Climate Smart Communities Scenarios Project

Shaping the preferred approach

JPACT and MPAC joint meeting
April 11, 2014
2040 Growth Concept
Adopted in 1995
Building toward six desired outcomes

- Vibrant communities
- Equity
- Economic prosperity
- Transportation choices
- Clean air & water
- Climate leadership
Where we’ve been & where we are headed

**PHASES 1 & 2**
- Understand Choices
  - 2011-2012
- Shape Choices
  - Jan.-Oct. 2013

**PHASE 3**
- Shape Preferred
  - Nov. 2013-June 2014
- Adopt Preferred
  - Sept.-Dec. 2014

WE ARE HERE
What the future might look like in 2035

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

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

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

Scenarios approved for testing by Metro advisory committees and the Metro Council in May and June 2013
We found good news

• Adopted plans meet the target - *if we can make the investments needed*

• Significant community, economic and environmental benefits can be realized

• We will fall short if we continue investing at current levels

See pages 53-57 of the discussion guide
Benefits grow with more investment

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

See pages 53-57 of the discussion guide
Choices you made in February

☑ Carry forward and implement adopted regional and local plans
☑ Use state assumptions for transition to cleaner fuels and fuel-efficient vehicles
☑ Use state assumptions for vehicle insurance paid by the miles driven
Choices to make on May 30...

To realize our shared vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions...

- How much transit should we provide by 2035?
- How much should we use technology to manage the system by 2035?
- How much should we expand the reach of travel information by 2035?
...Choices to make on May 30

- How much of the planned **active transportation** network should we complete by 2035?
- How much of the planned **street and highway** network should we complete by 2035?
- How should local communities manage **parking** by 2035?
Using the discussion guide

• Regional context and what we learned so far (pp. 7 – 16)
• Policy questions for 2014 (pp. 18-19)
• Overview of policy areas (pp. 21-48)
• Supplemental information (pp. 53-60)
WHAT WE HEARD FROM THE PUBLIC AND COMMUNITY LEADERS
Shaping the preferred approach
SMALL GROUP DISCUSSIONS AND STRAW POLL
### Understanding the ratings

<table>
<thead>
<tr>
<th>RELATIVE CLIMATE BENEFITS</th>
<th>RELATIVE COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit</td>
<td>Up to $$$</td>
</tr>
<tr>
<td>Parking</td>
<td>$$$</td>
</tr>
<tr>
<td>Active transportation</td>
<td>$$$</td>
</tr>
<tr>
<td>Information and incentives</td>
<td>$$$</td>
</tr>
<tr>
<td>Technology and “smart” transportation</td>
<td>$$$</td>
</tr>
<tr>
<td>Streets and highways</td>
<td>Up to $$$</td>
</tr>
</tbody>
</table>

See pages 21 and 22 of the discussion guide
Weighing in on the policy areas

<table>
<thead>
<tr>
<th>A</th>
<th>More than A</th>
<th>Less than B</th>
<th>B</th>
<th>More than B</th>
<th>Less than C</th>
<th>C</th>
</tr>
</thead>
</table>

**STRAW POLL PURPOSE**

1. Get a sense of where you are today – non-binding, but important
2. Provide something for you share with regional coordinating committees
3. TPAC and MTAC will use to shape options for consideration on May 30
Overview of each policy area

Make transit more convenient, frequent, accessible and affordable

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

**Frequency**
Increasing the frequency of transit service in combined with the speed of service and bus lanes makes transit faster and more convenient.

**System expansion**
Providing new community and regional transit connections improves access to jobs and community services and the ability to complete trips without multiple transfers.

**Transit access**
Building safe and direct walking and biking routes connecting to stops makes transit more accessible and enjoyable.

**Fares**
Providing reduced fares makes transit more affordable; the fare system is designed.

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

**BENEFITS**
- Improves access to jobs, the workforce, and goods and services, boosting business revenues
- Creates jobs and saves consumers and employers money
- Stimulates development, generating local and state revenue
- Provides drivers an alternative to congested roads and supports freight movements by taking cars off the road
- Increases physical activity
- Reduces air pollution and air toxics
- Reduces risk of traffic fatalities and injuries

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

See pages 23-48 of the discussion guide
Overview of what we tested

How much transit should we provide by 2035?

<table>
<thead>
<tr>
<th>TRANSIT AT A GLANCE</th>
<th>SCENARIO A</th>
<th>SCENARIO B</th>
<th>SCENARIO C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily revenue hours</td>
<td>5,600</td>
<td>6,200</td>
<td>11,200</td>
</tr>
<tr>
<td>Service expansion (increase from 2010 level)</td>
<td>14% increase</td>
<td>27% increase</td>
<td>129% increase</td>
</tr>
<tr>
<td>Rush hour frequency</td>
<td>10-minute service on 10 routes</td>
<td>10-minute service on 13 routes</td>
<td>10-minute service on 37 routes</td>
</tr>
<tr>
<td>Off-peak frequency</td>
<td>30-minute service on most routes</td>
<td>20-minute service on most routes</td>
<td>15 or 20-minute service on most routes</td>
</tr>
<tr>
<td>New high capacity transit connections</td>
<td>None</td>
<td>Planned connections completed, such as the extension to Vancouver, WA</td>
<td>All regional centers and key town centers served</td>
</tr>
</tbody>
</table>

See pages 23-48 of the discussion guide
What we heard & emerging themes

What people are saying

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

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

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

Emerging themes

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

Key takeaways to share with others

See pages 23-48 of the discussion guide
SMALL GROUP DISCUSSIONS & STRAW POLL
SMALL GROUP REPORT OUT
Preferences for Scenarios A, B, C And In-Between Scenarios

Averages of all respondents (mean):

- Transit: 4.9
- Technology: 6.0
- Travel Information Programs: 3.9
- Planned Active Transportation Network: 4.3
- Planned Street and Highway Network: 3.9
- Parking Management: 4.8
Preferences for Scenarios A, B, C And In-Between Scenarios

Averages for MPAC and JPACT separately:
NEXT STEPS
### Immediate next steps

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
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<tbody>
<tr>
<td><strong>WEEK OF APRIL 14</strong></td>
<td>Report results of meeting</td>
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<tr>
<td><strong>MAY 1-5</strong></td>
<td>Members report to county coordinating committees</td>
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<tr>
<td><strong>MAY</strong></td>
<td>TPAC and MTAC shape options for consideration on May 30</td>
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<tr>
<td><strong>MAY 30</strong></td>
<td>JPACT and MPAC rec’d on draft preferred approach and begin funding discussion</td>
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<tr>
<td><strong>JUNE 19</strong></td>
<td>Council direction on draft preferred approach</td>
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Final steps in 2014

**JUNE – AUGUST**
Staff evaluates draft preferred & develops implementation rec’ds

**SEPTEMBER 5**
Report back results and begin 45-day public comment period

**SEPT. – DEC.**
Public review of draft preferred approach & final adoption