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Climate Smart Communities Scenarios Project

Shaping the draft approach for testing

John Williams, Deputy Planning Director
JPACT and MPAC Joint Meeting

May 30, 2014



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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

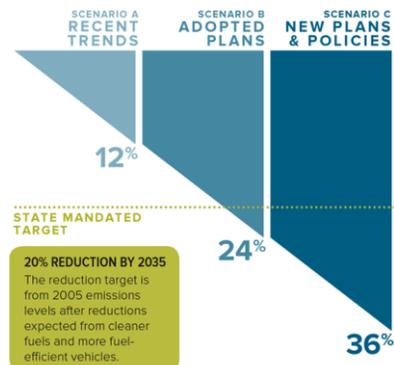
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We found good news

- 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

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Benefits grow with more investment

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



See pages 53-57 of the discussion guide

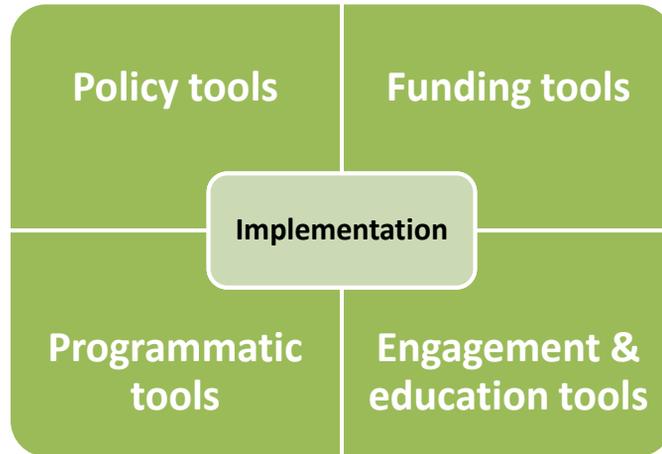
7

What this means for communities

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

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Implementation framework



See page 9 of the memo



Ensure flexibility and local control



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

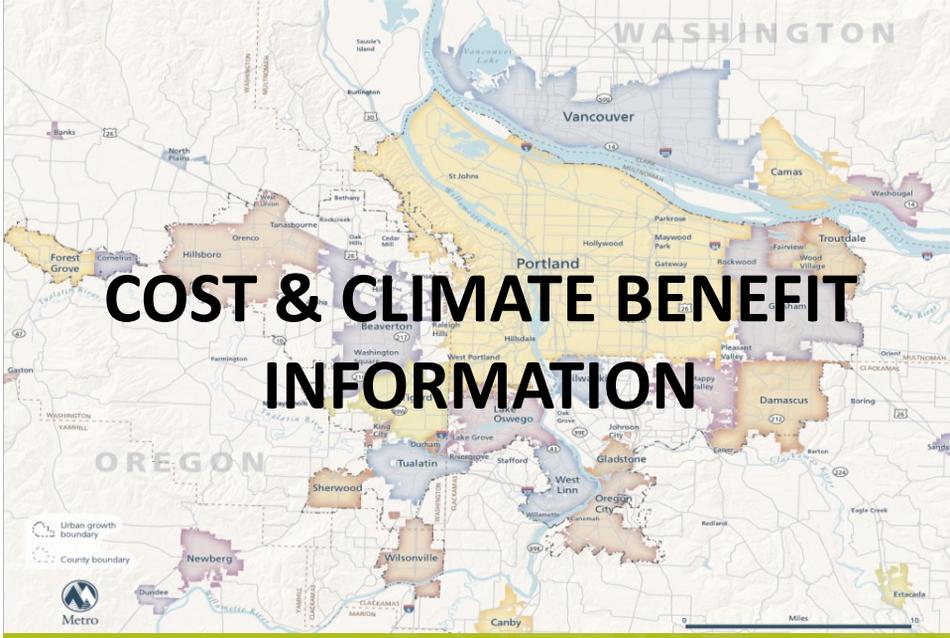
11

Consider community voices

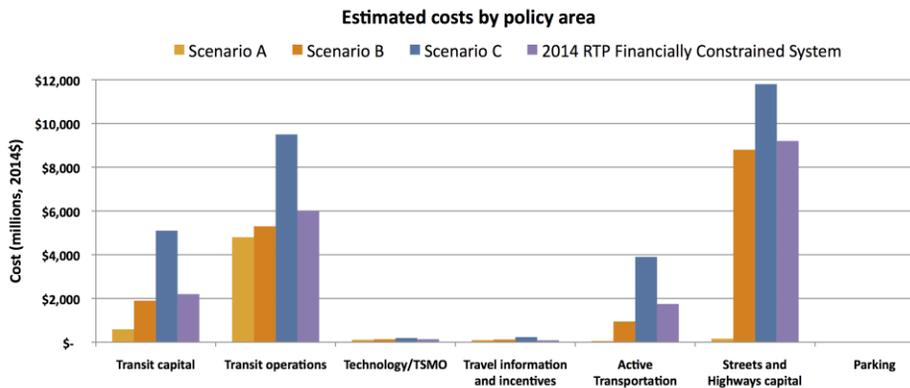


- Co-benefits of investments and actions should be the focus, not just climate benefits or costs
- Economic impact on households and businesses must be better understood and mitigated
- Social cost and benefits of investments should be a factor
- Ensure housing affordability and options remain in areas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

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Estimated total cost by policy area (2010 to 2035)



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

See page 2 and Attachment 2 of the memo

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

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

Assumptions:

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

See Attachment 2 of the memo

Effectiveness in reducing greenhouse gas emissions

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

See page 3 of the memo



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Weighing in on the policy areas

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

APRIL 11 STRAW POLL PURPOSE

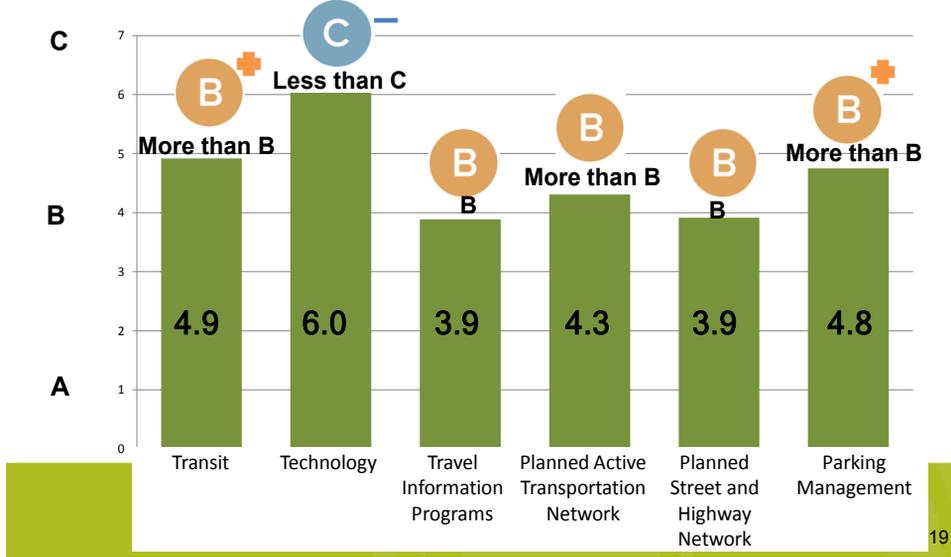
1. Gave a sense of where you were April 11 – non-binding, but important
2. Provided something for you share with regional coordinating committees and others
3. TPAC & MTAC used to shape recommendation for your consideration on May 30

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April 11 JPACT/MPAC Straw poll results

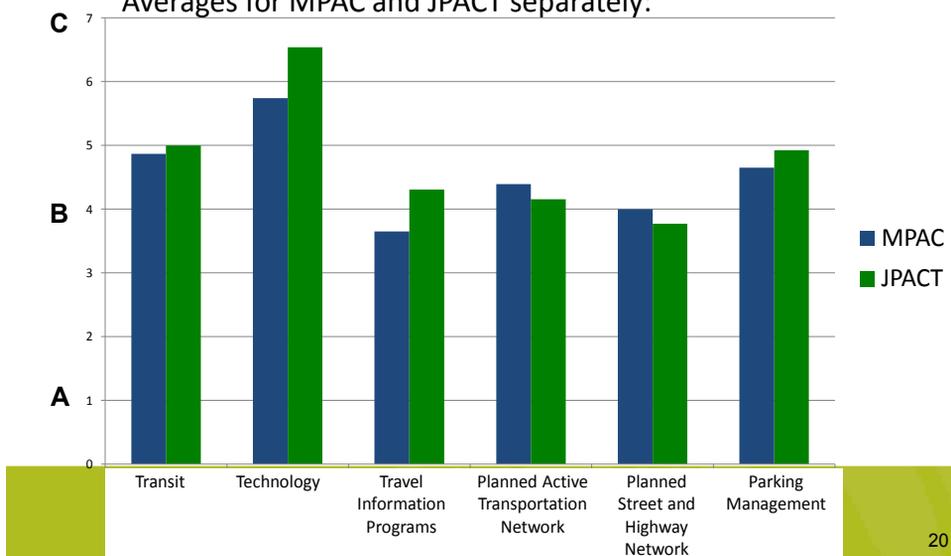
Preferences for Scenarios A, B, C and in-Between Scenarios (1 – 7)

Averages of all respondents (mean):



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

Averages for MPAC and JPACT separately:





MTAC AND TPAC RECOMMENDATION SHAPING A DRAFT APPROACH TO TEST

MTAC & TPAC Recommendation #1 Reaffirm your February direction

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

Plus new MTAC/TPAC rec:

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



See page 5 of memo

MTAC & TPAC Recommendation #2

Reaffirm your February direction

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



See page 5 of memo

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MTAC & TPAC Recommendations #4-7

Direct staff to work with MTAC & TPAC

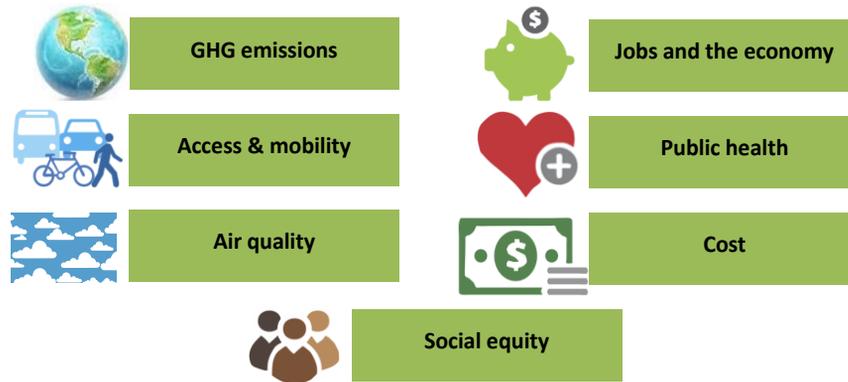
- FINALIZE ASSUMPTIONS**
- REPORT BACK IN SEPTEMBER**
 - Relative climate benefit
 - Other key outcomes reported in Phase 2
 - Estimated cost, any funding gap & potential mechanisms
- IDENTIFY DRAFT ACTIONS TO GUIDE IMPLEMENTATION**



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

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Outcomes to be reported in the fall



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

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MTAC & TPAC Recommendation #8 Provide opportunities for further review and refinement in the fall

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

See #8 on page 9 of the memo

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MTAC & TPAC Recommendation #9

Further discussion on funding in the fall:

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

See #9 on page 9 of the memo

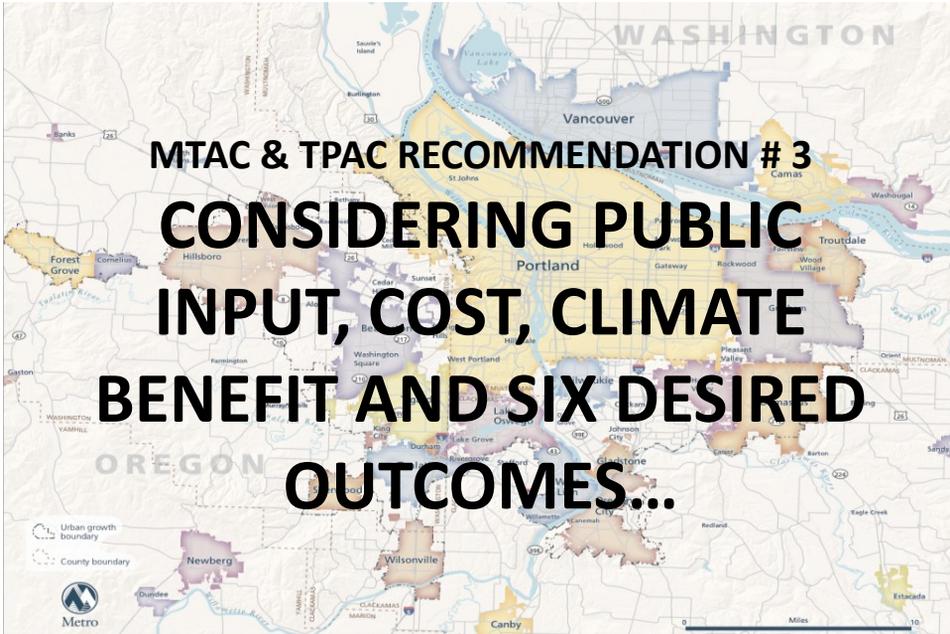
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Poll Question #1

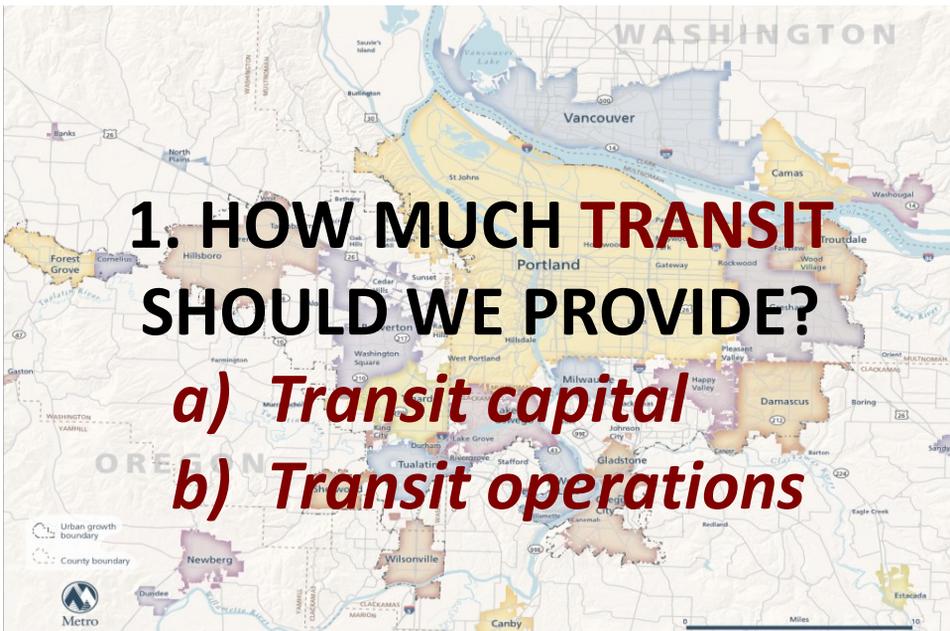
Acknowledging that MTAC, TPAC and Metro staff will perform the noted actions in slides 24—27, do you recommend those staff actions and reaffirm the two assumptions below:

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

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See page 5 of the memo



See pages 5-6 of the memo

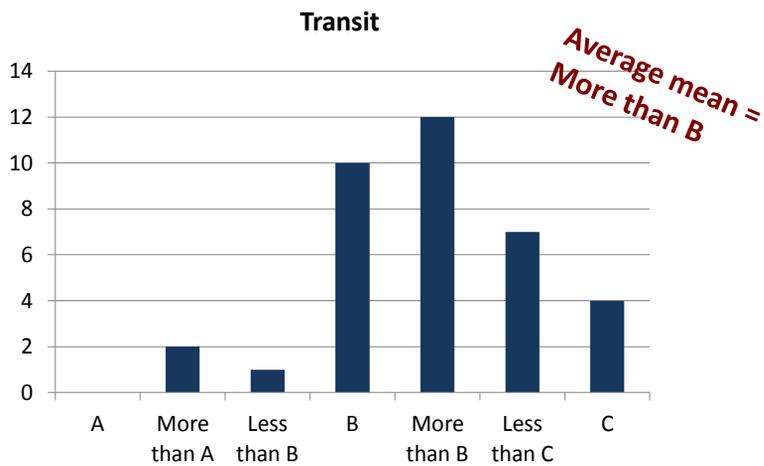
Make transit more convenient, frequent, accessible and affordable



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What you said about transit

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

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MTAC & TPAC recommendation on **transit capital**

			\$1.9 B	\$2.2 B	\$4.1 B	\$5.1 B
A	More than A	Less than B	B	More than B	Less than C	C

More than B = 2014 RTP Constrained System

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

See page 5 of the memo

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



I'm good to go



I can support it but have some concerns



I recommend a different investment level

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MTAC & TPAC recommendation on transit operations

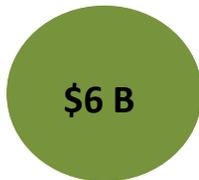
				\$6 B	\$8.1 B	\$9.5 B
A	More than A	Less than B	B	More than B	Less than C	C

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

See page 6 of the memo and Attachment 2

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What is your recommendation for transit operations?



More than B

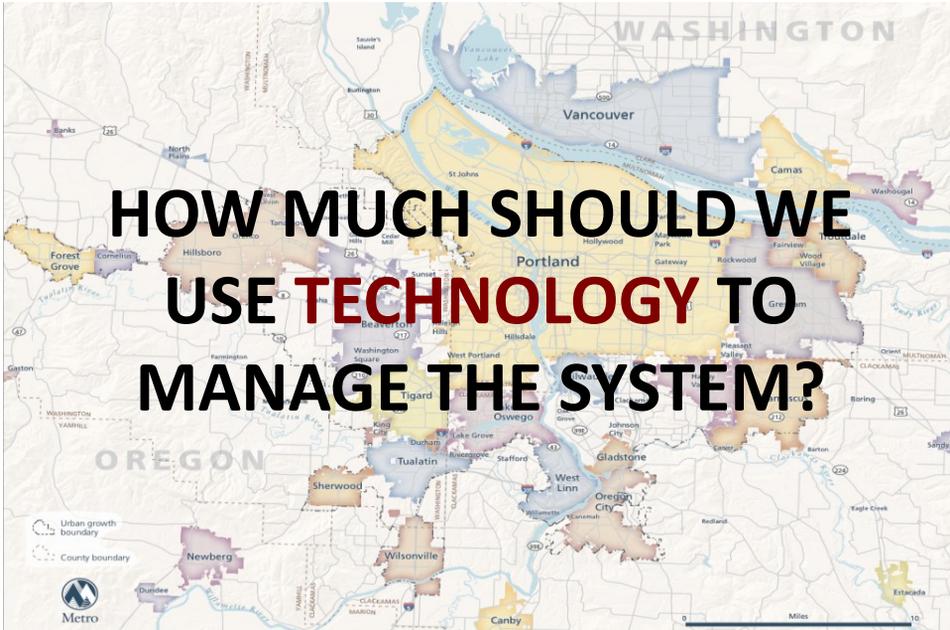


Less than C



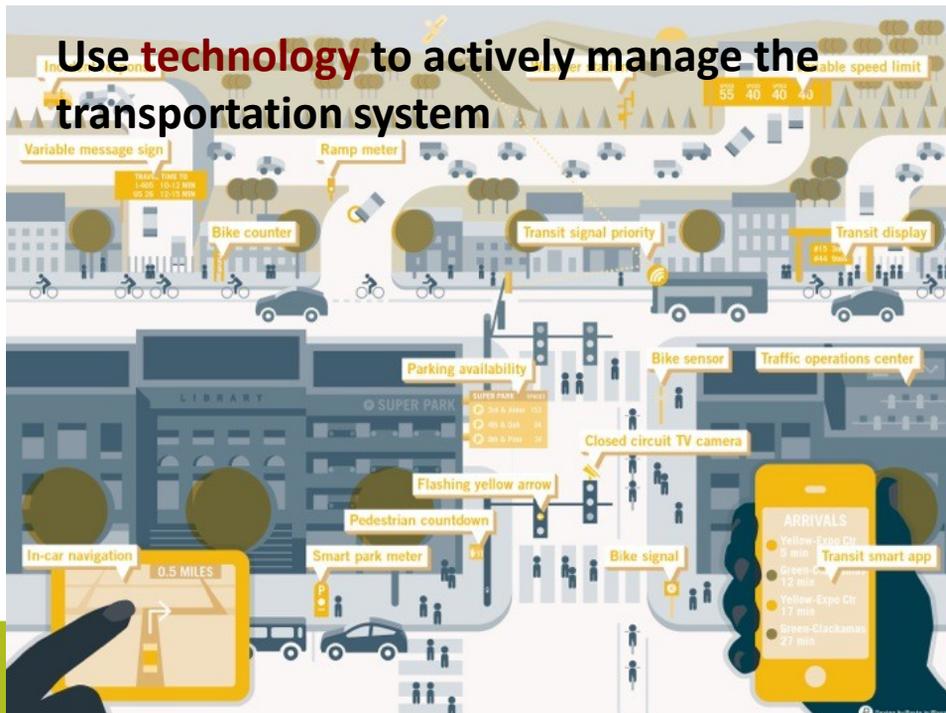
C

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HOW MUCH SHOULD WE USE **TECHNOLOGY** TO MANAGE THE SYSTEM?

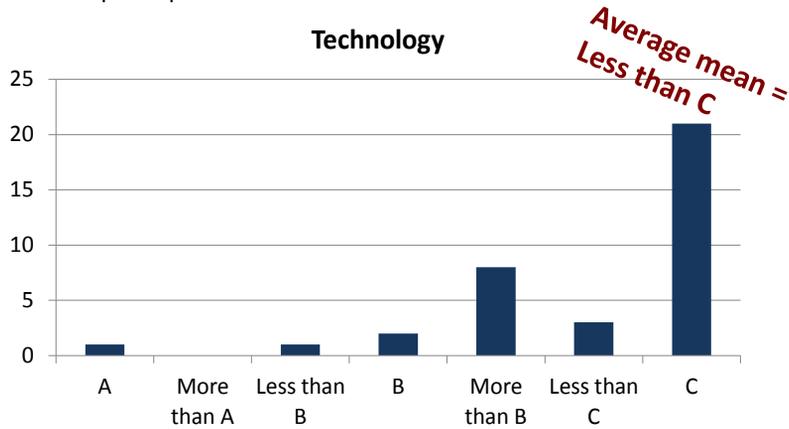
See page 6 of the memo



Use **technology** to actively manage the transportation system

What you said about **technology**

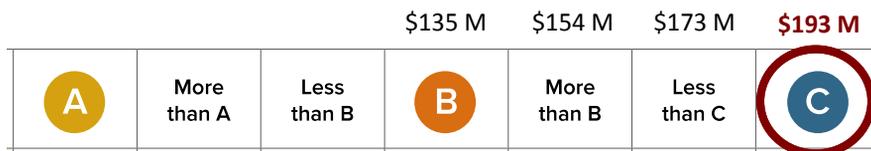
Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

39

MTAC & TPAC recommendation on using **technology** to manage the system



C = more than 2014 RTP Financially Constrained System

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

See page 6 of the memo

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



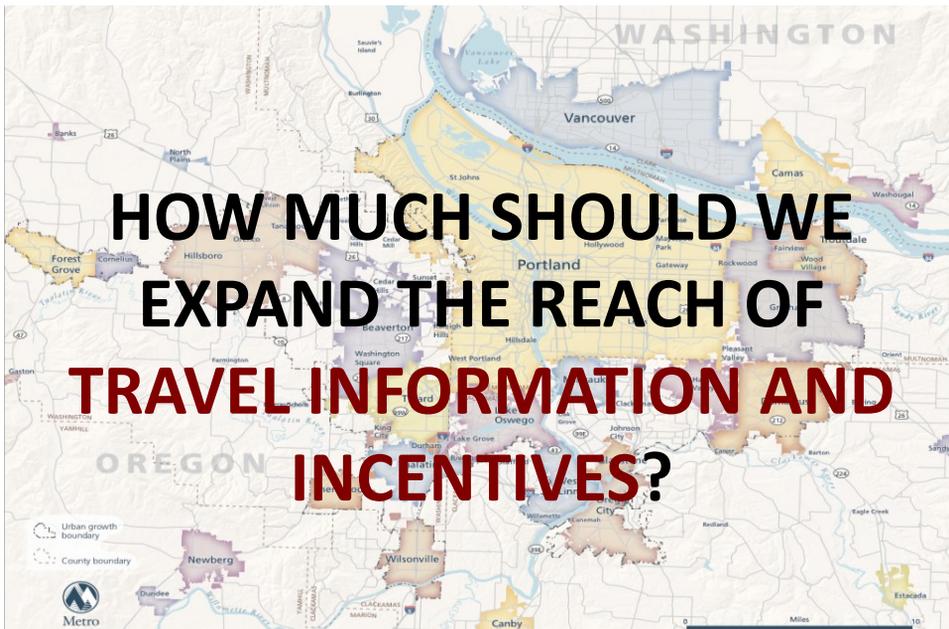
I'm good to go



I can support it but have some concerns



I recommend a different investment level



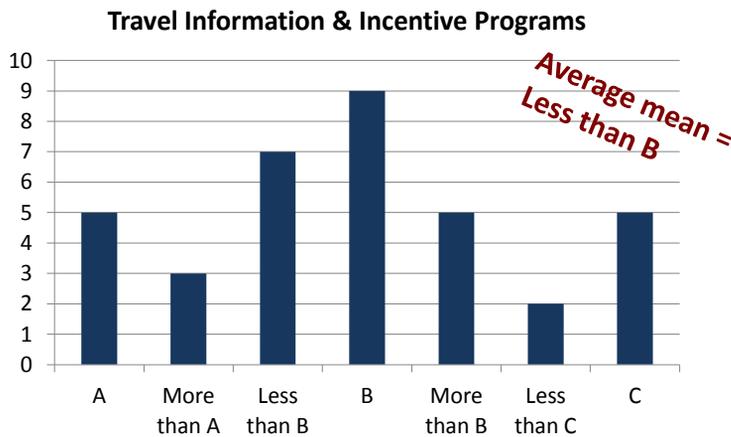
See page 7 of the memo

Provide travel information and incentives to expand use of travel options

43

What you said about travel information and incentive programs

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

MTAC & TPAC recommendation on using travel information and incentives

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

C = more than 2014 RTP Financially Constrained System

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

See page 7 of the memo

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



I'm good
to go



I can support it
but have some
concerns



I recommend a
different
investment
level

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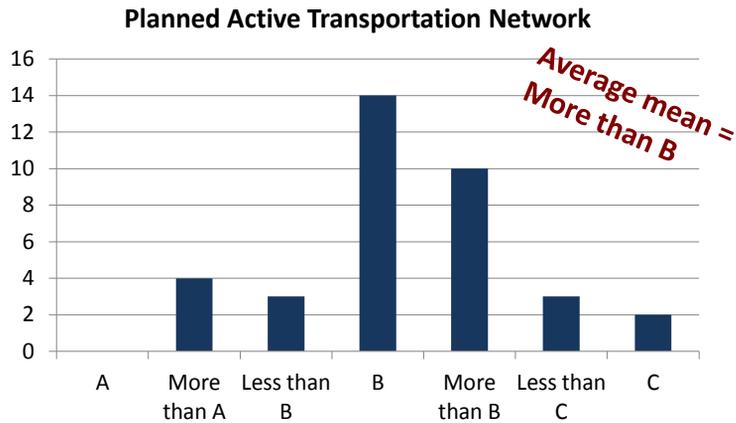
See page 7 of the memo

Make biking and walking more safe and convenient



What you said about **active transportation**

Number of participants who voted for each scenario:



Straw poll results from April 11 joint JPACT/MPAC meeting

49

MTAC & TPAC recommendation on **active transportation**



More than B = 2014 RTP Financially Constrained System

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

See page 7 of the memo

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



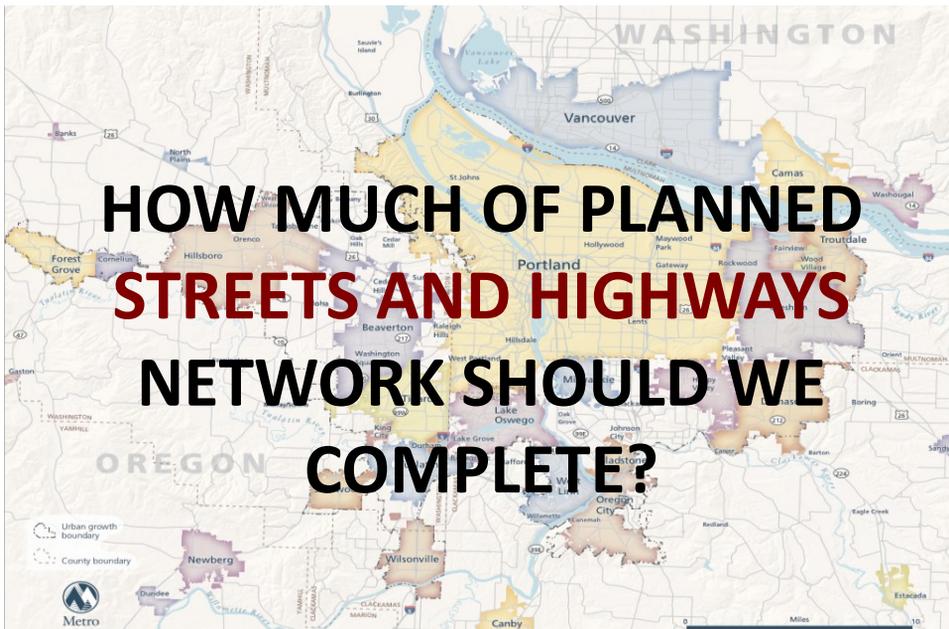
I'm good to go



I can support it but have some concerns



I recommend a different investment level



See page 7 of the memo

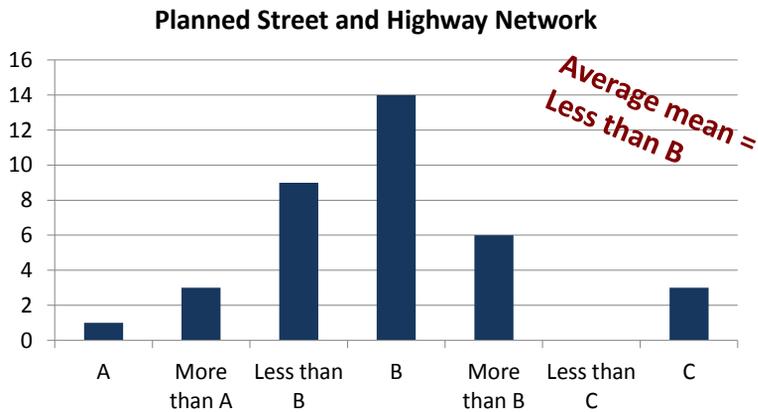
Make streets and highways more safe, reliable and connected



53

What you said about **streets and highways**

Number of participants who voted for each scenario:



Straw poll results from April 11
joint JPACT/MPAC meeting

54

MTAC & TPAC recommendation on **streets and highways**



More than B = 2014 RTP Constrained System

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

See page 7 of the memo

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



I'm good to go



I can support it but have some concerns



I recommend a different investment level

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See page 8 of the memo

Manage parking to make efficient use of parking resources



What you said about parking management

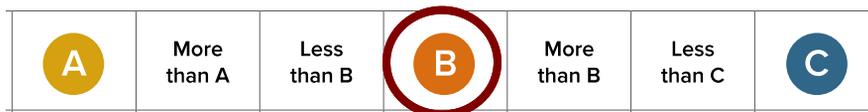
Number of participants who voted for each scenario:



Straw poll results from April 11
joint JPACT/MPAC meeting

59

MTAC & TPAC recommendation on **parking**



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

See page 8 of the memo

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



I'm good to go



I can support it but have some concerns



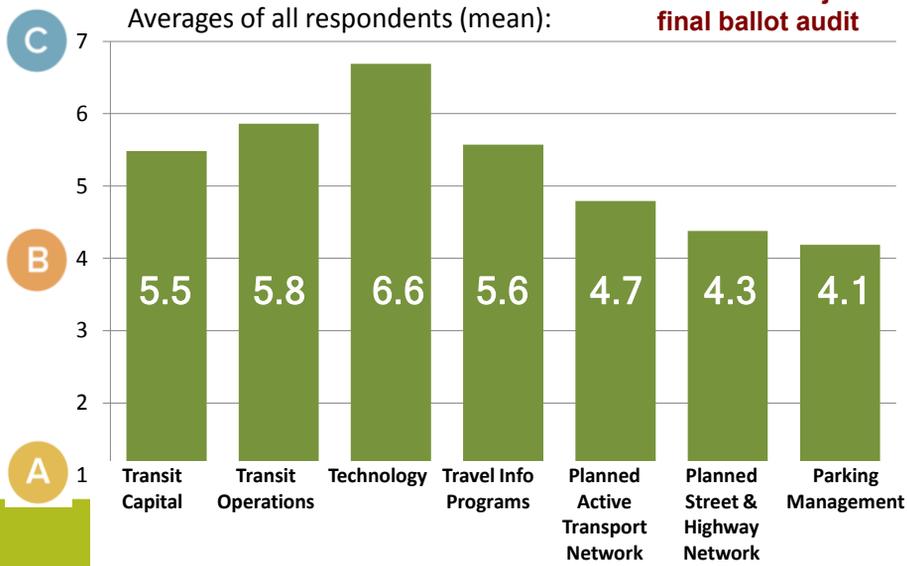
I recommend a different level





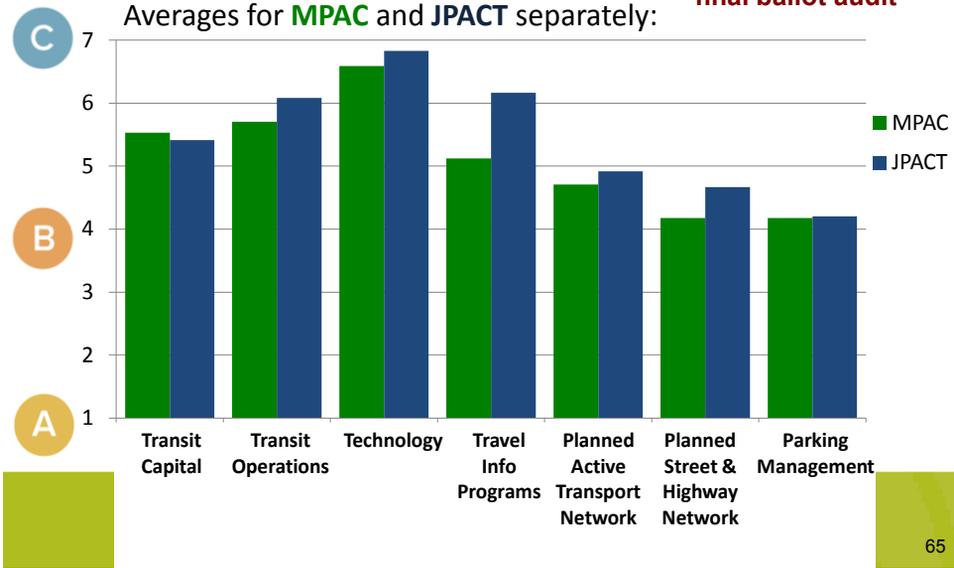
May 30 MPAC and JPACT Recommended Draft Approach for Staff Testing

DRAFT – subject to final ballot audit



May 30 MPAC and JPACT Recommended Draft Approach for Staff Testing

DRAFT – subject to final ballot audit



Proposed action

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

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

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Final steps in 2014

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