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Climate Smart Communities Scenarios Project

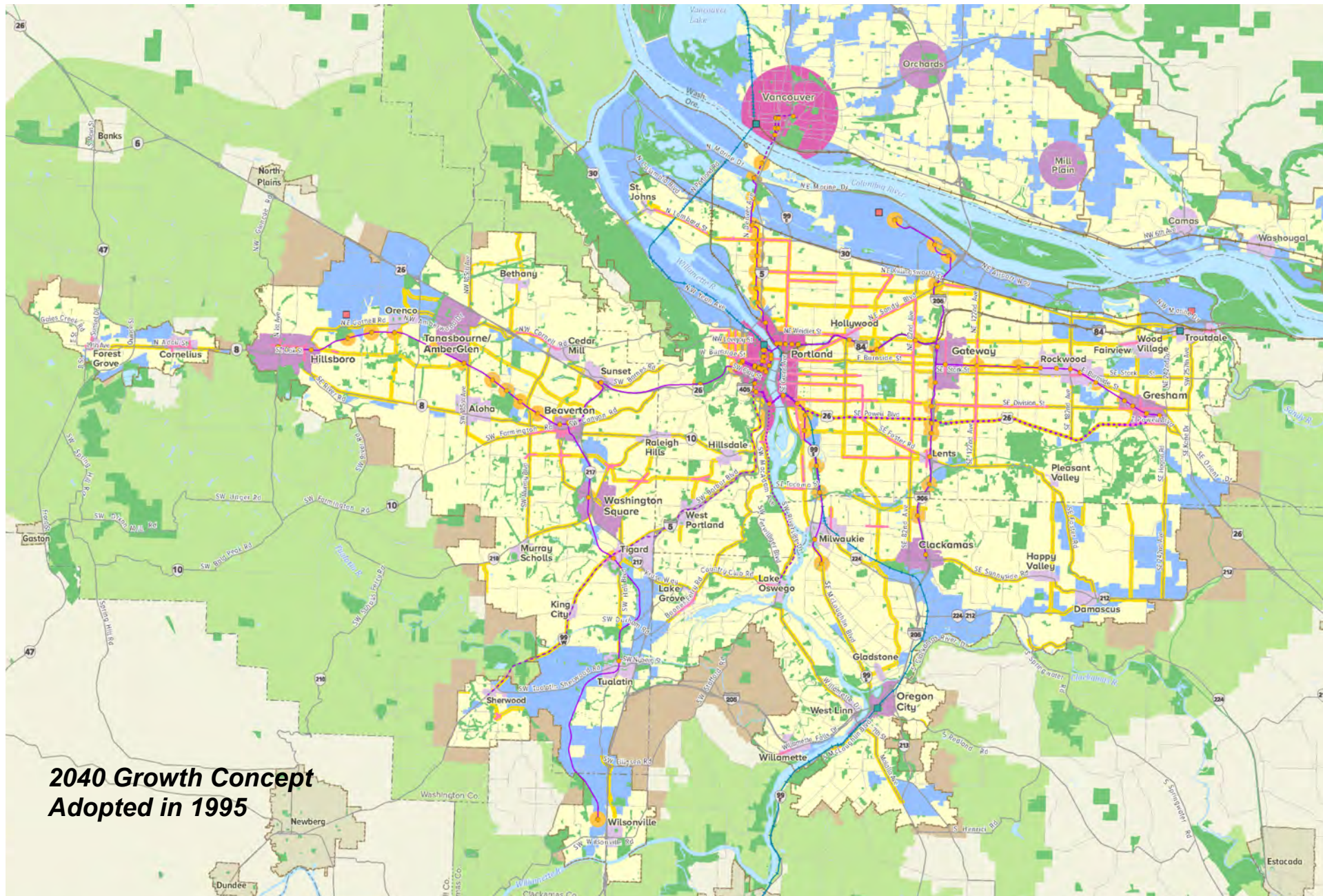
Shaping the preferred approach

JPACT and MPAC joint meeting

April 11, 2014



Metro | *Making a great place*



**OVERVIEW OF PROCESS,
RESULTS AND POLICY
QUESTIONS**

Urban growth boundary
County boundary

Metro

0 10 Miles

Building toward six desired outcomes



**Vibrant
communities**



Equity



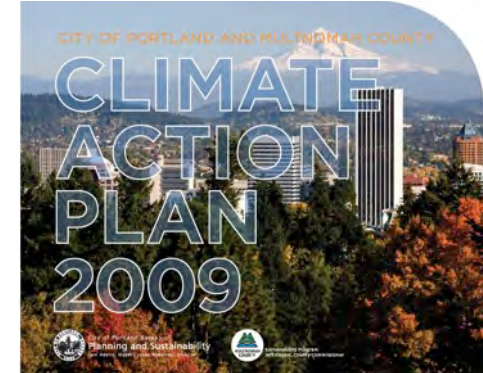
**Economic
prosperity**



**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



What the future might look like in 2035



A

RECENT TRENDS

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



B

ADOPTED PLANS

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



C

NEW PLANS & POLICIES

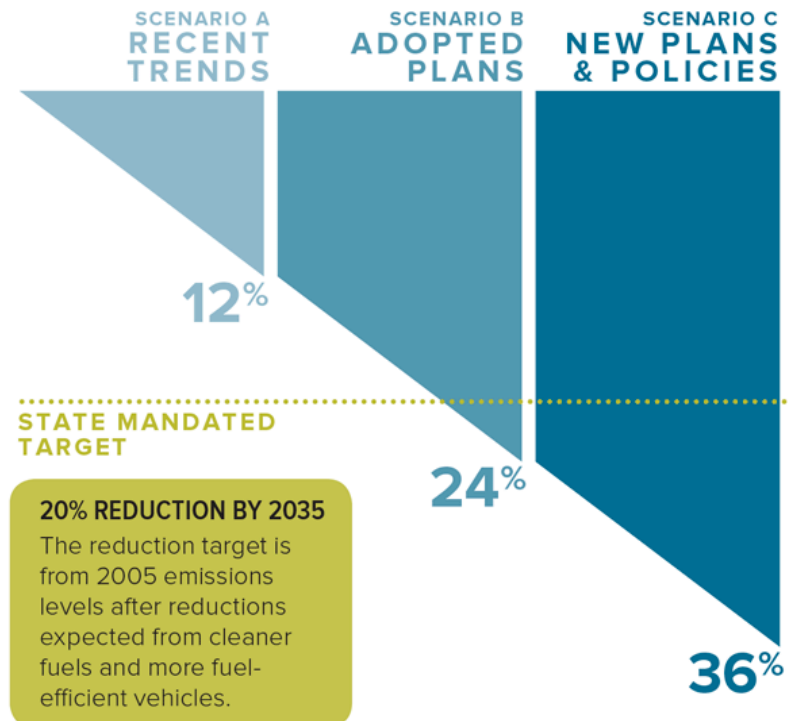
This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

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

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

REDUCED GREENHOUSE GAS EMISSIONS PERCENT BELOW 2005 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



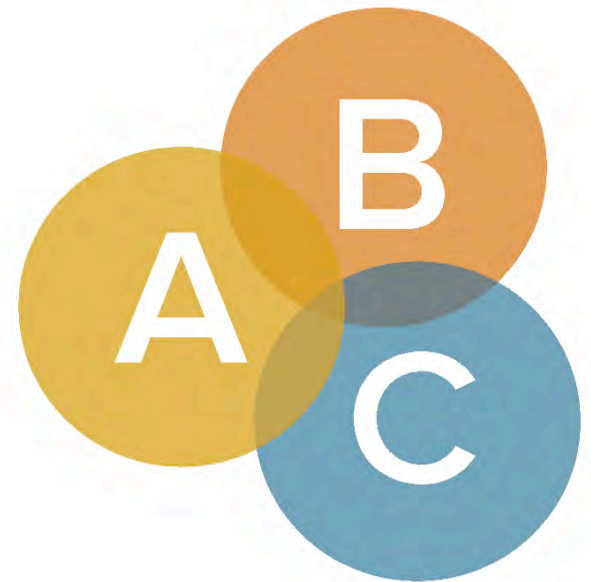
Beaverton
Civic Plan
growing together



Choices to make on May 30...

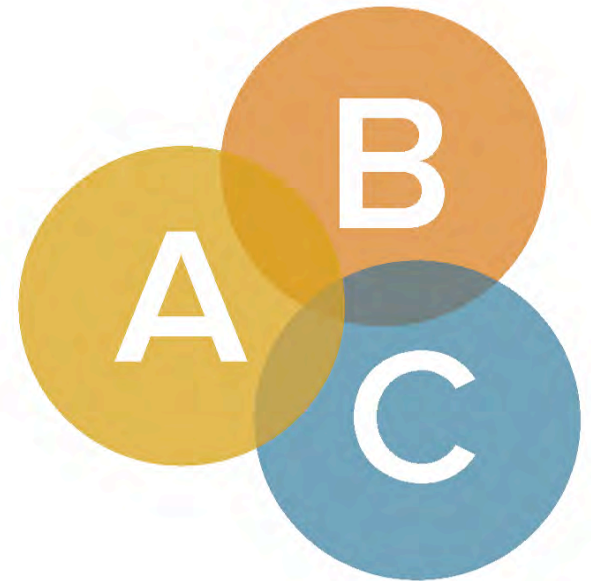
To realize our shared vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions...

- ☐ 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?



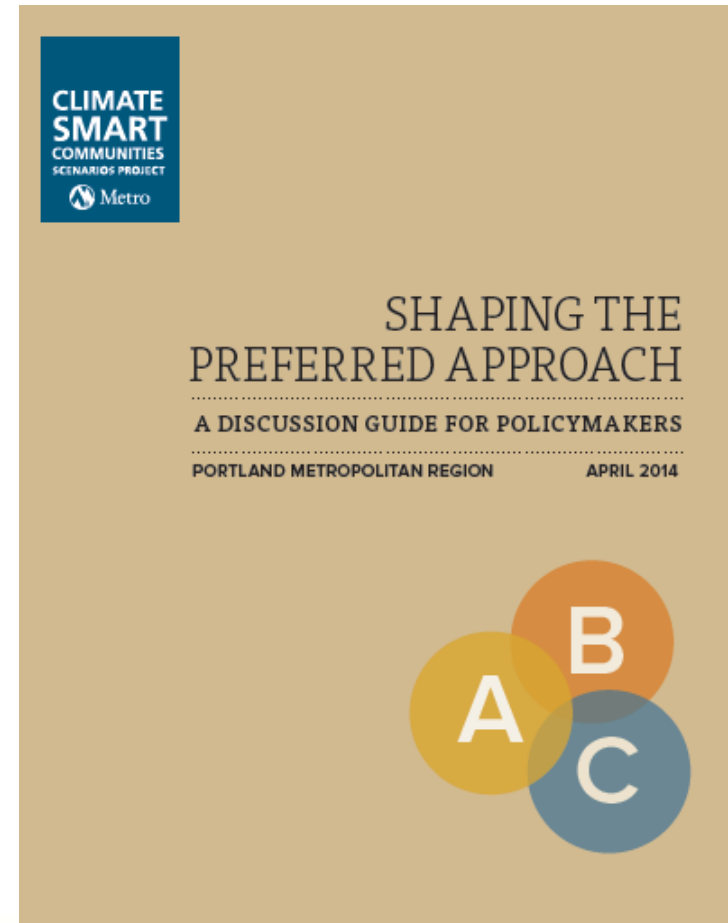
...Choices to make on May 30

- ☐ 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*)





A map of the Portland, Oregon metropolitan area, showing urban growth boundaries and county lines. The map includes labels for various cities and towns, such as Vancouver, Portland, Beaverton, Hillsboro, Forest Grove, Cornelius, Hillsboro, Farmington, Gaston, Washington, Yamhill, Newberg, Dundee, Wilsonville, Canby, West Linn, Gladstone, Oregon City, Redland, Eagle Creek, Estacada, Sandy, Boring, Danvers, Gresham, Troutdale, Washougal, Camas, St. Johns, Sunset, Raleigh Hills, Hillsdale, West Portland, Tualatin, Rivergrove, Stafford, Willamette, Canemah, Johnson City, Carver, Barton, and Dundee. The map also shows major highways like I-5, I-205, I-84, and US-26. The text "WHAT WE HEARD FROM THE PUBLIC AND COMMUNITY LEADERS" is overlaid in large, bold, black letters. The Metro logo is in the bottom left corner, and a scale bar (0 to 10 miles) is in the bottom right corner.

WHAT WE HEARD FROM THE PUBLIC AND COMMUNITY LEADERS



Shaping the preferred approach SMALL GROUP DISCUSSIONS AND STRAW POLL

Understanding the ratings

RELATIVE CLIMATE BENEFITS



Transit



Parking



Active transportation



Information and incentives



Technology and “smart” transportation



Streets and highways

RELATIVE COST

Up to \$\$\$

\$\$\$

\$\$\$

\$\$\$

\$\$\$

Up to \$\$\$

See pages 21 and 22 of the discussion guide

Weighing in on the policy areas

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



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



RELATIVE CLIMATE BENEFIT

★★★★★

RELATIVE COST

\$\$\$

Make transit more convenient, frequent, accessible and affordable

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

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

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

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

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

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

BENEFITS

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

CHALLENGES

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

See pages 23-48 of the discussion guide

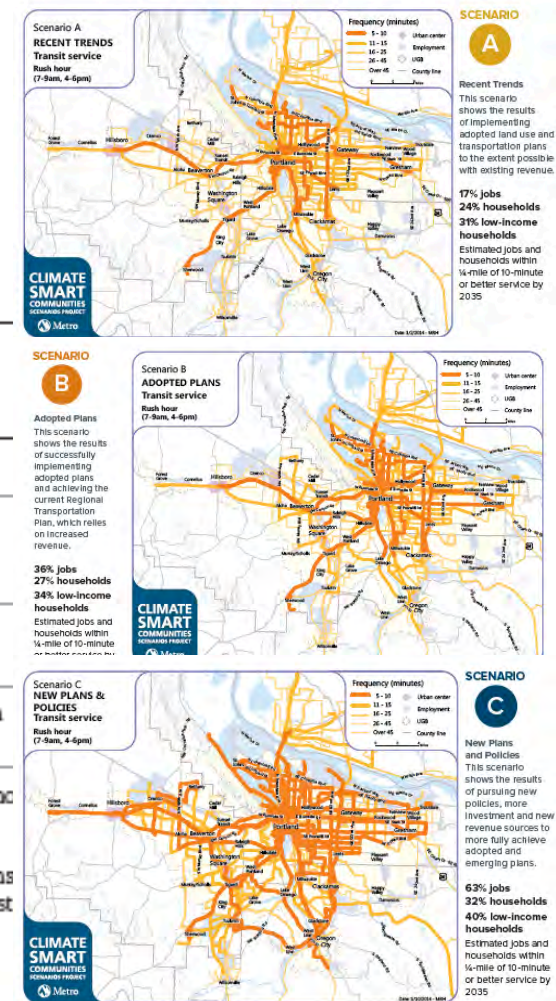
Overview of what we tested

How much transit should we provide by 2035?

TRANSIT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Daily revenue hours	5,600	6,200	11,200
Service expansion (increase from 2010 level)	14% increase	27% increase	129% increase
Rush hour frequency	10-minute service on 10 routes	10-minute service on 13 routes	10-minute service on 37 routes
Off-peak frequency	30-minute service on most routes	20-minute service on most routes	15 or 20-minute service on most routes
New high capacity transit connections	None	Planned connections completed, such as the extension to Vancouver, WA	All regional centers and metro town centers served Priority high capacity transit system plan and Southwest Corridor completed

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.

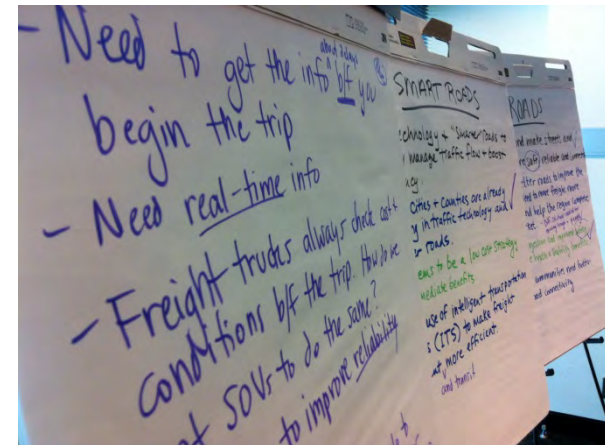
To increase the accessibility and affordability of public transit is just paramount.

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

Emerging themes

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

Key takeaways to share with others



See pages 23-48 of the discussion guide

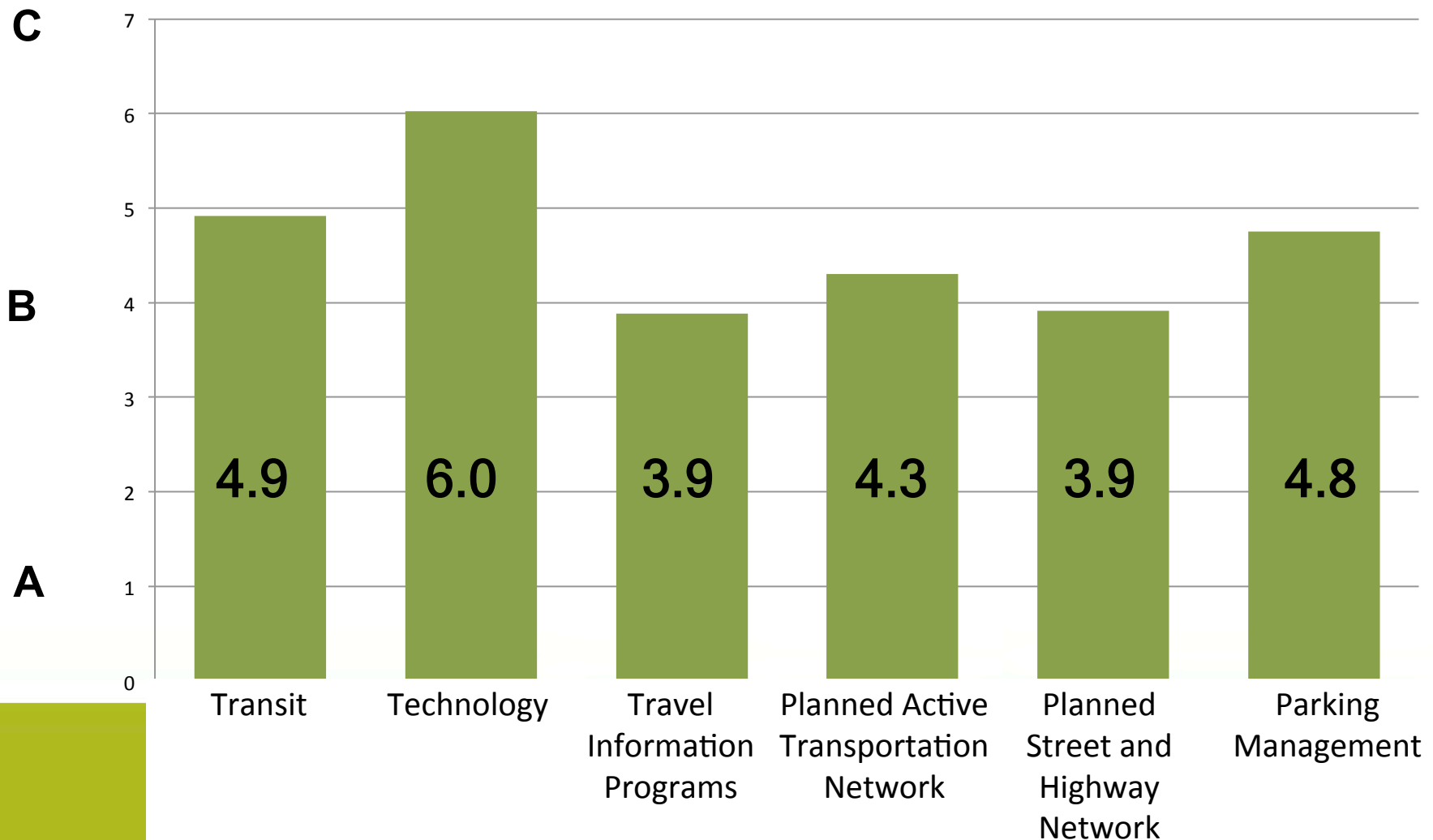


SMALL GROUP REPORT OUT



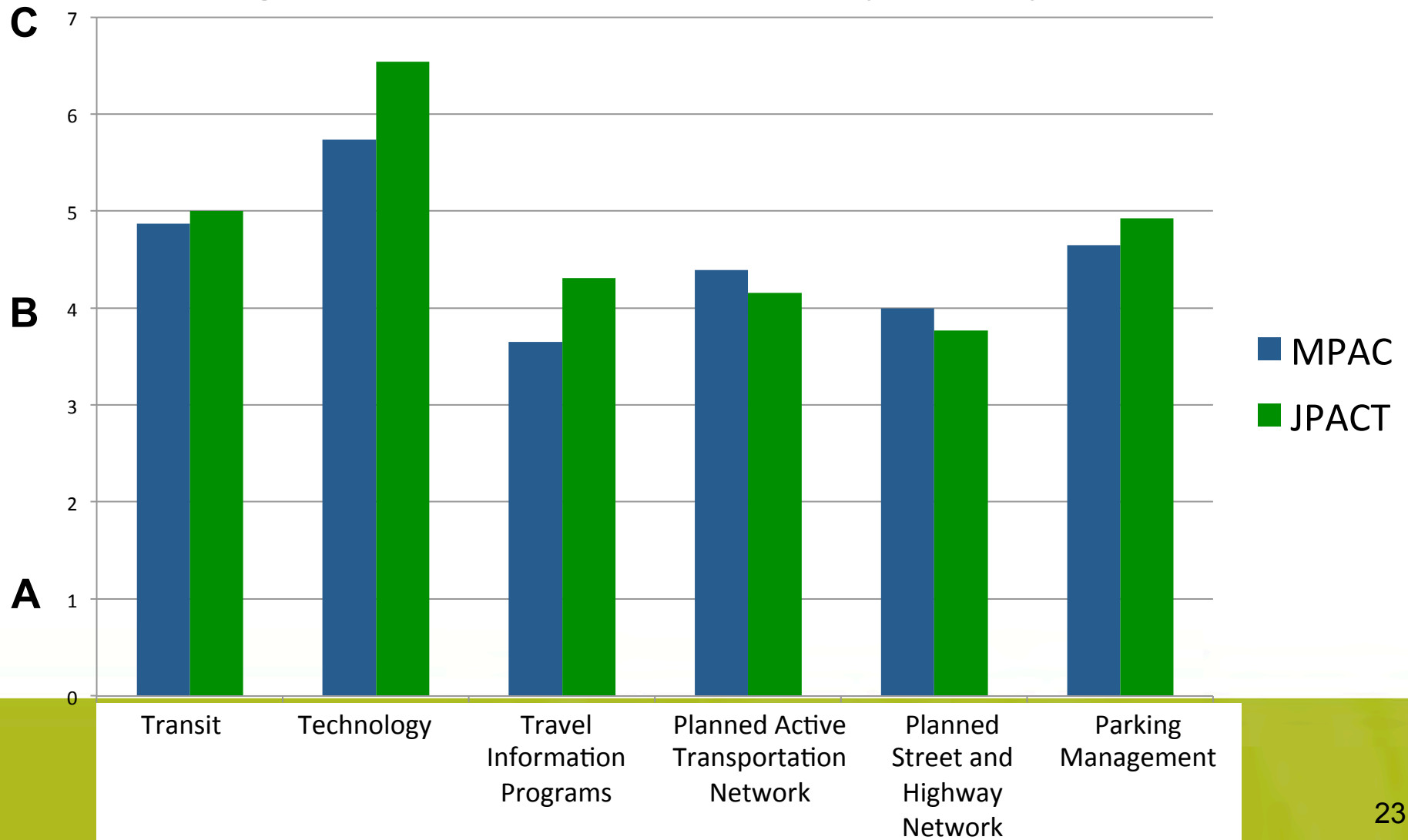
Preferences for Scenarios A, B, C And In-Between Scenarios

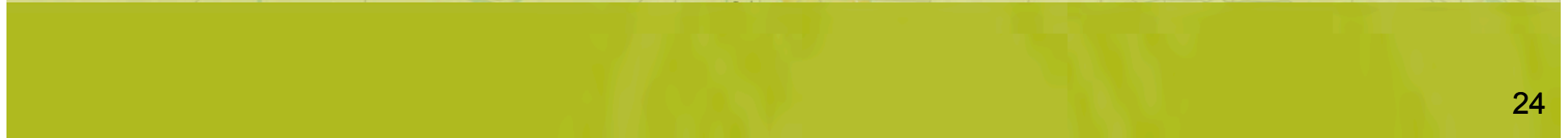
Averages of all respondents (mean):



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

Averages for MPAC and JPACT separately:





Immediate next steps

WEEK OF APRIL 14

Report results of meeting

MAY 1-5

Members report to county coordinating committees

MAY

TPAC and MTAC shape options for consideration on May 30

MAY 30

JPACT and MPAC rec'd on draft preferred approach and begin funding discussion

JUNE 19

Council direction on draft preferred approach

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