and

- direct staff to work with TPAC to fully develop the technical and financial assumptions needed to complete this work.

Learn more about the Regional Transportation Plan at:

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp

Role of coordinating committees

❑ **Build a coordinated, sub-regional list of city and county project and program priorities** for the 2023-2045 time period in collaboration with state and regional partners

❑ **By Feb. 17, submit three packages within respective cost targets**:

- ➢ 1 – "Constrained" priorities for 2023 to 2030
- ➢ 2 – "Constrained" priorities for 2031 to 2045
- ➢ 3 – "Strategic" priorities for 2031 to 2045

❑ **Submit endorsement letter stating packages are sub-region's agreed upon priorities** for 2023 RTP, by Feb. 17

18

Role of cities and counties

- ☐ **Identify local priorities for regional system** for near-term and long-term in collaboration with each other and agencies

- ☐ **Work within coordinating committees/City of Portland to build a coordinated, sub-regional list of project and program priorities** for the 2023-2045 time period, by Feb. 17

- ☐ **Submit updated project information** for your priorities, by Feb. 17

- ☐ **Submit public engagement documentation,** by Feb. 17

- ☐ **Submit congestion management process form**, if applicable, by Feb. 17

- ☐ **Submit endorsement letter from city council/county board on priorities submitted on behalf of jurisdiction** for 2023 RTP by May 24

19

Role of ODOT, TriMet, SMART and Port

❑ **Identify agency priorities for regional system** for near-term and long-term in collaboration with cities and counties and each other

❑ **Seek opportunities to partner with and/or leverage priorities** identified by county coordinating committees and City of Portland and each other

❑ **Submit updated project information** for your priorities, by Feb. 17

❑ **Submit public engagement documentation,** by Feb. 17

❑ **Submit congestion management process form**, if applicable, by Feb. 17

❑ **Submit endorsement letter from governing body on priorities submitted on behalf of agency** for 2023 RTP, by May 24

20

Resources and tools to support partners

RTP Hub online system and web page with resources:

- **Project Submission Guide** – a *how to guide with more details about information to be updated/submitted in the hub*

- **RTP Map Tool** – *online resource maps and geospatial data of 2018 RTP projects, policy framework maps and data*

- **Cost estimate guidance** and workbook

- **RTP Call for Projects staff liaisons –** *Lake McTighe and Ally Holmqvist*

Information will be available at: https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/projects

2023 Regional Transportation Plan

Climate Smart Strategy Overview

MPAC

December 14, 2022

Metro
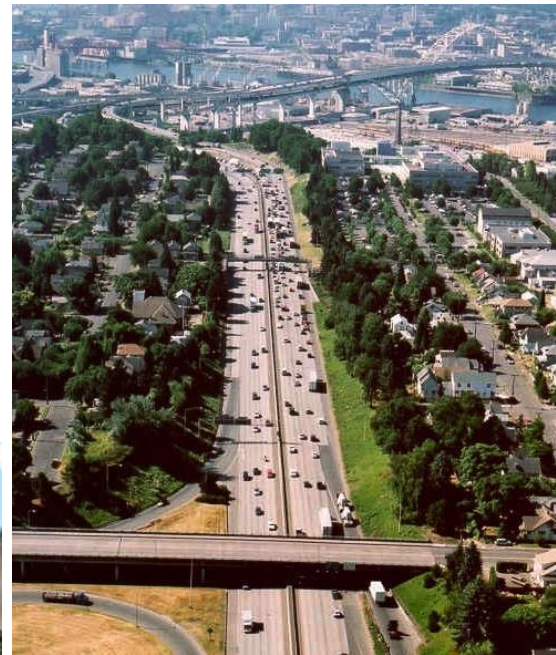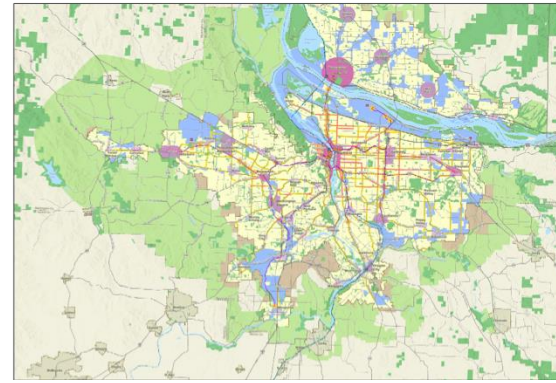
It was adopted in 2014 in response to state legislative mandates.

1995
Metro adopts 2040 Growth Concept

2007
Legislature adopts statewide GHG goals

2010
Legislature directs OTC to adopt statewide GHG strategy for transportation

2014
JPACT & Metro Council adopt Climate Smart Strategy

2017
LCDC adopts additional GHG targets for region

2018
JPACT & Metro Council adopt 2018 RTP that implements Climate Smart Strategy

1973
Legislature adopts statewide planning goals

2009
Legislature directs Metro to adopt GHG strategy for transportation

2011
LCDC adopts GHG targets for region for 2035

2015
LCDC approves Climate Smart Strategy

2018
OTC adopts Statewide Transportation Strategy (STS)

Executive Order 20-04 and statewide and federal rulemaking

Our targets are in addition to reductions anticipated from changes to fleet and technology.

OAR 660-044 adopted by the Oregon Land Conservation and Development Commission in 2011 and amended in 2017 and 2022

Metropolitan area	2035 Target	2040 Target	2045 Target	2050 Target
Portland Metro[1]	20%	25%	30%	35%
Albany	--	20%	25%	30%
Bend	18%			
Corvallis	21%			
Eugene-Springfield[2]	20%			
Middle Rogue	--			
Rogue Valley	19%			
Salem-Keizer	17%			

45-minute travelshed ext
MPO boundary

Meeting these targets sets us on a trajectory to meet state goals adopted in 2007 to reduce total GHG emissions from all sources to 75% below 1990 levels by 2050

3

It reaffirmed the 2040 Growth Plan as our platform for local and regional climate action.

Adopted in 1995
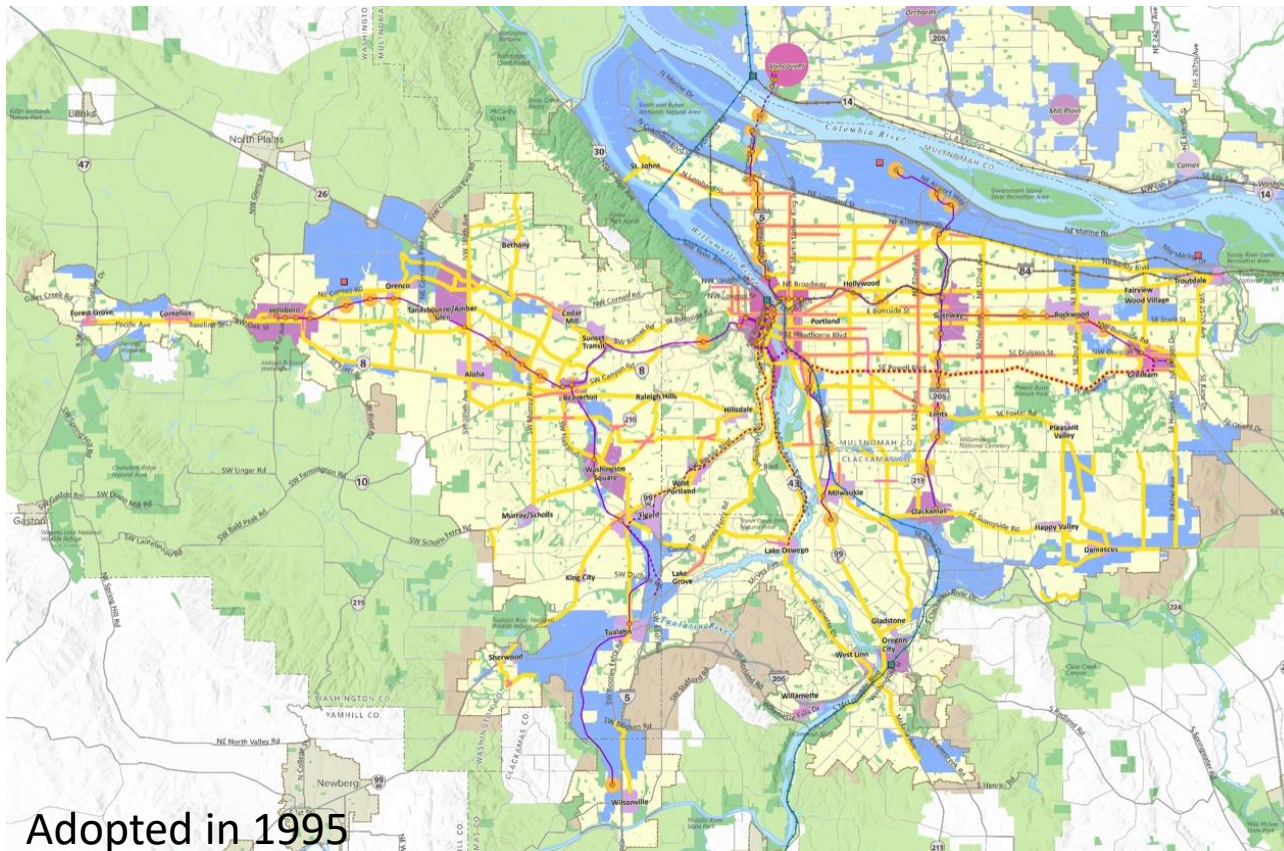
Implemented through adopted community and regional plans

Vibrant communities

Equity

Regional climate change leadership

Making a great place

Clean air and water

Transportation choices

Economic prosperity

Building toward six desired outcomes

4

We found that investing in communities in ways that support local visions for the future helps get us there.

Climate Smart Strategy | Largest potential carbon reduction impact*

Community Design (Policy with Investment)
- Walkable communities and job centers facilitated by compact land use in combination with walking, biking and transit connections

Transit (Investment)
- Expanded transit coverage
- Expanded frequency of service
- Improvements in right-of-way to increase speed and reliability of buses and MAX

Climate Smart Strategy | Moderate potential carbon reduction impact*

Active Transportation (Investment)
- New biking and walking connections to schools, jobs, downtowns and other community places

Travel Information and Incentives (Investment)
- Commuter travel options programs
- Household individualized marketing programs
- Car-sharing and eco-driving techniques

System Management and Operations (Investment)
- Variable message signs and speed limits
- Signal timing and ramp metering
- Transit signal priority, bus-only lanes, bus pull-outs
- Incident response detection and clearance

5

Source: *Understanding Our Land Use and Transportation Choices Phase 1 Findings* (January 2012), Metro.

We found that significant investment in transit is key.

Adopted Plans

New Plans and Policies

Recent Trends

Transit Access
- More
-
-
-
- Less

6
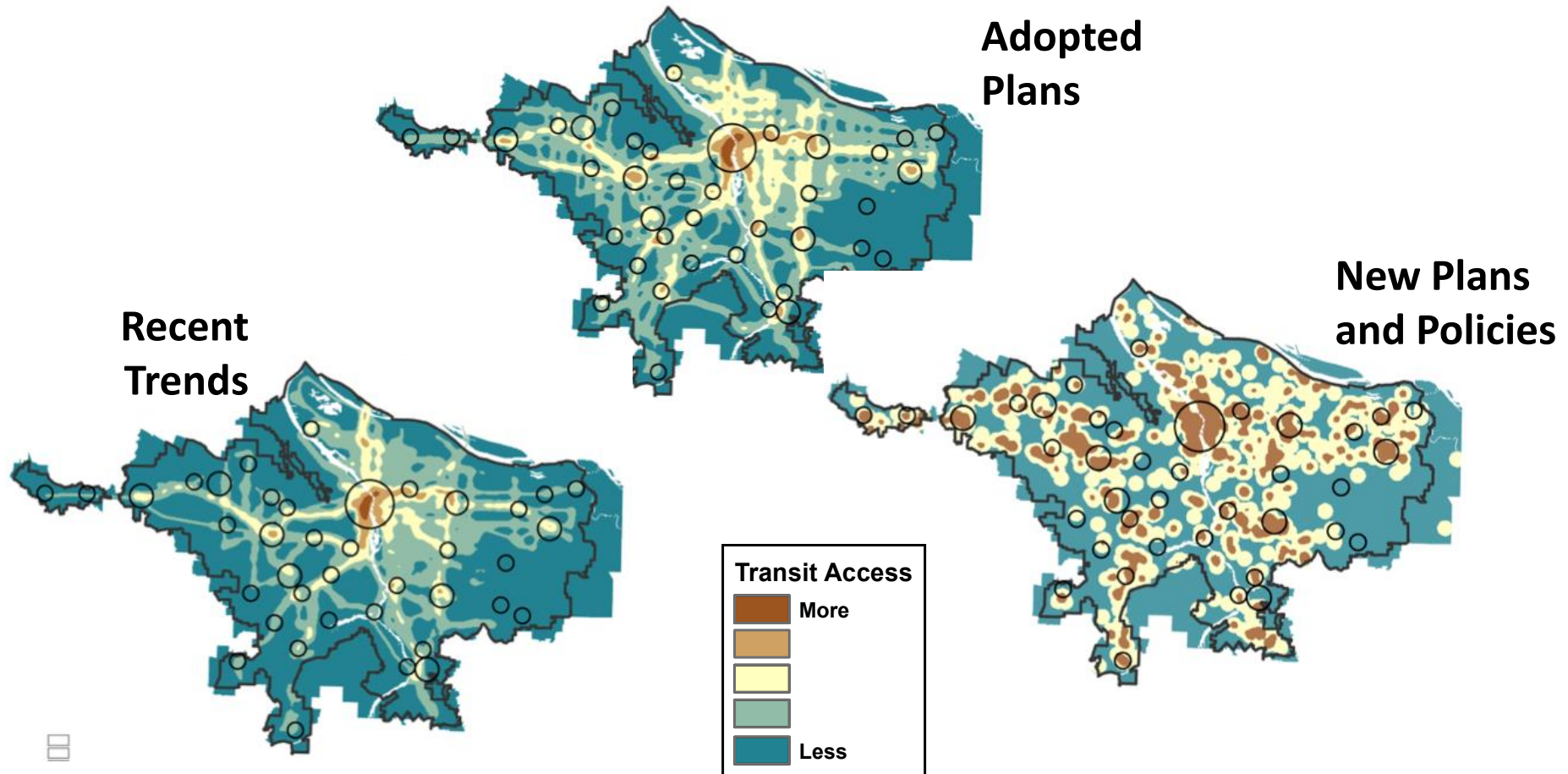
Adopted strategy exceeds target and supports other goals

- 144 scenarios narrowed to 3

- 3 scenarios narrowed to our preferred scenario – the Climate Smart Strategy

REDUCED GREENHOUSE GAS EMISSIONS
PERCENT BELOW 2005 LEVELS

SCENARIO A
RECENT TRENDS

SCENARIO B
ADOPTED PLANS

SCENARIO C
NEW PLANS & POLICIES

CLIMATE SMART STRATEGY

12%

24%

36%

29%

STATE MANDATED TARGET

20% REDUCTION BY 2035
The reduction target is from 2005 emissions levels after reductions expected from cleaner fuels and more fuel-efficient vehicles.

Source: GreenSTEP

7
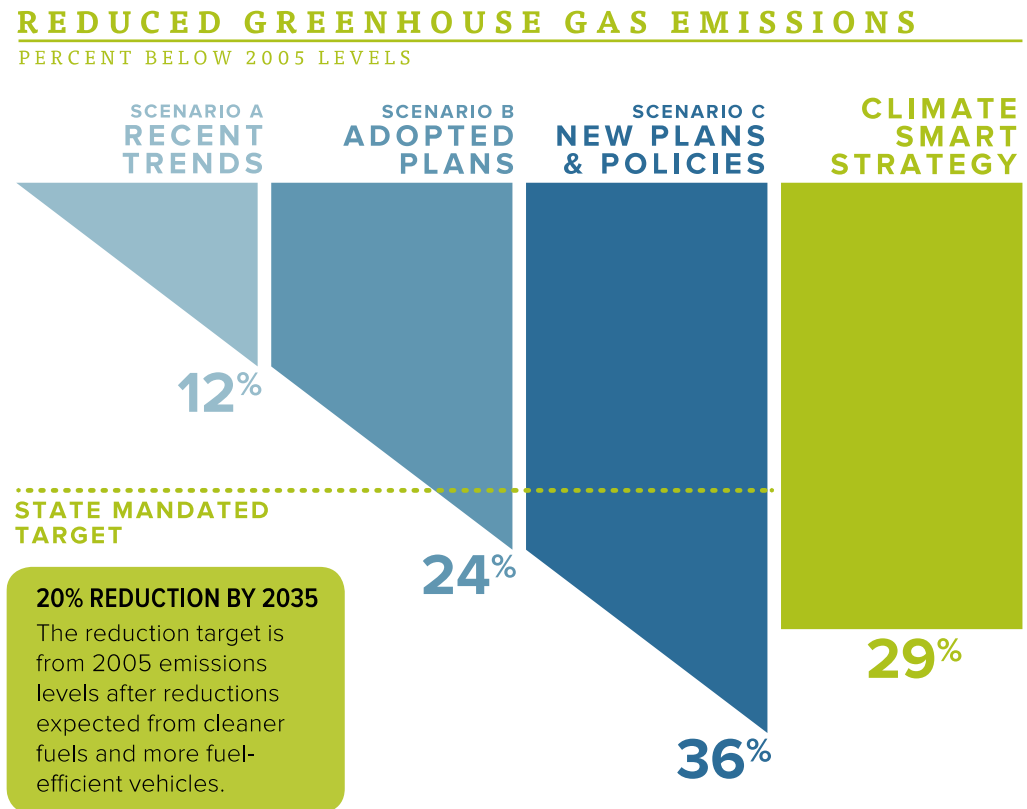
Extensive, inclusive engagement built the Climate Smart Strategy.

More than 15,000 individual touch points from 2011-14

And from 2015-2017, we made significant progress on transit, thanks to the state.

House Bill 2017

In 2018, we found were on track if we fully implemented the RTP

We were making satisfactory progress if we fully implement the 2018 RTP, but recognized more work and funding needed

We exceeded Climate Smart targets for:

- land use and growth in 2040 mixed-use centers
- transit service hours
- households served by frequent transit service

We fell short of RTP targets for:

- sidewalk and biking system completion
- tripling walking, biking and transit mode share
- reduced per capita vehicle miles traveled

Metro

APPENDIX J

2018 Regional Transportation Plan

Climate Smart Strategy implementation and monitoring

December 6, 2018   oregonmetro.gov/rtp

oregonmetro.gov/rtp

The world has since changed dramatically.

Declining transit service and ridership

Increasing online shopping
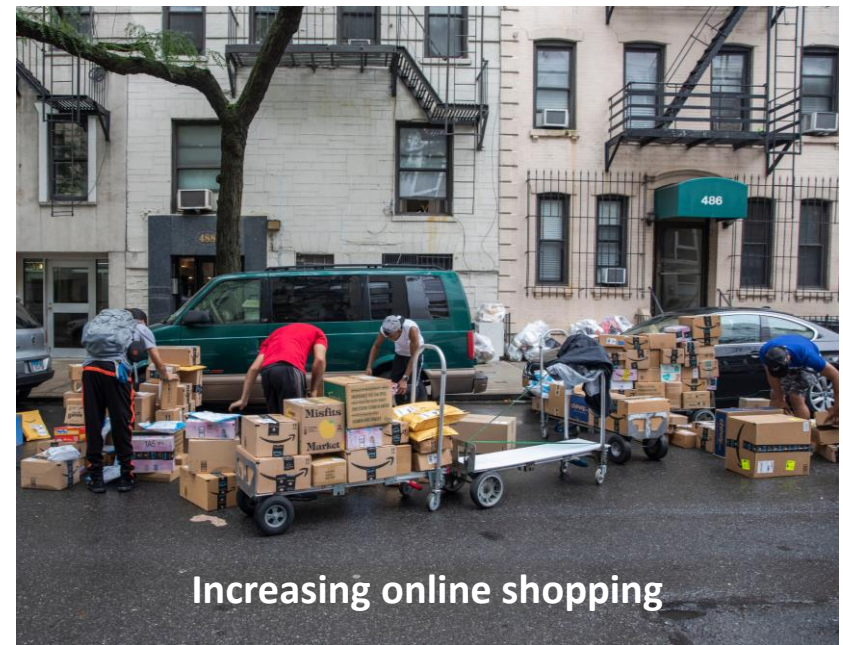
It's time to review how we are doing and what updates may be needed.

CLIMATE SMART STRATEGY

Key policies and strategies

- Implement **adopted land use plans**
- Make **transit** convenient, frequent, accessible and affordable
- Make **biking and walking** safe and convenient
- Make **streets and highways** safe, reliable and connected
- Use **technology** to actively manage the transportation system
- Provide **information and incentives** to expand use of travel options
- Make efficient use of **parking** and land dedicated to parking
- Support Oregon's transition to **cleaner fuels and more fuel-efficient vehicles**
- Secure adequate **funding** for transportation investments

Fleet and technology assumptions provided by the state

Adopted in 2014 and approved by LCDC in 2015

New state policies and requirements bring new tools to support reducing emissions.
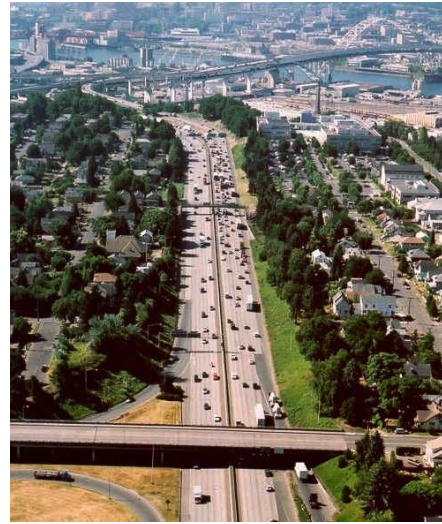
We convened an expert panel on climate analysis to inform our work.

- **We know what strategies will lead to substantial reductions in carbon emissions**

- **No perfect climate analysis tool,** and more than one tool is likely needed

- **Significant progress can be made** with less than perfect information

- **Decide what future we want and work together to get there** – knowing modeling cannot answer all our questions

https://www.oregonmetro.gov/events/climate-and-transportation-expert-panel/2022-06-22

JPACT/Metro Council Workshop – Nov. 10

MTAC Feedback – Nov. 12

- Highlighted the disproportionate effects of climate change are being experienced today and need for action

- Emphasized the importance of prioritizing near-term investments in the 2023 RTP to accelerate emissions reductions in way that also support the region's equity, safety, mobility and economic goals:
  - Expanding transit service throughout the region
  - Completing gaps in bike and pedestrian connections in centers and corridors served by transit
  - Planning for and providing complete multimodal transportation systems in new urban areas designated for future housing and job growth

Next steps

December	MPAC discussion and feedback on priority strategies
	Metro staff and consultant team review current climate modeling tools and begin baseline climate analysis
Jan. 6-Feb.17	Metro staff conducts RTP Call for Projects and further develops climate analysis approach
March-April	RTP outcomes-based analysis of updated projects and input on draft project lists
May	Regional discussion of input and results and next steps to finalize plan for public review

Discussion

1. Do you have specific feedback on the assumptions identified in Table 1 of Attachment 1?

2. Are there new or updated policies and additional carbon reduction strategies that are not currently included in the Climate Smart Strategy that should be reflected in the updated strategy?

3. What opportunities do you see for the region to move forward should our analysis show we need to do more to meet our VMT per capita reduction targets and climate goals?

Learn more about the Regional Transportation Plan at:

Kim Ellis, AICP

RTP Project Manager

kim.ellis@oregonmetro.gov

oregonmetro.gov/rtp

Metro Regional Supportive Housing Services
Regional Coordination Update

MPAC| November 2022

Regional Coordination Overview

Regional coordination between the four jurisdictions has been a focus of SHS implementation since the passage of the Measure.

- Regional Stakeholder Advisory Group created SHS guiding values and outcome metrics

- Coordinated implementation planning – e.g. long-term rent assistance program

- Collaboration to define and develop accountability structures

- Regionalism in Supportive Housing services has only just begun

Tri-County Planning Body- Regionalizing Supportive Housing Services

Regional Long-Term Rent Assistance (RLRA) Program

RLRA Goals

- Leverage best practices of the Housing Choice Voucher

- Remove barriers of the Housing Choice Voucher

- Create one consistent experience for landlords, service providers and participants

RLRA Coordination Progress

- Staff workgroup of technical experts in rent assistance and supportive housing

- Metro convenes table with a consultant to support the staff team

- Policies recommended/drafted by workgroup - reviewed, and approved by County leadership

- Ongoing evaluation and program improvement
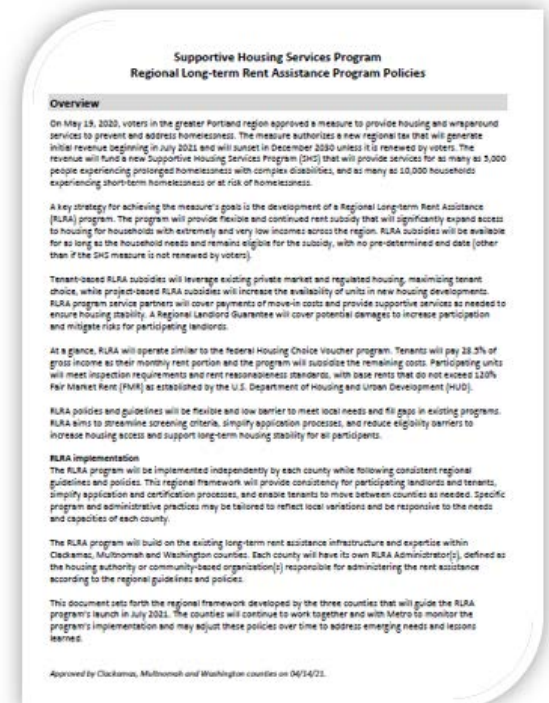
Regional Service Provider Network

Goals in supporting a regional network

- Expand culturally specific service provider capacity

- Establish accessible and consistent procurement processes

- Support emerging providers

Tri-County Services Procurement

- Request for Program Qualifications (RFPQ)

- One consistent process in all three counties

- Over 120 organizations applied and 116 organization qualified

A snapshot of the list of providers newly qualified to provide SHS services in the region

Regional Data Systems & Standards

Data Coordination Goals

- Ensure consistency in reporting

- Improve data collection practices

- Ensure clarity in communication of program outcomes

Data Coordination Progress

- Data workgroup

- Data collection and reporting practices improvement

- Data communications coordination with Metro

Thank You!

Contact: Nui Bezaire, SHS Program Manager
nui.bezaire@oregonmetro.gov