

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee (MTAC) and
Transportation Policy Alternatives Committee (TPAC) Workshop
Date: Wednesday February 15, 2023
Time: 9:00 a.m. to 12:00 p.m.
Place: Virtual meeting held via Zoom
[Connect with Zoom](#)
Passcode: 721459
Phone: 888-475-4499 toll free

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| 9:00 a.m. | Call meeting to order, introductions, and committee updates | TPAC Chair Kloster |
| 9:10 a.m. | Public communications on agenda items | |
| 9:13 a.m. | Consideration of MTAC/TPAC workshop summary, October 19, 2022
Edits/corrections sent to Marie Miller marie.miller@oregonmetro.gov | TPAC Chair Kloster |
| 9:15 a.m. | Metro School Walkshed Map & RTP Crash Summary Map Demos
Purpose: Metro staff will share two new interactive map tools that are available to partners. The School Walkshed Map includes school based equity and safety data analysis and the RTP Crash Summary provides data visualization of the last 5 years of serious and fatal crashes in the region | Matthew Hampton, Metro
Noel Mickelberry, Metro |
| 9:30 a.m. | 2023 Climate Smart Analysis: estimating the GHG reduction gap
Purpose: 2023 Regional Transportation Plan Update on Climate Smart analysis: estimating the Greenhouse Gas reduction gap | Kim Ellis, Metro
Eliot Rose, Metro |
| 10:40 a.m. | Break | MTAC Chair Kehe |
| <i>The last agenda item is an MTAC topic. TPAC members are welcome to stay, but not required.</i> | | |
| 10:50 a.m. | Draft work program for the 2024 urban growth management decision
Purpose: Provide an overview of the draft work program for the Metro Council's 2024 urban growth management decision and solicit MTAC's suggestions for how it would like to be engaged in this process. | Ted Reid, Metro |
| 11:40 a.m. | Adjournment | MTAC Chair Kehe |

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមទូរសព្ទទូរសារកេហ្វធីរ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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2023 Metro Technical Advisory Committee (MTAC) Work Program

As of 2/8/2023

NOTE: Items in *italics* are tentative; **bold** denotes required items

All meetings are scheduled from 9am - noon

	<p><u>MTAC/TPAC joint workshop, February 15, 2023</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Metro School Walkshed Map & RTP Crash Summary Map Demos (Matthew Hampton/ Noel Mickelberry, Metro; 15 min) • 2023 Climate Smart Analysis: estimating the GHG reduction gap (Kim Ellis/ Eliot Rose, Metro; 70 min) • Draft work program for the 2024 urban growth management decision (Ted Reid, Metro; 50 min)
<p><u>MTAC meeting, March 15, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • UGB discussion topic: demographic trends, housing growth, etc. (Ted Reid; 45 min) • Integrating Construction Careers Pathways in Metro's transportation work (Sebrina Owens Wilson, Metro; 45 min) • 2023 RTP Preview of Draft Chapter 3 (policy) (Kim Ellis, Metro; 45 min) 	<p><u>MTAC/TPAC joint workshop, April 19, 2023</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • 2023 RTP: Draft High-level Project Assessment and System Evaluation Measures (Eliot Rose, Metro; 90 min) • 2023 RTP: Draft Chapter 3 (Policy) – continue discussion (Kim Ellis, Metro; 60 min) • 2024-27 STIP Region 1; 100% project lists and public comment (Chris Ford, ODOT, 20 min)
<p><u>MTAC meeting, May 17, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> • Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist, Metro; 30 min) • UGB discussion topics: Middle housing, development outcomes in centers and past UGB expansion areas, etc. (Ted Reid, Metro; 45 min) • 2023 RTP: report on project list input and draft system analysis: climate, mobility and equity policy outcomes (Eliot Rose, Metro; 45 min) 	<p><u>MTAC/TPAC joint workshop, June 21, 2023</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> • Climate Smart Strategy Discussion (Kim Ellis, Metro; 60 min) • Possible Urban Growth Boundary (UGB) topic, (Ted Reid, Metro, 60 min)

<p><u>MTAC meeting, July 19, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> UGB discussion topics: Employment forecast process & industrial readiness (Ted Reid, 45 min) 2023 RTP update (Kim Ellis, Metro; 45 min) 	<p><u>MTAC/TPAC joint workshop, August 16, 2023</u></p> <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> 2023 RTP: Begin discussion on public comments on Public Review Draft RTP, Project List and Appendices (Kim Ellis, Metro; 60 min)
<p><u>MTAC meeting, September 20, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Draft regional buildable land inventory (Ted Reid, Metro; 60 min) 2023 RTP: Draft Public Comment Report and Recommended Changes (Kim Ellis, Metro; 60 min) 	<p><u>MTAC meeting, October 18, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> Draft regional buildable land inventory (continued) (Ted Reid, Metro; 45 min) 23-XXXX - 2023 RTP <u>Recommendation to MPAC</u> (Kim Ellis, Metro; 90 min)
<p><u>MTAC meeting, November 15, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> UGB discussion topic: Town & regional centers and CFEC (Update to Title 6) (Ted Reid, Metro; 60 min) 	<p><u>MTAC meeting, December 20, 2023</u></p> <p><u>Comments from the Chair</u></p> <ul style="list-style-type: none"> Committee member updates around the region (Chair Kehe and all) <p><u>Agenda Items</u></p> <ul style="list-style-type: none"> State of the Centers update (Ted Reid, Metro; 60 min)

Parking Lot/Bike Rack: Future Topics (These may be scheduled at either MTAC meetings or combined MTAC/TPAC workshops)

- SW Corridor Updates
- Status report on equity goals for land use and transportation planning
- Regional city reports on community engagement work/grants
- Regional development changes reporting on employment/economic and housing as it relates to growth management
- Update report on Travel Behavior Survey
- Updates on grant funded projects such as Metro's 2040 grants and DLCD/ODOT's TGM grants. Recipients of grants.
- Transit-Oriented Development (TOD) annual report/project profiles report
- Reports from regional service providers affecting land use and transportation, future plans
- Best Practices and Data to Support Natural Resources Protection
- Employment & industrial lands
- 2040 grants highlights update
- 2024 UGB cycle

For MTAC agenda and schedule information, e-mail marie.miller@oregonmetro.gov

In case of inclement weather or cancellations, call 503-797-1700 for building closure announcements.

2023 TPAC Work Program

As of 2/7/2023

NOTE: Items in *italics* are tentative; **bold** denotes required items

All meetings are scheduled from 9am - noon

	<p><u>MTAC/TPAC joint workshop.</u> <u>February 15, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Metro School Walkshed Map & RTP Crash Summary Map Demos (Matthew Hampton/ Noel Mickelberry, Metro, 15 min) • 2023 Climate Smart Analysis: estimating the GHG reduction gap (Kim Ellis/ Eliot Rose, Metro, 70 min.) • Draft work program for the 2024 urban growth management decision (Ted Reid, 50 min.)
<p><u>TPAC meeting, March 3, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <i>Recommendation to JPACT</i> (Lobeck, 10 min) • MTIP Formal Amendment I-5 Rose Quarter Discussion (Lobeck; 15 min) • I-5 Rose Quarter Project Briefing (Megan Channell, ODOT; 30 min) • UPWP Draft Review (John Mermin, 30 min) • 82nd Avenue Project update (Elizabeth Mros-O'Hara, Metro/ City of Portland TBD; 30 min) • 2023 RTP: Draft Chapter 3 (Policy) Discuss draft mobility policy, draft pricing policy and draft HCT policy (Kim Ellis, Metro, 75 min) • <i>Carbon Reduction Program – Introduce Allocation Proposals</i> (Leybold/Cho/Ellis, Metro; 60 min) • <i>Great Streets Program update: 150% project list and prioritization discussion</i> (Chris Ford, ODOT; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, March 8, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Freight Delay & Commodities Movement Study (Tim Collins, Metro/Chris Lamm, Cambridge Systematics; 90 min) • Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.) • <i>Cascadia Corridor Ultra High Speed Ground Transportation program grant proposal update</i> (Ally Holmqvist, Metro/ Jennifer Sellers, ODOT/ Jason Beloso, WSDOT; 30 min)

TPAC meeting, April 7, 2023

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 23-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- **MTIP Formal Amendment 23-XXXX I-5 Rose Quarter Project** Recommendation to JPACT (Ken Lobeck, TBD; 30 min)
- **I-5 Rose Quarter Project Briefing**
Recommendation to JPACT (Megan Channell, ODOT; 30 min)
- **UPWP Resolution 23-****** Recommendation to JPACT (John Mermin, 20 min)
- **82nd Avenue Project Resolution 23-XXXX**
Recommendation to JPACT (Mros-O'Hara, Metro/ City of Portland TBD, 30 min)
- **Carbon Reduction Program – Funding Allocation**
Recommendation to JPACT (Leybold/Cho/Ellis, Metro; 60 min)
- 2024-2027 MTIP – Performance Evaluation Results and Public Comment (Cho, 30 min)
- 2023 RTP: Draft High-level Project Assessment Findings (Eliot Rose, 45 min)
- Recommended Projects for Implementing the 2021 TSMO Strategy (Caleb Winter, Metro/Kate Freitag, ODOT/A.J. O'Connor, TriMet; 45 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

MTAC/TPAC joint workshop, April 19, 2023**Agenda Items:**

- 2023 RTP: Draft High-level Project Assessment and System Evaluation Measures (Eliot Rose, 90 min)
- 2023 RTP: Draft Chapter 3 (Policy) – Continue discussion (Kim Ellis, Metro, 60 min)
- 2024-27 STIP Region 1; 100% project lists and public comment (Chris Ford, ODOT; 20 min)

TPAC meeting, May 5, 2023

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)
- 2024-27 MTIP – Public Comment Report (Grace Cho)

Agenda Items:

- **MTIP Formal Amendment 23-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- 2023 RTP: Discuss policymaker and public input and technical findings to develop recommendation on finalizing draft RTP and list of project and program priorities for public review (Kim Ellis, 90 min)
- Climate Smart Strategy (Kim Ellis, 45 min)
- Integrating Construction Careers Pathways in Metro's transportation work (Sebrina Owens Wilson, Metro; 30 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

TPAC workshop, May 10, 2023**Agenda Items:**

- High Capacity Transit Strategy Update: Draft Report (Ally Holmqvist, Metro; 30 min)
- 2023 RTP: Report on project list input and draft system analysis: overall system performance; discuss mobility measures and targets (Kim Ellis and Eliot Rose, Metro, 90 min)

<p><u>TPAC meeting, June 2, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2023 RTP: Finalizing draft RTP and list of project and program priorities for public review <u>Recommendation to JPACT</u> (Kim Ellis, 90 min) • 2024-2027 MTIP – Adoption Draft and Public Comment Report (Cho, 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, June 21, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Climate Smart Strategy Discussion (Kim Ellis, Metro, 60 min.) • Possible Urban Growth Boundary topic, (Ted Reid, Metro, 60 min.)
<p><u>TPAC meeting, July 7, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2024-2027 MTIP – Adoption Draft <u>Recommendation to JPACT</u> (Cho, 30 min) • 2023 RTP: Public Review Draft RTP, Project List and Appendices (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, July 12, 2023</u></p> <p>Agenda Items:</p>
<p><u>TPAC meeting, August 4, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • 2023 RTP: Draft Ordinance and Outline of Adoption Package (Kim Ellis, 45 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>MTAC/TPAC joint workshop, August 16, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Begin discussion of public comments on Public Review Draft RTP, Project List and Appendices (Kim Ellis, 60 min)

<p><u>TPAC meeting, September 1, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • <i>Great Streets Program updates: Final project list</i> (Chris Ford, ODOT; 30 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, September 13, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • 2023 RTP: Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min)
<p><u>TPAC meeting, October 6, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX 2023 RTP: Adoption Package, Draft Public Comment Report and Recommended Changes in Response to Public Comment (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	
<p><u>TPAC meeting, November 3, 2023</u></p> <p>Comments from the Chair:</p> <ul style="list-style-type: none"> • Committee member updates around the Region (Chair Kloster & all) • Monthly MTIP Amendments Update (Ken Lobeck) • Fatal crashes update (Lake McTighe) <p>Agenda Items:</p> <ul style="list-style-type: none"> • MTIP Formal Amendment 23-XXXX <u>Recommendation to JPACT</u> (Lobeck, 10 min) • Ordinance 23-XXXX on 2023 RTP, Projects and Appendices <u>Recommendation to JPACT</u> (Kim Ellis, 90 min) • Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min) 	<p><u>TPAC workshop, November 8, 2023</u></p> <p>Agenda Items:</p> <ul style="list-style-type: none"> • Regional Transportation Safety Performance Report (Lake McTighe, 30 min)

TPAC meeting, December 1, 2023

Comments from the Chair:

- Committee member updates around the Region (Chair Kloster & all)
- Monthly MTIP Amendments Update (Ken Lobeck)
- Fatal crashes update (Lake McTighe)

Agenda Items:

- **MTIP Formal Amendment 23-XXXX**
Recommendation to JPACT (Lobeck, 10 min)
- Committee Wufoo reports on Creating a Safe Space at TPAC (Chair Kloster; 5 min)

Parking Lot: Future Topics/Periodic Updates

- Columbia Connects Project
- Best Practices and Data to Support Natural Resources Protection
- Regional Emergency Transportation Routes Update Phase 2 (John Mermin, Metro & Carol Chang, RDPO)
- Cost Increase & Inflation Impacts on Projects
- TV Highway updates
- 82nd Avenue updates
- TSMO updates
- DLCD Climate Friendly & Equitable Communities Rulemaking (Kim Ellis, Metro)
- Ride Connection Program Report (Julie Wilcke)
- Get There Oregon Program Update (Marne Duke)
- RTO Updates (Dan Kaempff)
- Update on SW Corridor Transit
- UGB updates
- TOD updates
- 2040 Planning Grants updates
- Transit Oriented Development (Andrea Pastor)
- High Speed Rails updates (Ally Holmqvist)

Agenda and schedule information E-mail: marie.miller@oregonmetro.gov or call 503-797-1766.

To check on closure or cancellations during inclement weather please call 503-797-1700.

Meeting minutes



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: **Metro Technical Advisory Committee (MTAC) and Transportation Policy Alternatives Committee (TPAC) workshop meeting**

Date/time: Wednesday, October 19, 2022 | 9:00 a.m. to noon

Place: Virtual conference meeting held via Zoom

Members, Alternates Attending

Tom Kloster, Chair
Karen Buehrig
Jamie Stasny
Steve Williams
Allison Boyd
Chris Deffebach
Lynda David
Eric Hesse
Mark Lear
Peter Hurley
Jaimie Lorenzini
Jay Higgins
Melissa Johnstone
Don Odermott
Tara O'Brien
Tom Mills
Chris Ford
Neelam Dorman
Glen Bolen
Katherine Kelly
Tom Armstrong
Morgan Tracy
Erik Olson
Colin Cooper
Aquila Hurd-Ravich
Laura Terway
Erika Palmer
Steve Koper
Adam Barber
Theresa Cherniak
Oliver Orjiako
Kelly Reid
Manuel Contreas, Jr.
Heather Koch
Cindy Detchon
Tom Bouillion
Bret Marchant
Brett Morgan
Sara Wright
Aaron Golub
Rachel Loftin

Affiliate

Metro
Clackamas County
Clackamas County
Clackamas County
Multnomah County
Washington County
Southwest Washington Reg. Transportation Council
City of Portland
City of Portland
City of Portland
City of Happy Valley and Cities of Clackamas County
City of Gresham and Cities of Multnomah County
City of Troutdale and Cities of Multnomah County
City of Hillsboro and Cities of Washington County
TriMet
TriMet
Oregon Department of Transportation
Oregon Department of Transportation
Oregon Department of Transportation
City of Vancouver
Largest City in the Region: Portland
Largest City in the Region: Portland
Largest City in Clackamas County: Lake Oswego
Largest City in Washington County: Hillsboro
Second Largest City in Clackamas County: Oregon City
Clackamas County: Other Cities, City of Happy Valley
Washington County: Other Cities, City of Sherwood
Washington County: Other Cities, City of Tualatin
Multnomah County
Washington County
Clark County
OR Department of Land Conservation & Development
Clackamas Water Environment Services
North Clackamas Park & Recreation District
North Clackamas School District
Service Providers: Port of Portland
Greater Portland, Inc.
1000 Friends of Oregon
Oregon Environmental Council
Portland State University
Community Partners for Affordable Housing

Members, Alternates Attending

Preston Korst
 Dr. Gerard Mildner
 Mike O'Brien
 Craig Sheahan
 Andrea Hamberg
 Brendon Haggerty

Guests Attending

April Bertelsen
 Barbara Fryer
 Bryan Graveline
 Eve Nilenders
 Fiona Lyon
 Francesca Jones
 Grant O'Connell
 Jean Crowther
 Jessica Engelmann
 Jessica Pelz
 Katie Selin
 Max Nonnamaker
 Mel Krnjaic Hogg
 Michael Foley
 Nancy Chapin
 Peter Swinton
 Schuyler Warren
 Steve Kelley
 Valerie Egon
 Vanessa Vissar
 Zoie Wesenberg

Affiliate

Home Builders Association of Metropolitan Portland
 Portland State University
 Green Infrastructure, Mayer/Reed, Inc.
 Green Infrastructure, David Evans & Associates
 Mult. County Public Health & Urban Forum
 Mult. County Public Health & Urban Forum

Affiliate

Portland Bureau of Transportation
 City of Cornelius
 Portland Bureau of Transportation
 Multnomah County
 TriMet
 Portland Bureau of Transportation
 TriMet

City of Beaverton
 Washington County
 Alta Planning & Design
 Multnomah County
 Portland Bureau of Transportation

Tualatin Hills Parks & Recreation District
 City of Tigard
 Washington County
 Oregon Department of Transportation
 Oregon Department of Transportation
 WSP

Metro Staff Attending

Ally Holmqvist, Caleb Winter, Daniel Audelo, Eliot Rose, Grace Cho, Kate Hawkins, Kim Ellis, Lake McTighe, Marie Miller, Molly Cooney-Mesker, Ted Leybold, Thaya Patton, Tim Collins

Call meeting to order, introductions and committee updates (Chair Kloster)

Chair Kloster called the workshop meeting to order at 9:00 a.m. Introductions were made. The meeting format held in Zoom with chat area for shared links and comments, screen name editing, mute/unmute, and hands raised for being called on for questions/comments were among the logistics reviewed. Workshops will be held openly for all onscreen for full participation. No committee updates given.

Public Communications on Agenda Items – none provided

Consideration of MTAC/TPAC workshop summary of August 17, 2022 – No edits or corrections were submitted; summary of August 17, 2022 workshop approved.

Regional Transportation Plan (RTP) Needs Assessment Findings (Eliot Rose, Metro) Key draft information for the Needs Assessment for the 2023 Regional Transportation Plan was presented. The Needs Assessment in Chapter 4 of the Regional Transportation Plan provides a snapshot of current

conditions and trends within the Greater Portland region and highlights key regional transportation challenges and needs for the plan to address. Recommendations include:

- Organize the needs assessment around the updated RTP goals and policy priorities for safety, equity, climate, mobility and vibrant and prosperous communities.
- Present consistent information and analyses on different priorities
- Provide clear and actionable information that doesn't just describe needs, but also how the RTP can address these needs.

Metro and its partner agencies are working to update the RTP by the federal deadline of December 6th, 2023 so that the projects in the RTP can be eligible for state and federal funds, while also addressing significant new state and regional policies and evolving transportation needs following the COVID-19 pandemic and other recent disruptions.

Presenting information around needs assessment with regional priorities began with safety key findings, performance measures, data by crash type and mode was presented, including a review of the updated high injury map. Equity key findings and updated equity focus area map was shown. The transit gaps and equity focus areas map shows transit gaps (especially gaps in the constrained frequent transit network) and Equity Focus Areas. Equity and access to job destinations and relation to the active transportation network with Equity Focus Areas was shown.

The Climate Smart Strategy establishes a plan to meet greenhouse gas reduction targets set by the State. It identifies high and moderate impact climate actions. It was noted to meet the updated targets, the RTP needs to reduce per capita GHG emissions by 35 percent below 2005 levels by 2050. The updated Regional Mobility Policy will address a variety of modes and outcomes, including system completeness, VMT per capita, and throughway reliability (using travel speeds).

The mobility and climate related elements of the RTP are evolving in similar directions:

- Both establish VMT per capita and system completeness as key performance measures.
- Achieving success in both areas depends on making transit and active transportation as convenient and useful as driving is.
- Both mobility and climate are shaped by ongoing processes.

The draft of the needs assessment focuses on examining current conditions with respect to system completeness and VMT/capita. Mobility and climate key findings, county to county commute flows, and system completeness information was shown. Information on VMT per capita results, targets, and maps showing VMT/capita varies by community and potential opportunities to increase frequent transit was presented.

It was noted that JPACT and Metro Council directed staff to add a fifth RTP priority, Vibrant and Prosperous Communities, focused on coordinating transportation and land use. Many of the figures and tables in the draft Needs Assessment describe the extent to which regional centers offer better connections and more diverse travel options.

Next steps in the project were shared. By October 26, the committees are requested to email feedback to Mr. Rose. Between Oct-Dec 2022 additional information from the draft needs assessment will be shared, particularly on Climate and Mobility, with agency and community partners. Between Nov-December 2022 information about the RTP Call for Projects will be shared. In early 2023 the RTP Call for Projects opens. In March 2023 the RTP performance analysis takes place.

Comments from the committee:

- Jaimie Lorenzini asked if there is a composite map of all the gap types. Mr. Rose noted there is not one composite map. For reasons of scale, it's difficult to put all the data on one map. Looking at gaps identified where people are traveling requires different focus of map scales.
- Manny Contreras noted mentioned "emerging trends" when explaining that the pandemic had little impact on VMT rates. Was that a separate study or included in the trend graphs you presented today? Mr. Rose noted the data came from a separate study, and shared a link to this: <https://www.oregonmetro.gov/public-projects/2023-regional-transportation-plan/research>

It was noted that the Commute Flows spaghetti map was the pre-2020 pandemic. Did you adjust the graph to accommodate pandemic trends? Mr. Rose noted all the base year data presented for the RTP is from pre-pandemic, early 2020. The reasons for this is that more data is available from this period, and the lag time getting new data would not provide current snapshots until completed.

- Steve Williams noted on slide 26 is the Portland regional VMT per capita compared to 1) regional VMT per capita in other major metros or to 2) VMT per capita for the entire country? If it is the second, I don't think that is a valid comparison due to the large suburban growth that is occurring across the country. Comparison of the Portland region to other metropolitan regions is an apples-to-apples comparison. Mr. Eliot noted it was measured against the entire country as an aggregate. The last time we did this analysis in the 2018 RTP we looked at different areas in the Metro region for VMT per capita and found it was significantly lower than most MPOs with comparable populations.
- Don Odermott noted it would be interesting to see how network percent completion varies by County given Washington Co's nearly 40-year history of its property tax based Major Streets Transportation Improvement Program. This evaluation by County would then also be beneficial to apply to how safety/crash/fatal/Serious injury by mode vary by County. What can we learn from the enhanced funding that has benefitted Washington County and its cities in regard to (hopefully) improved safety performance? Mr. Rose noted this type of analysis needs more time and will be followed up. It was agreed that improvements to safety and reduction of crashes could be studied for better performance with funding.
- Mike O'Brien asked about the crash data in equity focus areas vs. non-focus areas. Are these raw numbers or percentage of pedestrians? Lake McTighe was asked to address this question. It was noted Metro analyzed crash data from the Fatality Analysis Reporting System (FARS), which includes race and ethnicity for traffic fatalities, to assess the impact of fatal crashes on different populations in Multnomah, Washington, and Clackamas counties. Normalizing by population, Black, American Indian and Alaska Native people experience double or nearly double the number of traffic fatalities that other groups experience. Three quarters of serious pedestrian and bicycle crashes and 65% of all serious crashes occur in Equity Focus Areas.
- Eric Hesse noted the importance of highlighting access to jobs and other trips between where people live and how the transportation system is used. Data on this provide where the gaps are, what's available and how connected they might be, and can be evaluated with performance targets.
- Karen Buehrig noted on slide 16 the percent of regional jobs accessible within a 30-minute drive for employment vs by transit with 40% accessible by driving vs 8% by transit. It was important to recognize part of the challenge with mode shift for travel time and accessibility

for employment. It might be worth finding what's achievable by percentage of mode shift to reach targets. It was noted that if our roadway networks are 98% complete, we could have locations identified and available to be used in the system for all modes of travel including buses. If these locations are not known or developed, they could be places looked at for investing in the roadway system. It was noted that in understanding impacts around the region solutions look at different counties with different factors and priorities as they may be different.

- Don Odermott noted the disparity with auto vs transit in accessibility, and disparities in transit frequent service accessibility between central city regions vs farther out in the region. It was agreed the different resources with both transportation and land use the solutions will look different across the region. It was asked that regarding VMT per capita residential base, how is this data derived, what kind of calibration is being done in providing this data for growth plans for analysis in the future. Mr. Rose noted this is based on current conditions in the travel model, and every time we update the model, we calibrate the estimates we have for zone to zone, vehicle use and vehicles we put on the network with actual transit ridership numbers with actual freeway volumes wherever we have the data.
- Rachel Loftin asked how the RTP is interacting with all the planning and policy work Metro is doing, especially regarding equity focus areas now showing causation with correlation between inter mode transport options going into areas resulting in displacement with populations of people of color. As we plan for more infrastructure what is being done to be sure we are not causing further displacement in these areas. Mr. Rose noted Metro will continue to highlight projects where areas may be impacted by displacement and have appropriate discussions. The current study was for transportation, but research noted could be sent to him that would be of interest for reaching other regional goals as well as transportation.
- Chris Deffebach noted the vibrant communities and importance of including our industrial areas as part of the analysis. It was confirmed the performance targets on regional vehicle motorways and corridors was being updated.
- Glen Bolen noted the charts on rates, quantities and values. It was suggested to see routing for these next. With work just done to identify needs for arterials, the competition for data on these routes might be evaluated.
- Eric Hesse noted in chat recognizing the time, I will hold off from verbally adding what I realized I was remiss in not noting, which is that the data shared also really highlighted the need for a focus on safe and healthy urban arterials (including improving transit frequency and reliability in those corridors).

TriMet Forward Together Update (Tom Mills, TriMet) Tom Mills presented an overview of TriMet's proposed service concept, which TriMet is currently seeking public feedback on through October 31st. Highlights from the presentation included what TriMet learned about changes in transit ridership during the pandemic, what was heard during the first phase of public outreach for this planning effort, and how that has informed this transit network concept.

The new service concept proposes network changes that respond to changes in demand, changes in goals and expectations, and changes in resources available to operate bus service. The service concept includes an expanded frequent service network with gaps in areas with more lower-income people, people of color, and retail, service and industrial workers. Included also is extending the grid to new areas, more local services running every 30 minutes, expanded weekend service, new lines serving

areas that are far from transit today, and reduced service to some low-demand, mostly higher-income areas.

The summary of the presentation included:

- +38% more resources
- +50,000 more residents near service
- +45% more jobs reachable by the median resident
- New routes serving new areas in all 3 counties
- +50% more people and jobs near Frequent Service
- +100,000 people near service running on the weekend

Mr. Mills noted this is not a proposal. It is a draft concept to start the conversation. Outreach and engagement has followed the public launch at the September 28 TriMet board meeting with refinement planned of the full network in late 2022 based on input received in this process. First changes are expected in 2023, subject to an additional round of outreach and Board review. Tara O'Brien noted the open houses details and online survey link: <https://trimet.org/forward/>

Comments from the committee:

- Gerard Mildner asked if using this concept, how does skip-stop service (i.e., local and express buses on the same route) and branched bus lines (two bus lines serving the same truck line) fare. Were either of those two concepts considered? Mr. Mills noted these examples are ones we hope to change. Express service has elements of speed and access. The higher the speed the more limited access. Adding more local service would limit the speed. If having both, resources to a single line limits investments to other areas.
- Karen Buehrig noted differences in time to travel with some shown as 60 minutes vs 45 minutes. It is important to recognize the geographic and level of frequent service differences that limit ability to travel around the region by transit. It was noted that with additions in service areas with additional frequent service this is only possible with additional funding investments to implement that plan. It was suggested that if the concept moves forward to proposals the increased analysis work with the RTP needs assessment findings analysis to be modeled together to see the full benefits of improvements in the region.

Asked if the idea is to have these networks available in the RTP network analysis, Ms. O'Brien confirmed this. It was noted TriMet is receiving good feedback from the public and will be refining the concepts for specific routes. They will be coordinating with Metro on resources for transit improvements to show where the needs are for transit. Regarding the frequency increases in route changes and if more funding is available, Ms. O'Brien referred to the TriMet Forward Together webpages that show recommended routes identified for better frequent services and the base proposal funding data. More discussions are planned for needs with transit and funding sources as the proposal is developed.

- Don Odermott noted 2 major areas in Washington County losing fixed route services with an estimated population of 25,000. It was noted impacts for disabled and lower-income populations with the need for these services, and this program support being Federally mandated. We have an aging population with needs for key social services and needs for transit across the region. It was noted transit is not a for-profit business but a public service agency. Decisions on these matters are not necessarily high visibility but high impact choices.

Where service is lost, and a new service contemplated should be done in a conscientious manner. The efforts by TriMet to reallocate and revision transit is appreciated.

Ms. O'Brien noted they have been working on the lift boundary and disabled service areas in regard to consideration with changes to service areas. In terms of the implementation and timeline, TriMet is hoping to start adding some of the changes next fall. There is a 3-6 year timeframe to complete change routes/plans with further analysis required for each service change. Careful consideration will be given to be sure no lost service is made before replacement changes for service is in place.

- Gerald Mildner asked about branch lines that could be partly frequently service and overlap with routes with lower frequency service. Was this something the concept had evaluated or allowed for, or thought of a line in whole without crossing the same arterials? Ms. O'Brien noted some work was done on splitting lines in certain places, but more work needs to be done with identifying routes. Updates to this concept plans will be given at future meetings.

High Capacity Transit Strategy Update: Network Vision (Ally Holmqvist, Metro) An update on the work done to date to establish a draft policy framework and begin developing a network vision for the High Capacity Transit Strategy – two milestones for this key policy focus area for the 2023 Regional Transportation Plan (RTP) Update was presented.

Considerations asked from past meetings include:

- emerging trends and how those trends influence how we plan for the future;
- a unique opportunity to plan for the future we want in support of the thriving communities in the 2040 Growth Concept blueprint;
- faster light rail trips from the “spokes” or regional edges to the “hub” or Central City;
- additional transit connections to Clark County, WA beyond I-5;
- Federal Transit Administration definitions for bus rapid transit (50 percent or more exclusive guideway) vs. corridor-based rapid bus; and
- needs and recommendations identified from several previous studies and planning efforts.
- corridors providing critical connections to town centers and hubs of activity;
- supporting future development, particularly in equity areas;
- additional connections on arterials beyond the current “hub and spoke” system;
- additional cross-regional connections to places other than the Central City;
- serving communities impacted by tolling;
- transit centers, major transfer points, and station mobility hubs;
- efficiency and reliability as well as frequency;
- the needs of all communities, including what safety means to different people;
- what it will take to make high injury corridors ready for high capacity transit investment;
- planning for capacity over time, particularly where there are other transit needs today (e.g., coverage, frequency); and
- coordination with other transit planning efforts recently completed or underway in the Region

A draft policy framework, refinements identified and beginnings to implement the approach for re-envisioning the regional high capacity transit network, and implement the engagement strategy was described in detail, with more information referred to in the packet memo.

During October, staff will work with decision-makers, advisory committees' stakeholders, and community organizations on how to best refine the network vision for the long-term future of high capacity transit. After taking what we heard and developing a refined network vision, staff will then undertake an evaluation to better understand trips along the corridors, make additional adjustments, and assess key indicators of readiness. Between November and January, staff will discuss the resulting refined vision and begin conversations around corridor readiness with community members.

Staff will return to County and Metro advisory committees, including both TPAC and MTAC, for input on the tiered vision corridors (grouped by their readiness to support high capacity transit) in January 2023, before meeting with JPACT, MPAC, and Metro Council later that month and aligned with timing for development of the RTP investment strategy and call for projects.

Comments from the committee:

- Chris Deffebach asked for clarification on the corridors identified in maps shown. More time and discussion may be needed to review them. Original plans to connect regional centers with high capacity transit seems to be missing multiple stops in transit where employment needs are located. Future discussions for input on access to jobs was recommended. More follow-up discussions are suggested with park & ride lots that offer alternatives to consolidate efficient trips to increase ridership and shorten trip times. It was asked where the briefing book mentioned was in the packet. It was asked if refined corridors have been selected.

Ms. Holmqvist noted the briefing book was sent out separately and should be in committee emails. Regarding park & ride lots, staff is looking at the corridor level first. The transit study will be looking more at the first/last mile as we evaluate connections in the system. Regarding access to jobs, major destinations are being identified where people live and where jobs are there. However, the tool used to show readiness and the 18-hour day period was not the best for identifying industrial areas and other areas. More research is needed for that.

Ms. Holmqvist noted the blue lines on the map were the corridors that scored the highest in the major performance measures, which are the corridors identified for recommendation with transit. However, there is interest in knowing if other lines score high for connectivity and recommended bus investments from job access and town centers. These blue lines may be possible rapid bus investments in the near-term for readiness. Staff is looking beyond the performance measures to analyze for big moves with mode opportunities and level of priorities.

- Tara O'Brien noted the spaghetti map and connections to HCT were connecting the dots with the blue lines that TriMet envisioned. However, regarding corridors there is a need for more conversations with policy makers on clear lists on what is being talked about and what is rising to the top of the analysis and why. TriMet's Forward Together plan includes some initial strategies for addressing gaps in the service. HCT is more expensive to build but provides a much lower cost per-ride investment. The next tier of planning corridors will need to provide this information. It was confirmed that no list of rated corridors was part of the upcoming JPACT/Metro Council workshop. Planned are findings from studies and priority feedback requested.
- Karen Buehrig noted more time needed for the opportunity to absorb and study information presented. Clarity was asked on the Better Bus concept on how this is implemented in the City

of Portland or if this is something TriMet has and how applied through the region. There was concern with changes to transit policies that refer to the Better Bus service if not applied through the region. It was noted that the Bus on Shoulder concept along I-205 and connecting to Wilsonville area and town centers, it is challenging to see where this falls within the construct and type of bus service. Information on where and when to send further comments were requested.

- Don Odermott noted the 2040 plan that emphasized corridors and town centers with 18-hour corridors, but now need bus lines for reliability in not just corridors but complete commute travel. It was appreciated staff is looking at where travel demand centers are and how they meet these needs. It was noted the transit system needs to meet mobility needs for commutes that are efficient and competitive with multi-modes. Having the HCT work integrated into multi-mode travel in the region and improving the light rail system to include the ability for express trains was noted.
- Eric Hesse noted appreciation for the work and efforts on the reports. It was noted there is a balancing act with all the data on transit service, modes of travel, service plans, locations and how improvements can be best planned for efficiency and mobility. It was noted the Better Bus was a regionwide program that can make transit options for wise investments in areas across the region.

Adjournment (Chair Kloster)

There being no further business, workshop meeting was adjourned by Chair Kloster at 12:05 p.m.

Respectfully submitted,

Marie Miller, MTAC and TPAC Recorder

Attachments to the Public Record, MTAC and TPAC workshop meeting, October 19, 2022

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1	Agenda	10/19/2022	10/19/2022 MTAC and TPAC workshop meeting agenda	101922M-01
2	Work Program	9/22/2022	MTAC work program as of 9/22/2022	101922M-02
3	Work Program	10/12/2022	TPAC work program as of 10/12/2022	101922M-03
4	Draft Minutes	08/17/2022	Draft minutes from August 17, 2022 MTAC TPAC workshop	101922M-04
5	Memo	10/19/2022	TO: MTAC and TPAC and interested parties From: Eliot Rose, Senior Transportation Planner RE: Draft 2023 RTP Transportation Needs Assessment	101922M-05
6	Memo	10/12/2022	TO: MTAC and TPAC and interested parties From: Tom Mills, Director of Mobility, Planning and Policy, TriMet RE: Forward Together presentation	101922M-06
7	Memo	10/12/2022	TO: MTAC and TPAC and interested parties From: Ally Holmqvist, Senior Transportation Planner RE: High Capacity Transit Strategy Update: Policy Framework and Draft Vision	101922M-07
8	Attachment 1	August 2022	Fact Sheet: Transit Planning in the Greater Portland Region Get on Board!	101922M-08
9	Attachment 2	N/A	High Capacity Transit Vision & Policy Framework	101922M-09
10	Attachment 3	September 2022	HIGH CAPACITY TRANSIT STRATEGY UPDATE Key Meeting Dates and Engagement Activities for Project Milestones	101922M-10
11	Attachment 4	N/A	High Capacity Transit Working Group Agendas and Minutes	101922M-11
12	Attachment 5	September 2022	Metro High Capacity Transit Strategy and Regional Transportation Plan Transit Update: HCT Policy Framework – Regional Transit Network Policy Review	101922M-12
13	Memo	10/10/2022	TO: Ally Holmqvist, Metro From: Eddie Montejo, Parametrix Ryan Farncomb, Parametrix Kelly Betteridge, Parametrix Sam Erickson, Parametrix Oren Eshel, Nelson/Nygaard RE: Revised Corridor Evaluation Criteria	101922M-13
14	Handouts	N/A	Series of maps detailing RTP needs assessment findings	101922M-14
15	Presentation	10/19/2022	2023 Draft RTP Needs Assessment	101922M-15

Item	DOCUMENT TYPE	DOCUMENT DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
16	Presentation	10/19/2022	TriMet Forward Together Service Concept Overview	101922M-16
17	Presentation	10/19/2022	HCT Strategy Update: Policy Framework & Vision	101922M-17



FEBRUARY 2023

2023 Regional Transportation Plan Update

Climate Smart analysis: estimating the GHG reduction gap

Prepared for TPAC and MTAC 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 emissions. The State is responsible for allocating state and federal funds to reduce GHG emissions by making vehicles and fuels cleaner; it assigns regions targets that are designed to make up the gap between those State-led reductions and State goals. Beginning in 2012, the State set GHG reduction targets for the greater Portland region to meet and has continued to update these targets since, most recently in July 2022. The Portland region's targets are:

- A 20 percent reduction in per capita greenhouse gas emissions by the year 2035 (the target for the Climate Smart Strategy adopted in 2014)³
- A 25 percent reduction by 2040 (the target for the 2018 RTP)
- A 30 percent reduction by 2045 (the target for the 2023 RTP)
- A 35 percent reduction by 2050 (the target for the 2028 RTP)
- Targets for the years 2041-2049 steadily increase from 26 to 34 percent in order to maintain progress toward the 2050 target.⁴

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 The Climate Smart Strategy adopted in 2014 was forecasted to achieve a 29 percent reduction by 2035 if fully implemented.

⁴ 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

These targets are relative to a 2005 base year. They are based on per capita emissions in order to control for population growth and focus on the impact of transportation policies, programs and plans on GHG emissions. Regional targets only apply to certain types of emissions and reduction strategies:

Targets apply to light vehicles, including passenger vehicles (cars, pickup trucks and SUVs) and commercial trucks with a vehicle weight rating of 10,000 pounds or less.

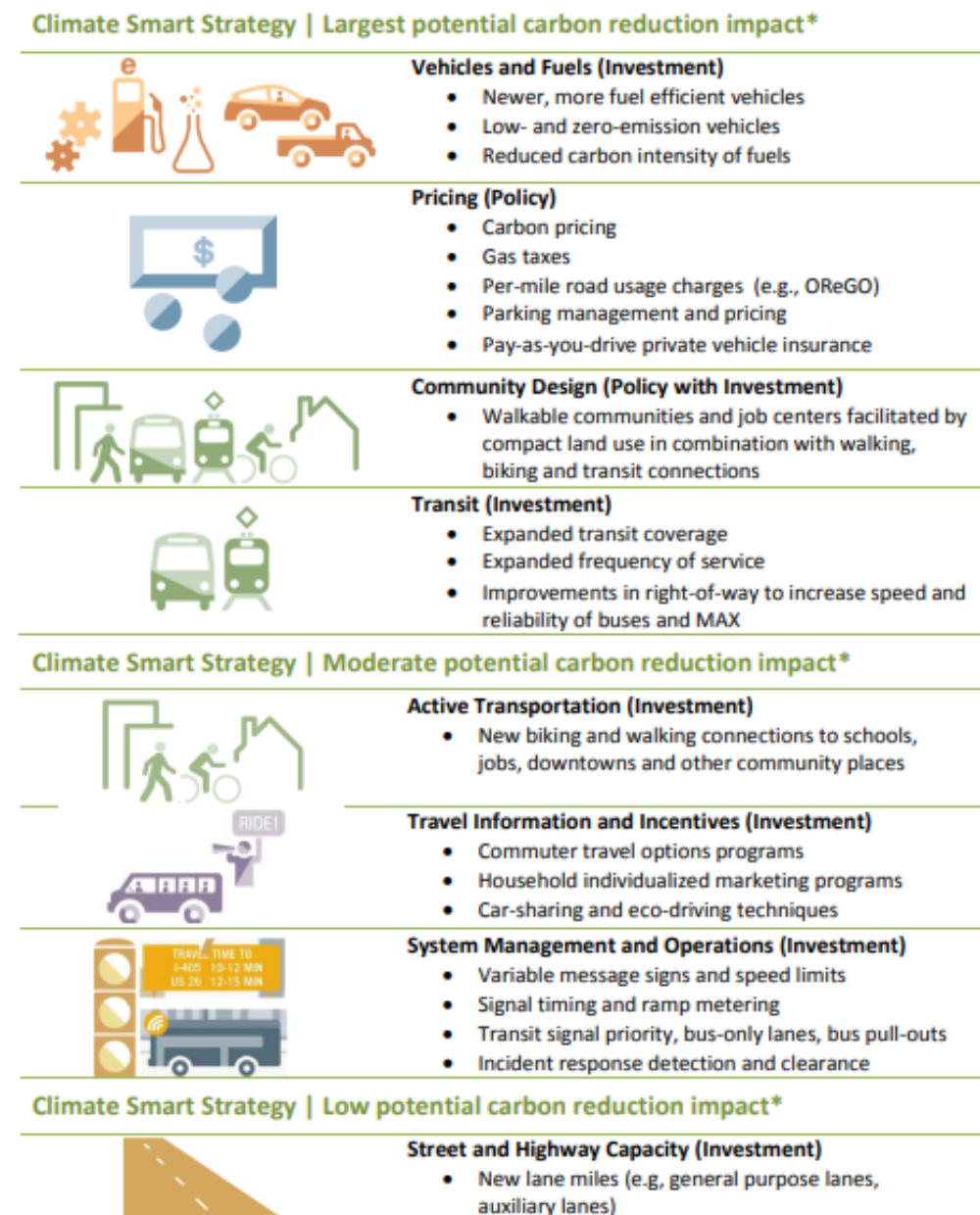
Targets apply to household travel, including light-duty passenger vehicles (cars, pickup trucks and SUVs) and commercial trucks with a vehicle weight rating of 10,000 pounds or less. Targets are designed to apply to average daily household travel and transportation needs, whether physically traveled by the members of the household or by deliveries and miscellaneous commercial travel to their home.⁴

Regional targets are focused on reducing vehicle miles traveled. The State has the primary responsibility for regulating vehicles and fuels sold in Oregon and allocates almost all state and federal funding for clean vehicles and fuels spent in Oregon. As discussed above, the State estimates the impact of State-level vehicle- and fuel-based reductions and then sets regional greenhouse gas targets to fill the remaining gap needed to meet Oregon's emissions goals. The State requires regional GHG analyses to be consistent with the vehicle and fuel assumptions used by the State because it would be double-counting if regions also took credit for vehicle- and fuel-based reductions, which would lead agencies to overestimate progress toward Oregon's climate goals. Because of this, the state has clarified that **the updated targets shown above are equivalent to VMT reduction targets**, and now allows regions to demonstrate that they are meeting the targets based on forecasted VMT rather than requiring a full GHG analysis. Metro staff have consulted with State agency staff who are responsible for confirming the RTP's progress toward climate goals, and **local/regional agencies are only able to count vehicle electrification strategies and other clean vehicle/fuel strategies toward meeting regional targets if those strategies are funded and implemented locally.**

The region's climate strategy

In 2014, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council adopted the Climate Smart Strategy⁵ 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.

⁵ <https://www.oregonmetro.gov/climate-smart-strategy>

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

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

The Climate Smart Strategy and related policies 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. The State and Metro are working to resolve this issue for the 2023 RTP update.

Priorities for updating the 2023 Climate Smart analysis

Metro's process for updating the Climate Smart analysis in the 2023 RTP to meet the updated targets set by the State consists of the following steps:

1. Review Climate Smart policies and priorities assumed in 2018 RTP
2. Estimate the GHG reductions gap that the 2023 RTP needs to close to meet the target for 2045
3. Work with agency stakeholders to identify GHG reduction scenarios describing how key RTP inputs (e.g., transit service, pricing) may need to be updated during the 2023 RTP update, and quantify the impacts of each scenario on GHG emissions and VMT per capita
4. Work with State agency staff to clarify and, if needed, update background assumptions and methodology
5. Recommend refinements to the Climate Smart Strategy and/or analysis based on the preferred GHG reduction scenario and any updates to the assumptions and methodology

Step 1 is complete; Step 2 is the focus of this memorandum, and Steps 3-5 will occur in March-June 2023 (see the Next Steps section below for details). This section describes the RTP policy feedback and direction that MPAC, JPACT and the Metro Council have provided on Climate so far.

Updated RTP climate goal

In Summer 2022 the Joint Policy Advisory Council on Transportation (JPACT) and the Metro Council adopted updated language describing the five RTP goals. This includes an updated Climate Action and Resilience goal that is consistent with State direction to focus on meeting regional climate targets by shifting modes and reducing vehicle miles traveled:

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.

November climate workshop results

On November 10, 2022, Metro held a workshop for JPACT and Metro Council members to discuss priorities for updating the Climate Smart Strategy, and also followed up with Metro Policy Advisory Committee members in a separate conversation to discuss priorities from a Land Use perspective. The November workshop included a series of surveys asking JPACT and Council members which of the climate strategies shown in Figure 1 above would most benefit the region and which the region should focus on during the 2023 update to the RTP. Figure 2 through Figure 4 below show the results of those surveys.

Figure 2: Survey results for the question “What are your top 3 strategies identified in Climate Smart that you would like to see implemented?”

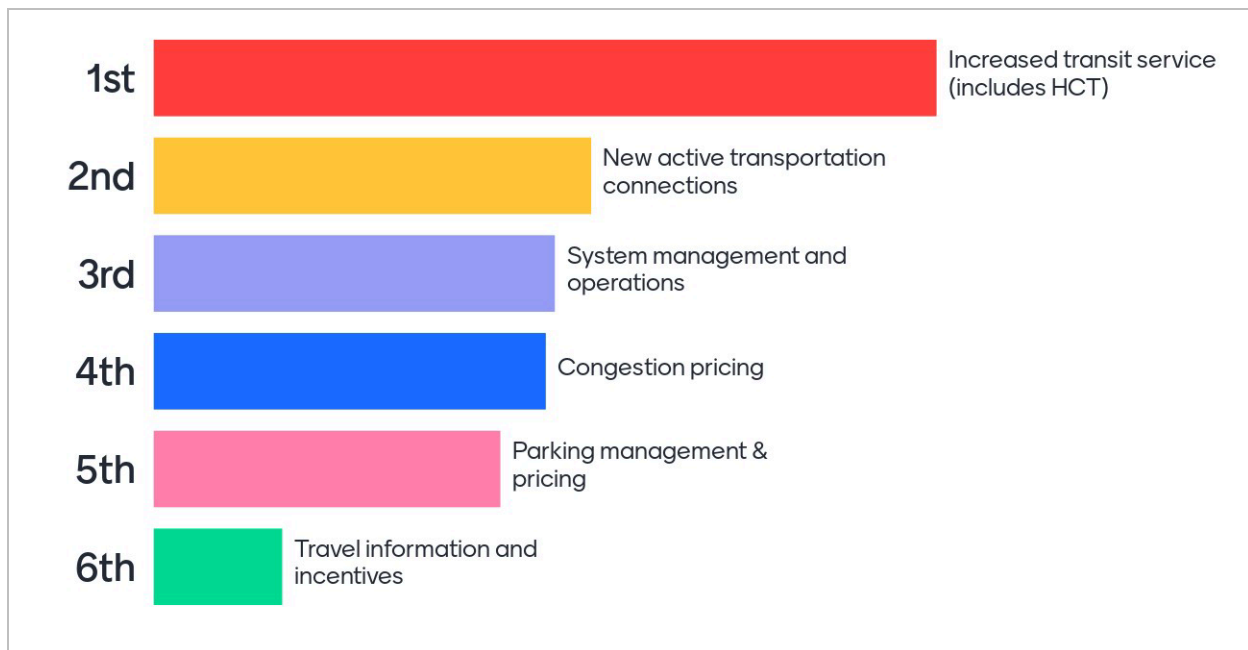
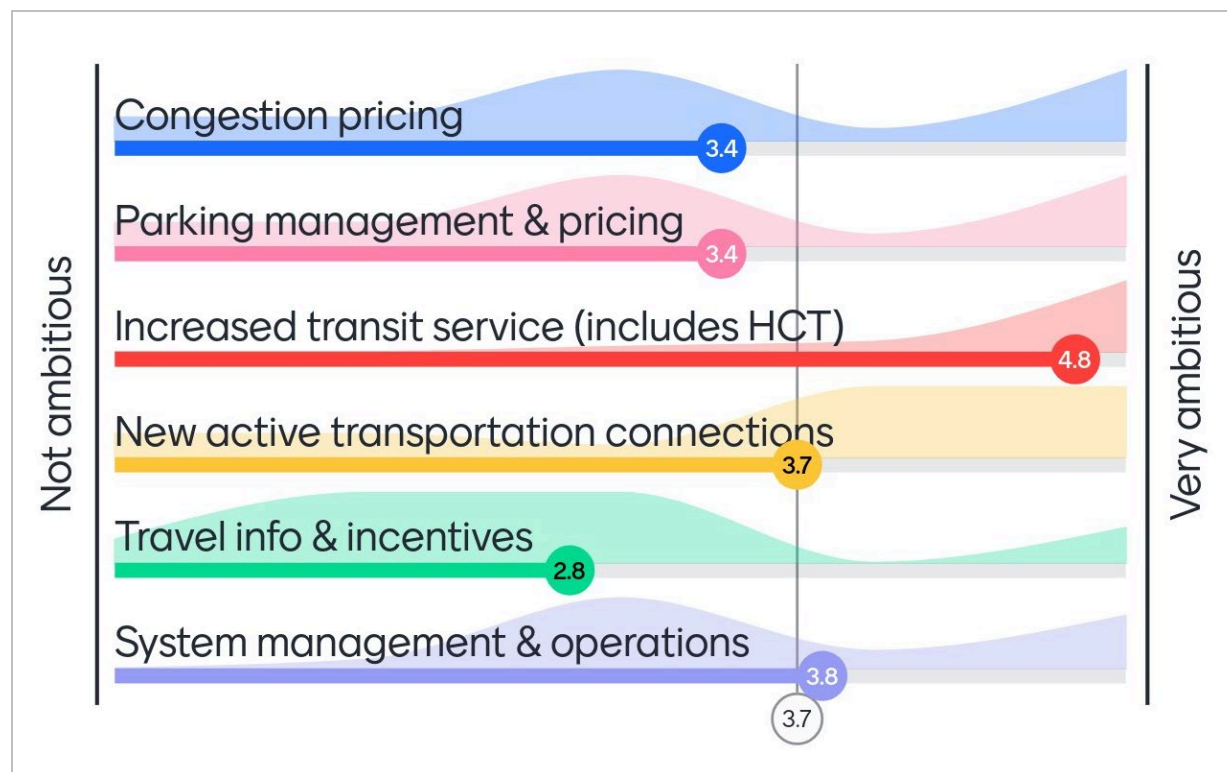


Figure 3: Survey results for the question “Which 3 strategies identified in Climate Smart would be most beneficial to people living in the Metro area?”



Figure 4: Survey results for the question “How ambitious do you want to be in pursuing each of the following strategies, rated high/medium impact in reducing GHGs in Climate Smart?”



Regardless of how the question was framed, the results were clear: **increasing transit service is a high-priority strategy**. Members mentioned multiple reasons for wanting to maintain a focus on transit: some focused on **transit’s cross-cutting benefits for RTP priorities including climate, mobility, and equity**, while others focused more on **the need to ensure that transit continues to play a key role in the region following recent changes to ridership and service** due to the COVID-19 pandemic, the driver labor shortage, and other challenges.

The discussion from these workshops yielded other insights about how different strategies and issues should be addressed when updating the RTP climate strategy.

- **There are both strong hopes and concerns regarding congestion pricing.** Many JPACT and Council members acknowledged that pricing is an effective GHG reduction strategy, as well as a viable and necessary replacement for the gas tax, which currently provides much of Oregon’s transportation revenue, and which is producing diminishing returns as cars grow more fuel-efficient. Some members pointed out the gas tax effectively works against the State’s climate goals because it yields more revenue when people drive more. However, many JPACT and Council members also voiced concerns about congestion pricing’s impact on safety and equity in the communities that they represent.
- **Land use has a significant impact on GHG emissions.** JPACT and Council members mentioned Oregon’s successful history of implementing sustainable land use policy and described concerns that the lack of housing in the region (especially affordable housing) is forcing people to live further from jobs and other destinations, which leads to more driving.
- **The region should rely on a mix of strategies to meet its GHG reduction targets.** JPACT and Council members expressed skepticism that any one strategy alone could reduce emissions

enough to meet regional targets and advised that it would be unwise to rely too much on any one strategy given how much travel patterns and other conditions in the region have been changing recently. Though members prioritized some strategies more than others, no one recommended that any of the strategies discussed should be eliminated.

- **The analysis should account for how travel patterns are changing.** Several members noted that the recent increase in teleworking and online shopping may have had a significant impact on VMT from passenger vehicles and recommended that the updated Climate Smart analysis account for this.

Other policies that influence the RTP climate update

Several new or updated state and regional policies will also impact the Climate Smart update by shaping the opportunities that the region has to implement different GHG reduction strategies:

- New State **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 areas⁶ that are served by transit and other sustainable transportation options and place requirements on how local governments develop these areas – including requiring the implementation of strategies to manage and/or price parking in certain cases. **These rules could significantly increase the amount of priced parking in the region.**
- New RTP **congestion pricing policies** that will, for the first time, specify how roads in the region should be priced to raise revenue and manage demand. The RTP needs to include assumptions regarding how roads will be priced, how much revenue will be raised and how revenue will be spent in order to enable the region to implement pricing and use the revenue to fund the transportation system. **The 2023 RTP will be the first to include road pricing, and research shows that road pricing has a significant impact on VMT and GHG emissions that the regional climate analysis needs to account for.** Pricing could also increase the effectiveness of demand and system management strategies, which tend to garner more participation when they are supported by pricing. It will require significant coordination among regional partners to address the potential negative impacts of pricing discussed above and help people to find convenient and affordable alternatives to priced trips.
- An **update to the Regional 2040 Growth Concept** is anticipated to follow the 2023 RTP update and next urban growth management decision. Though land use is a high-impact GHG reduction strategy, it is not the focus of the RTP. **Updates to the land use element of the region's climate strategy will occur through the update to the Regional Growth Concept, not through the RTP.**

GHG forecasting tools

Since 2010, ODOT and Metro have been developing, testing, and refining tools to measure and forecast transportation-related GHG emissions. Through a consultant review of available GHG forecasting tools and discussions with State agencies overseeing the RTP climate analysis, Metro staff have confirmed that the following two tools are best suited for the analysis:

VisionEval is an econometric travel demand model that examines how households respond to changes in the transportation system based on aggregate inputs about the transportation system (e.g., factors

⁶ For the Portland region, these areas are the 2040 Centers, including the Portland Central city and regional and town centers

like lane-miles and transit frequency and supply), detailed assumptions about current and future travel options and costs including pricing, research on the impact of different changes on travel behavior, detailed demographic and socioeconomic data, and other information. 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. **VisionEval is well-suited for initially assessing progress toward meeting the GHG reduction target, particularly the effects of certain actions, and analyzing potential GHG reduction scenarios that could help the region meet the target.**

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. The term "travel model" is used in this memorandum as a shorthand way of referring to this entire suite of tools. **The travel model is required by many of the federal processes that shape the RTP, and will remain the primary tool for analyzing how the 2023 RTP performs with respect to regional goals.** 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, and therefore **may be able to forecast the impact of some greenhouse gas strategies more accurately than VisionEval does.**

Both of these tools are designed and operate very differently; VisionEval aggregates travel at the household level and the travel model breaks out travel by individual mode and network link. However, they can provide valuable insights and complement each other when used in their intended purpose.

The 2023 RTP GHG emissions gap

Methodology

Metro worked with its consultant team to use VisionEval to estimate the gap between the region's existing climate strategies and its GHG reduction targets. The 2023 RTP update will need to close this gap by increasing implementation of certain GHG reduction strategies in order to meet regional climate targets. Metro staff will work with partner agencies to identify GHG reduction scenarios that close the gap described below.

The consultant team's analysis, which is described in more detail in Appendix A, is based on two scenarios:

The **Target scenario** represents the Portland region's GHG/VMT reduction target. The region's emissions targets are based on a percentage reduction in 2005-level GHG emissions; the Target scenario applies these reductions to daily VMT per capita⁷ from 2005 to estimate target levels of daily VMT per capita for different milestone years.

⁷ As noted above, the state has clarified that regional GHG reduction targets are intended to be equivalent to VMT reduction targets since local and regional agencies are largely responsible for reducing GHG emissions by reducing VMT, whereas the State is largely responsible for reducing GHG emissions by making vehicles and fuels cleaner. Using VMT as a proxy for GHG emissions in the regional climate analysis is consistent with State direction on the division of responsibilities between State and local/regional agencies, and it also simplifies the analysis because it eliminates the need to convert VMT to GHG emissions. This initial analysis uses daily VMT per capita as a proxy for

The **STS+RTP18 scenario** represents the GHG/VMT reductions due to adopted State and local/regional plans:

- **State-level reductions** are based on the **Statewide Transportation Strategy (STS)**,⁸ which outlines the strategies that the State will take to reduce transportation-sector GHG emissions. State agencies provide Metro with assumptions to use in VisionEval that reflect the impact of these strategies. These assumptions are intended to reflect the ambitious set of climate actions included in the STS, which cover both clean vehicle and fuel programs and regulations and the eventual implementation of a statewide road user charge. They cover variables such as the share of zero-emission vehicles, the carbon intensity of fuels, the balance of cars and trucks in the passenger fleet, vehicle turnover, and the cost of travel (accounting for the cost of various types of energy as well as state-implemented road pricing). These assumptions represent the maximum potential impact of State strategies that regional agencies are allowed to assume in their climate analyses. Metro is required to use state assumptions about the carbon intensity of vehicles and fuels in the Climate Smart analysis, and can choose whether to adjust some other assumptions provided by the state. Staff and consultants are meeting with State agency staff and reviewing State-level assumptions in more depth – with a particular focus on understanding how state assumptions about pricing relate to analysis of local/regional road pricing strategies, and how locally-implemented clean vehicle and fuel strategies should be reflected in the analysis – and may recommend adjustments to these assumptions as the region finalizes its analysis.
- **Local/regional reductions** are based on the **2018 RTP**, which included significant investments in transit, active transportation, travel demand and system management, and other GHG reduction strategies. The 2018 RTP fully incorporated the Climate Smart Strategy adopted in 2014. Metro regularly tracks the implementation of the Climate Smart Strategy to ensure that the region is on track to meet its climate targets. In 2020, Metro staff made minor adjustments to some of the VisionEval inputs that represent local/regional climate strategies to better capture current progress in implementing these strategies. The values used to represent 2018 RTP inputs and the 2020 adjustments to these values are described in Appendix B.

Results and findings

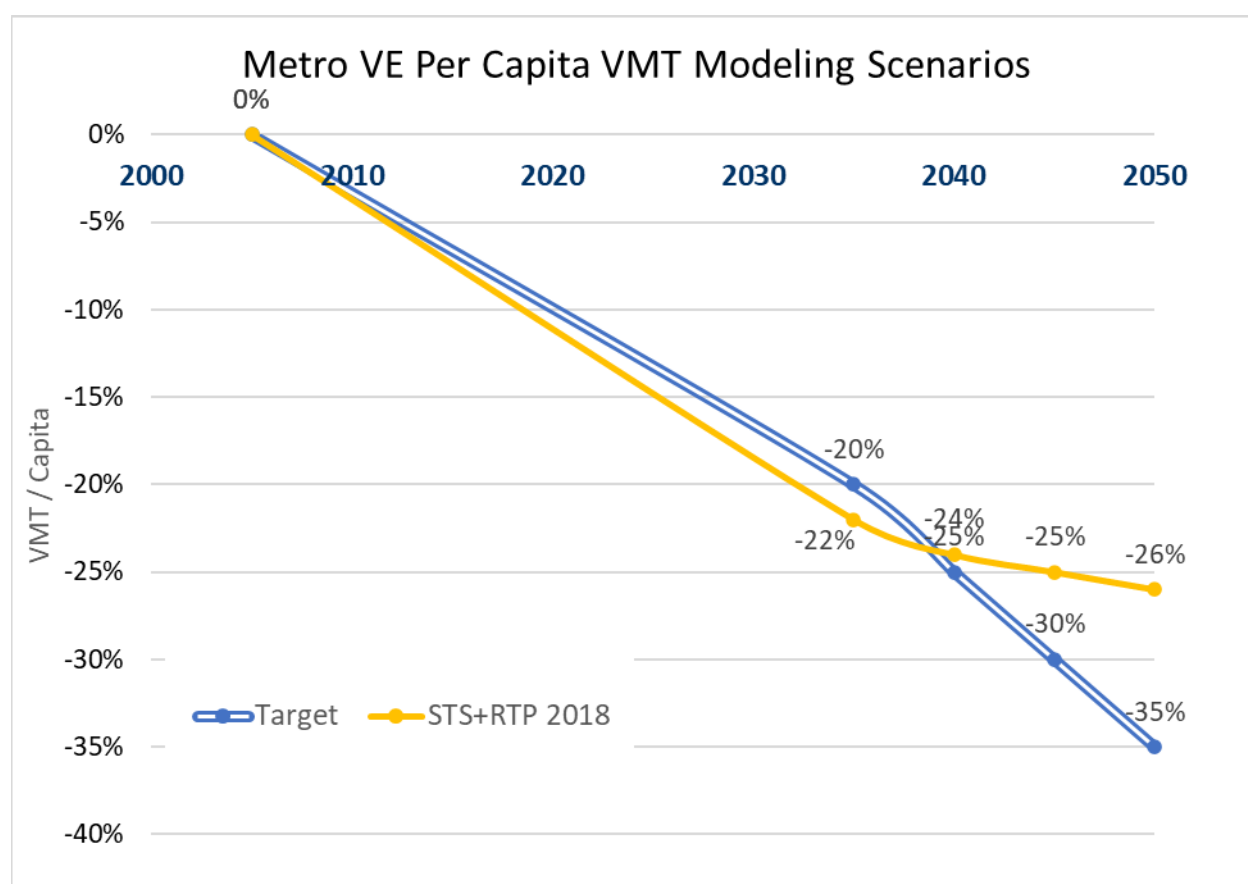
Table 1 and Figure 5 below focus on estimating the **RTP23 gap**, which is the remaining reduction in GHG/VMT that the 2023 RTP update needs to achieve in order to meet its climate targets, and which is calculated as the difference between the results of the Target Scenario and those of the STS+RTP18 Scenario. These results are shown in both absolute daily VMT per capita and in the same percentage reductions relative to the 2005 baseline that the State uses when establishing regional targets.

GHG emissions when estimating the gap between existing RTP local and regional actions and the region's state-mandated targets. Metro staff and consultants will continue to work with the State to ensure that VMT-based results are consistent with State assumptions about vehicles and fuels so that VMT and GHG results are consistent in the final RTP climate analysis.

⁸ <https://www.oregon.gov/odot/Planning/Pages/STS.aspx>

Table 1: Estimated absolute and percentage reductions in daily VMT per capita by scenario

Year	Target DVMT/capita (absolute)	Target DVMT/capita (% reduction)	STS + RTP18 DVMT/capita (absolute)	STS + RTP18 DVMT/capita (% reduction)	Estimated RTP23 DVMT/capita gap (absolute)	Estimated RTP23 DVMT/capita gap (% reduction)
2005	19.4	0%	19.4	0%	0	0%
2035	15.5	-20%	15.0	-22%	-0.4	2%
2040	14.5	-25%	14.6	-24%	0.2	-1%
2045	13.5	-30%	14.5	-25%	1.0	-5%
2050	12.5	-35%	14.3	-26%	1.8	-9%

Figure 5: Estimated percentage reductions in daily VMT per capita, Target vs. STS+RTP18 Scenario

These results confirm that **the 2018 RTP Climate Strategy was largely on track to meet its GHG reduction targets**. The targets used in the 2018 RTP only extended through 2040, and as shown in Figure 5, estimated VMT under the STS+RTP18 Scenario is very close to Target Scenario levels through the year 2040.

However, the results also highlight **a growing GHG reduction gap for the years 2040-50**. This is what we would expect to see since the State has set targets out to 2050, whereas the GHG strategies adopted in the 2018 RTP only apply out to 2040. Nonetheless, the way that the results of the two scenarios diverge after 2040, when targets become more ambitious while local/regional GHG reductions flatten out, suggests that **the region needs to focus on achieving long-term, cumulative emissions reductions to achieve its targets**. Coordinated implementation of multiple GHG reduction strategies can help to

achieve these reductions, particularly when it is supported by active pricing and/or management of the transportation system.

This analysis estimates that **the region needs to reduce 2050 daily VMT per capita by 1.8 miles below currently forecasted levels to meet its targets**. This is equivalent to:

- Reducing VMT/GHG emissions by roughly a third more than what current plans are expected to achieve. For comparison, the most impactful pricing strategy studied in the Regional Congestion Pricing Study is forecast to reduce daily VMT by roughly an additional 7.5% in 2027, the year that regional pricing is expected to take effect.
- Reducing regional DVMT/capita by roughly the same amount that it declined between 1997-2002 or 2007-2013.
- Reducing regional DVMT/capita by an additional 9 percentage points relative to 2005 levels.

Findings and next steps

Key findings from Metro's work so far to update the Climate Strategy include:

- **The RTP needs to focus on reducing VMT to meet its climate targets.** The state is largely responsible for reducing GHG emissions by making vehicles and fuels cleaner, and local/regional actions to make vehicles and fuels cleaner only count toward regional targets if they are locally funded.
- **The region needs to reduce 2050 daily VMT per capita by 1.8 miles below currently forecasted levels** – roughly one-third more than what existing plans would achieve – to meet its climate targets.
- Before finalizing the RTP, **Metro needs to further review the assumptions behind the climate analysis** to understand the assumed division of responsibilities between State and local/regional transportation agencies in implementing pricing, understand how to account for locally funded clean vehicle/fuel strategies, and ensure that the analysis accounts for the increase in teleworking and online shopping and potentially for other recent changes to travel behavior.
- **Meeting regional climate targets is likely to require coordinated implementation of most or all of the high- and medium-impact actions** identified in the Climate Smart Strategy; no single strategy is likely to be a “silver bullet.”
- As Metro and its partners review and update the regional climate analysis, they need to **pay close attention to updating the level of implementation of particular strategies** that are either priorities for JPACT and Metro Council or are the focus of new state/regional policies that create new opportunities for implementation. These include **increasing transit service** (while also accounting for recent changes to ridership), **implementing road and parking pricing**, and **managing the transportation system** to support effective implementation of pricing.

Next steps for updating the RTP climate analysis include:

- 2/17: RTP Call for Projects concludes – draft projects and programs identified by local, regional and state agencies will be evaluated in the 2023 RTP climate analysis.

- 3/8: TPAC will hold a workshop focused on analyzing and selecting scenarios that increase implementation of different climate strategies in order to meet regional targets.
- February-April: Metro staff and consultants will work with State agencies to review and finalize the background assumptions for the Climate analysis.
- April-May: Metro will share the draft final results of the climate analysis with policy and technical committees for feedback.
- June: Release public comment draft of the 2023 RTP update.

Questions for TPAC/MTAC members

The March TPAC workshop will focus on examining scenarios that represent how changing the implementation of different climate strategies would impact VMT and GHG emissions. Based on feedback received so far, to the project team will focus on testing scenarios that generally reflect the projects and programs identified by local, regional, and state partners through the RTP Call for Projects, but that explore how changing key assumptions related to high-priority climate strategies, like transit service and roadway/parking pricing, affects progress toward regional climate targets.

- Are there other climate strategies that are important to include in this scenario testing?
- Are there particular transit/pricing scenarios that TPAC/MTAC members would like to explore?
- Do you have any questions about how regional GHG targets work or about the results that we presented today?

Appendix A: Consultant analysis of the 2023 RTP GHG reduction gap

State Target rule overview

The state target rule states that Metro (as a federally designated metropolitan planning organization) must assess its GHG target, which is a reduction in per capita GHG emissions from light duty and regional commercial vehicles within the Portland metropolitan area by 20% from 2005 levels by 2035 and 35% by 2050.⁹

It is important to acknowledge and understand that the target rule was created with a specific set of assumptions with specific analysis methods. Specifically, these GHG reductions are “above and beyond” those accounted for in expected changes in the vehicle fleet, fuels, and prices of those fuels. The language in the rule states, “The *greenhouse gas emissions reduction targets as provided in OAR 660-044-0020 and 660-044-0025 [other non Portland area MPOs] are the ratio of future year to base year vehicle miles traveled per capita after controlling for the effects of state and federal policies and other conditions on vehicles, fuels, and pricing.*”

The state and federal actions and policies are informed by the adopted Statewide Transportation Strategy (STS). Regional actions can include actions and policies similar to the STS, as long as Metro has the authority to implement and carryout those actions. Regional actions can reduce GHG further than the STS policies if those regional policies are agreed to by ODOT and DLCD. For example, regional policies which may reduce GHG further than the planned STS and regional pathway could consist of incentives to induce higher electric vehicle use or stronger regional actions to encourage non-car travel (TDM or transit). The Oregon Transportation Commission adopted the STS as part of the Oregon Transportation Plan in 2018.

Metro’s regional actions and policies to meet the original targets stipulated in HB2001 (Section 37 (6), chapter 865, Oregon Laws 2009), and SB 1059 (Section 5 (1), chapter 85, Oregon Laws 2010) were defined in the 2014 Climate Smart Strategy (CSS). The CSS encapsulated the scenario planning and policy analysis work to define policies and actions to achieve the targets at that time defined by a reduction in GHG per capita.

Modeling the rule

⁹ OAR Section 660-044-0020 specifically identifies the targets for the Portland Metro Area. [660-044-0000](#) & [660-044-0005](#). <https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=3093>

The extent of GHG reduction and changes in per capita household VMT in the STS were evaluated using the statewide model GreenSTEP, an earlier form of a strategic model which eventually has become the state model in the VisionEval platform (VE-State). A regional version of the strategic travel model is called VisionEval Regional Strategic Planning Model (VERSPM). These types of tools account for average daily travel at the household level across a specific geographic region with a detailed accounting of the vehicles, fuels, and miles traveled to estimate the GHG's produced in the model region.

In addition to the travel of household members, the GHG Target rule travel definition also includes travel by light duty commercial vehicles related to household members or household demand (for example household deliveries and work travel by household members). *Source: ODOT Scenario Planning Technical Guidelines.*

CSS modeling

Metro's CSS also used the GreenSTEP tool in 2014 to analyze and define the suite of state and regional policies to achieve the GHG reduction targets. These actions informed the strategies later included in the 2018 RTP.

It is important to note that the VERSPM has a different model form than the GreenSTEP model that was used in 2014 (i.e., inputs are set by area land use types rather than specific geographies), and therefore expected to have some differences in outputs. This specific distinction on the way inputs are designed is important when trying to translate the 2014 CSS actions into today's context. The CSS was developed at a specific point in time with specific tools and specific assumptions. For instance, the CSS only had an out year of 2035, with no inputs developed beyond that. The regional policies are bound to evolve and change over time and therefore, while the target has been set, the pathway may look different from what it looked like in 2014.

VERSPM today

Metro has developed a VERSPM model to be used for the 2023 RTP. The preliminary set of inputs represent the adopted 2018 RTP current trajectories into the future. See Appendix B for detailed information on the model inputs.

The 2018 STS Monitoring Report was the start of ODOT's work to translate the GreenSTEP model into the VisionEval framework, which became the VisionEval-State STS model. The VERSPM has a similar model structure as the VE-State model used by ODOT to analyze statewide travel behavior and progress toward state climate goals. This allows some state inputs to be used directly in the VERSPM tool while others may require geographic alignment to the higher resolution found in Metro's regional model.

Implementing the target rule

The target rules identify a total GHG reduction (i.e., the "Goal") through the achievement of a per capita reductions in total GHG emissions. To better assess the effects of regional policies, while also controlling for state, federal, and overall market uncertainties, the target rule also has a "Target" defined as reductions in VMT per capita. This measurement simply uses the change in per capita VMT and ignores the vehicles, fuels, and pricing that are largely outside of Metro's

control. The target rule was established using a specific set of assumptions made at that time. Any assessment as to how well Metro is performing toward the target is allowed to incorporate those assumptions, such as fuel costs, per capita income growth, vehicle fleet, and roadway pricing.

The target rule accounts for vehicles owned or hired by the household and the overall 'lightweight' vehicles (less than 10,000 lbs.) within Oregon. The 2017 amendments to the target rule changed the definition of light weight vehicle considered in the target rule to be light-duty vehicle travel on metropolitan area roadways to light-duty vehicle travel by metropolitan area *households* (and related light-duty commercial service vehicle travel). The light-duty household travel captures the average daily travel and transportation needs, whether physically traveled by the members of the household or deliveries and miscellaneous commercial travel to their home.

The change to "households" is a critical distinction that influences the tools used to account for household travel

Three legs of the "target rule stool"

The 2011 target rule was comprised of three elements: VMT per capita, CO₂eq per capita, and grams of CO₂eq per mile.¹⁰ Each of these elements are assessed on a subset of travel within a region, specifically, lightweight vehicles that are owned, used, or associated with members of a household in a region. The 2011 target rule and the later revised 2017 target rule update informed the scenario planning guidance and approaches to calculate the target rule measures as described by ODOT in the Scenario Planning Guidelines: Technical Appendix.¹¹

Table 1: 2011 & 2017 LCDC Metropolitan Target Rule Values

Year	(% Light-Duty Vehicle emissions relative to 2005)		Default Emission <u>RATE</u>
	Metropolitan <u>TARGET</u> (beyond vehicles & fuels) VMT/ Capita	Overall <u>GOAL</u> CO ₂ e / Capita	CO ₂ e grams per mile
	Portland	Portland	All Regions
2035	-20%		
2040	-25%	-80.10%	140
2041	-26%	-81.20%	134
2042	-27%	-82.30%	128
2043	-28%	-83.20%	123
2044	-29%	-84.20%	117
2045	-30%	-85.10%	112
2046	-31%	-85.90%	108
2047	-32%	-86.70%	103
2048	-33%	-87.40%	99
2049	-34%	-88.10%	94
2050	-35%	-88.80%	90

Source: 2011 & 2017 LCDC Target Rules

¹⁰ 2015 Approval of the 2011 Target Rules.

https://www.oregon.gov/lcd/CL/Documents/LCDC_Mtg_Item_13_GHG_Targets_StaffReport.pdf

¹¹ ODOT Scenario Planning Guidelines: Technical Appendix.

<https://www.oregon.gov/odot/Planning/Documents/Oregon-Scenario-Planning-Guidelines-Tech-Appendix.pdf>

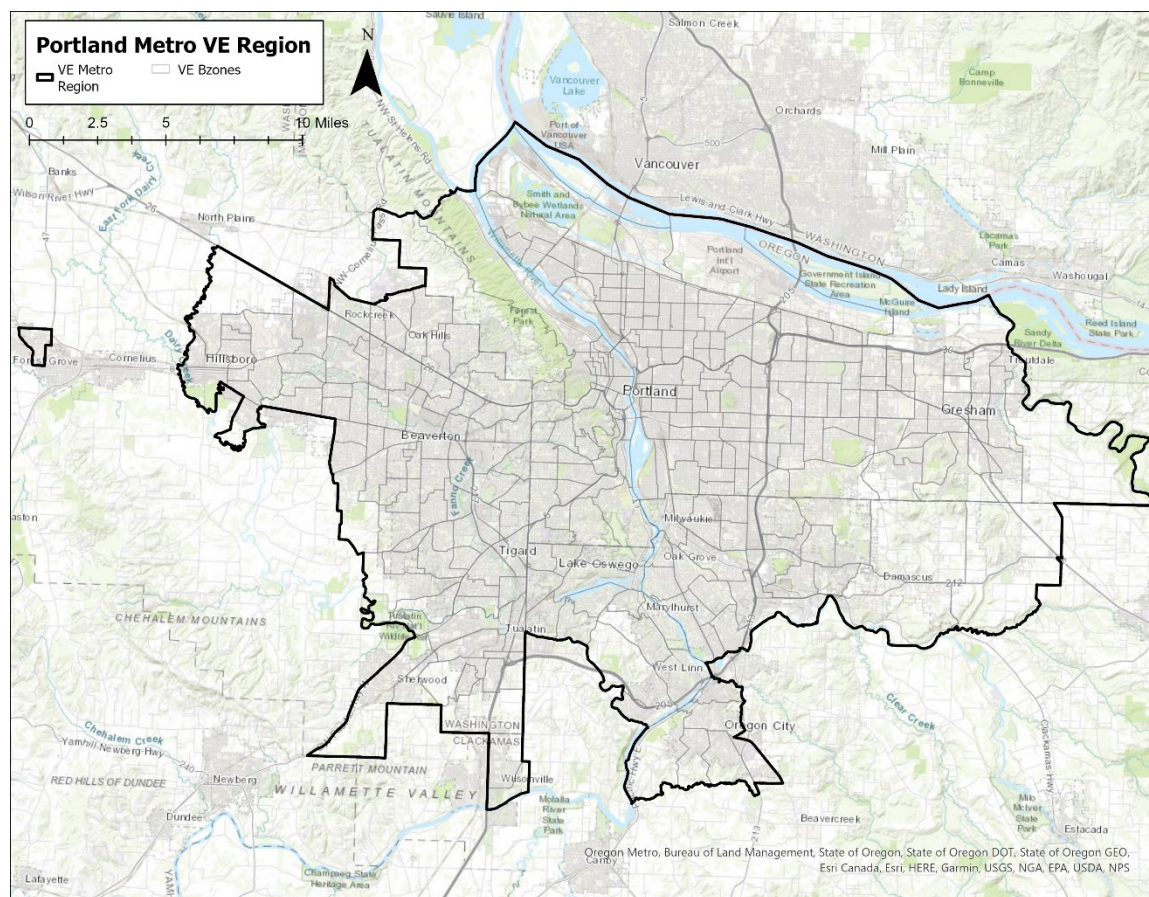
The 2020 CFEC DLCD Target Rules (adopted in August 2022) refer only to the “Target” element, which is defined by a reduction in VMT per capita. Therefore, while the total GHG reduction and grams per mile of CO₂e will be included in any analysis, the emphasis on achieving *the* ‘target rule’ will be centered on VMT per capita reduction.

The 2020 CFEC DLCD Target Rules refer to only the GHG reductions through a VMT per Capita lens

Analysis geography

The map of Metro’s region that applies to the Target Rule is shown in Figure 1. The area surrounding the Metro region influences travel behavior, and thus included in the various travel models, extends further beyond the Metro boundary. The influence area includes Clark County, WA to the north as well as further west, south, and east.

Figure 1- Target Rule reporting boundary



Modeling Metro’s Target Rule

Two scenarios guide Metro’s work toward achieving the target rule.

- **A) Target Scenario.** This scenario represents the targets for per capita VMT reduction as specified in the target rule regulations, most recently, the 2020 DLCD CFEC Target

Rule. The per capita VMT reductions are based on a percentage reduction from the base 2005 values and identifies specific reduction targets out to the year 2050.

- **B) STS+RTP18 Scenario** (STS state inputs + 2018 Regional Adopted Plans). The scenario is a specific analysis that assumes the state and federal actions are occurring as expected (per the assumptions in the target rule) to evaluate the impact of the current trajectory of regional actions on per capita VMT reductions.

Any difference between the two scenarios represents the per capita VMT reduction to achieve the target rule.

Preliminary results

Target rule (VMT per capita)

The per capita VMT results for the target rule and STS+RTP18 scenarios are shown below in Table 3. All years are compared to the 2005 base year. The VERSPM uses average daily VMT as the primary output, which is displayed as DVMT.

Table 2: Metro VERSPM Target Rule Model Scenario Results for Daily VMT per Capita – Values

Year	Target DVMT/capita (absolute)	Target DVMT/capita (% reduction)	STS + RTP18 DVMT/capita (absolute)	STS + RTP18 DVMT/capita (% reduction)	DVMT/capita gap (absolute)	DVMT/capita gap (% reduction)
2005	19.4	0%	19.4	0%	0	0%
2035	15.5	-20%	15.0	-22%	-0.4	2%
2040	14.5	-25%	14.6	-24%	0.2	-1%
2045	13.5	-30%	14.5	-25%	1.0	-5%
2050	12.5	-35%	14.3	-26%	1.8	-9%

- The analysis suggests a gap of 1.8 DVMT per capita to be addressed by regional policies by 2050. The gap is the different of the STS+RTP18 scenario achieving a 26% point reduction in per capita DVMT relative to the target of 35%, leaving a 9% point gap.

The percent reduction in DVMT per capita for both the target rule scenario and the STS+RTP18 scenario are visualized in Figure 2.

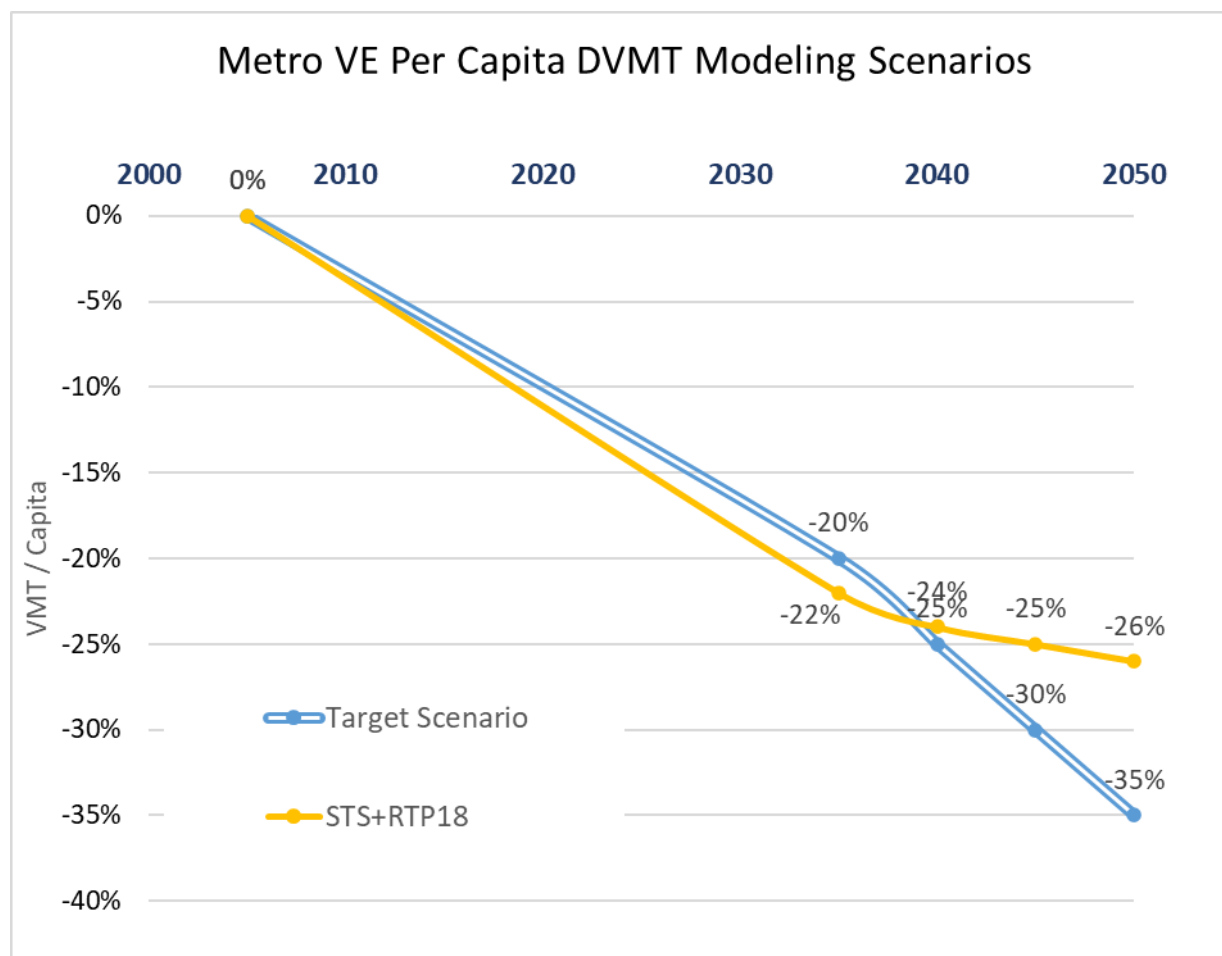
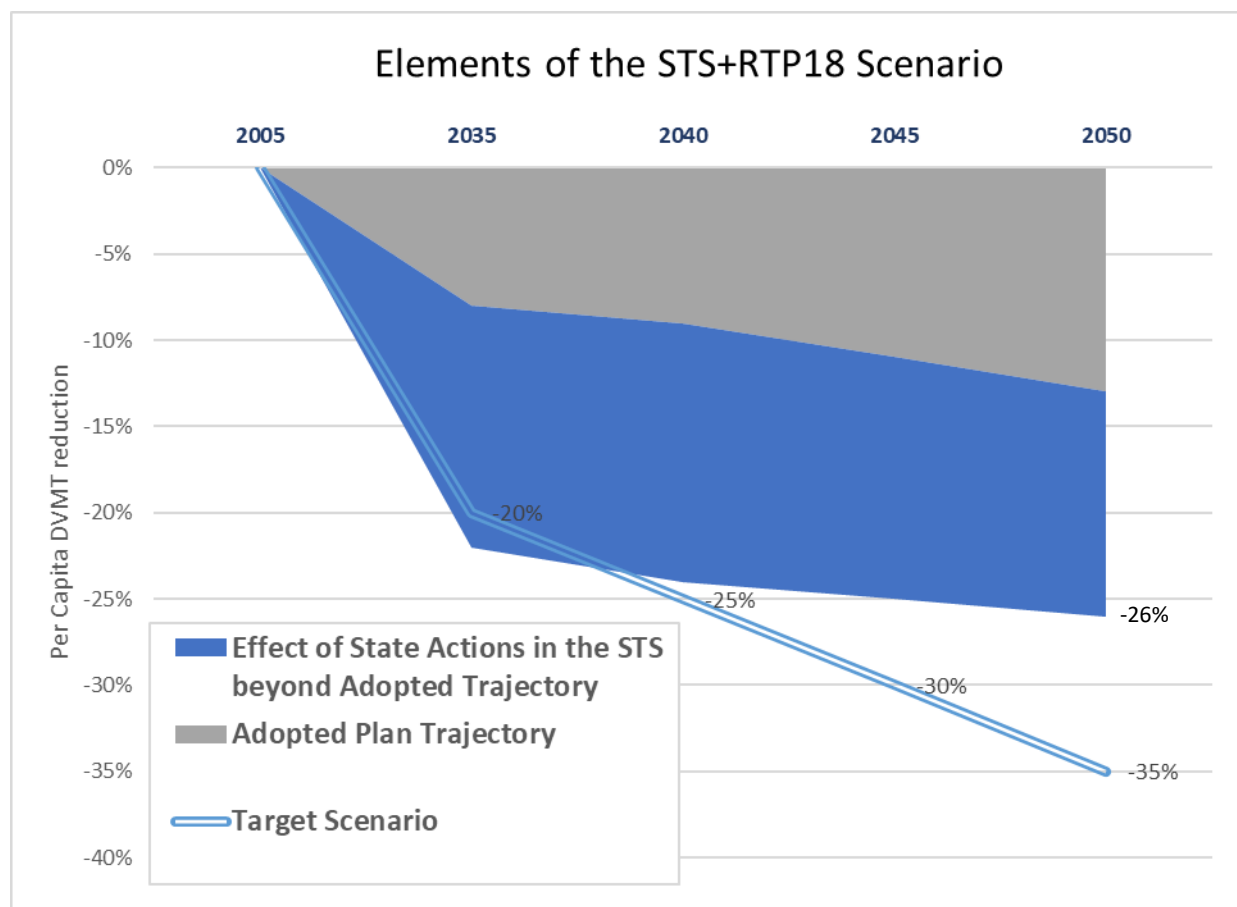
Figure 2: Metro VERSPM DVMT per Capita Target Rule Model Scenario Results

Figure 2 shows the DVMT per capita reductions for the STS+RTP18 Scenario (yellow) and the Target Scenario (blue). The gap by 2050 shows the 9% point difference which will be a key topic to address in the 2023 RTP.

Figure 3 shows elements of the STS+RTP18 Scenario by trying to isolate the effects of the state led actions included in the STS that are above the current adopted plan trajectory. These include fuel taxes, carbon pricing, per mile VMT fees, 100% PAYD insurance, ramp signals and arterial management, and congestion charges on interstates and arterials. Some of these inputs are part of the RTP18 plans, however, the STS statewide initiatives have more aggressive application and higher costs.

Figure 3: Target Rule Scenario showing Regional and State Actions

GHG reduction target rules (2011 & 2017 Rules)

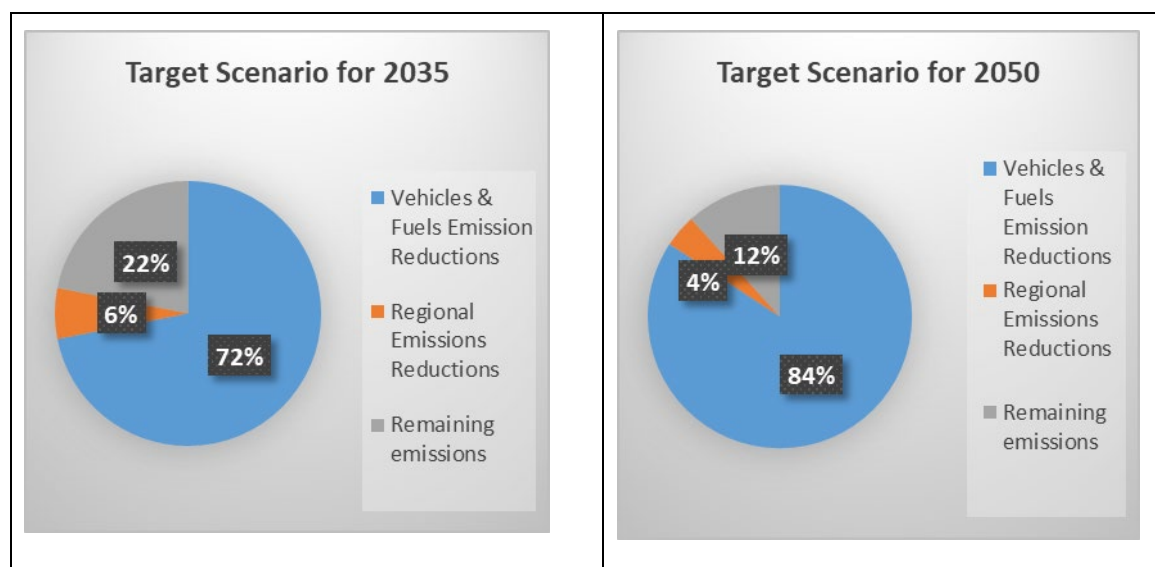
Although the target rule is focused on the per capita DVMT reductions the analysis within VERSPM also produces the other 'legs of the target rule stool.' VERSPM has a strong GHG emissions model because it estimates the miles driven, the fuel consumed, and powertrains of every vehicle in the model region. The overall GHG reduction per capita output from VERSPM is divided into two parts, one attributed to the vehicles and fuels (largely outside of Metro's influence) and one that is attributed to regional emissions reductions. The "Goal" (see Table 2) is met when the remaining emissions are 11% per capita (a 89% reduction) compared to the 2005 benchmark.

Table 3 shows the reductions in per capita GHG emissions for the overall Goal and the Target Scenario. The analysis suggests that the Target Scenario nearly achieves the Total GHG per capita reduction goal (88% scenario vs 89% goal).

Table 3: GHG per Capita Reductions to Reach Target Goal

	TOTAL GHG GOAL RELATIVE TO 2005	Target Scenario		
		Vehicles & Fuels Emission Reductions	Regional Emissions Reductions	Remaining emissions
2035		72%	6%	22%
2040	-80%	76%	6%	18%
2045	-85%	80%	5%	15%
2050	-89%	84%	4%	12%

The GHG reductions per capita is visualized for 2035 and 2050 in the pie charts below.

Figure 4: GHG Reduction Slices

Findings

This analysis suggests that the Target Rule is off by 1% in terms of achieving the total GHG reductions (total 88% vs. 89%) but 9% points off in terms of VMT (26% vs. 35%) by 2050.

The gap between the Target (VMT) and the Goal (GHG) varies given the types of inputs and assumptions. Various actions could reduce GHG and increase VMT, such as the shift to electric vehicles at the household level. Further action to create higher transit frequencies in newly electrified buses (because of regional actions) may significantly reduce emissions, but have only modest changes in VMT. Therefore, this analysis reinforces the need for multiple viewpoints around future scenarios, the actions to be taken, and the requirements within the CFEC DLCD rules. Ideally, if regional actions reduce GHG while increasing VMT, the spirit of the rule can provide “VMT credits” to demonstrate regional success at achieving the overall Goal of lower GHG emissions.

Background Methodology Observations from the Target Rule Calculations

The GHG pies communicate the relative share that the regional policies (VMT related) have relative to the vehicles and fuels based. The goal of 89% GHG per capita reductions from 2005 with 11% per capita remaining emissions. The 89% reduction is a combination of all policies.

Depending on the actions taken, the effects of the vehicles and fuels (blue) grows. Of the remaining emissions the share associated with regional policies is the percentage used in the CFEC DLCD Target Rule reduction. For example, in the Target Scenario in 2050 in Figure 94, the regional reduction is ~26% of emissions unrelated to the vehicles and fuels. $(4\% / (4\% + 11.7\%) = \sim 26\%)$. The Target would be achieved when the regional reduction is 6% with a remaining per capita of 11% $(6\% / (6\% + 11\%) = 35\%)$.

*“Looking over time, the emission reductions from vehicles & fuels (blue) grows, while reductions from “regional emissions reductions” (orange) stays roughly the same. This highlights how, although the Metropolitan GHG reduction target values increase over time, this is due to a shrinking amount of emissions “beyond vehicle and fuel reductions” (orange plus gray), not the need to further push “regional” policies (orange). It is also important to note that the chart is in units of emissions per capita, and the effort required to maintain the “regional” policies given anticipated population growth is **not insignificant** [emphasis added].” (source: Scenario Planning Guidelines Technical Appendix: Target Rules Methodology)*

Appendix B: RTP18 Scenario Assumptions

Table 2 summarizes how the climate actions described in Climate Smart were assumed to be implemented in the 2018 RTP, as well as an assessment by Metro staff of whether there is a reason to update each of these assumptions in the 2023 RTP update.

Table 2: Key transportation assumptions in Climate Smart Strategy Scenario

Strategy	2018 RTP / Climate Strategy assumption ¹²	Is there reason to update this assumption in 2023?
High impact		
Vehicles and fuels	The 2018 RTP used vehicle and fuel assumptions provided by the State.	Potentially. Overall the region will continue to use State assumptions as required by regulations. Some locally-funded actions to support adoption of clean vehicles and fuels, especially for transit vehicles, may count toward regional targets or impact background assumptions.
Pricing (roadway)	The I-5 Bridge was assumed to have a toll of approximately \$2 (in 2010\$).	Yes. ODOT currently plans to institute roadway pricing along I-5 and I-205 within the Portland metro area, as well as facility tolls at specific points along I-5 and I-205. The STS also assumes that a statewide road user charge will be levied on interstates and arterials; more information is needed about how this will interact with ODOT's current tolling plans for the Portland region.
Pricing (parking)	The 2018 RTP assumed that all of the region's 2040 centers and many of its frequent transit corridors would eventually include managed parking to varying degrees, and that parking would be priced in central Portland and at selected other destinations throughout the region ¹³ such that 32% of work trips and 28% of non-work trips traveled to areas with priced parking.	Potentially. The new statewide Climate-Friendly and Equitable Communities rules call for increasing the use of parking management and/or pricing in 2040 centers, for specified land uses and within proximity of frequent transit service. This could increase the use of parking pricing if local governments opt to meet requirements using pricing.
Community design	2018 RTP assumed that the region would develop according to the 2040 Growth Concept as adopted in local land use plans.	No. Following the 2023 RTP update and 2024 urban growth management decision, Metro will be updating the 2040 Growth Concept to further support reducing GHG emissions and meet other goals. The updated concept and subsequent local implementation will be the basis for the land use assumptions for future RTPs. This means that there is a potential for a climate-focused update to the Growth Concept to significantly reduce GHG emissions in the 2028 RTP update.
Transit Service	Daily transit service hours were anticipated to increase by 67% between 2018 and 2040, to 9,500 revenue hours.	Yes. The RTP dedicates significant resources to increasing frequent transit service, and Metro with is working with partners to identify long-term investments through the High Capacity Transit Strategy update. Significant service reductions due to the pandemic, changing travel patterns, and operator shortages have dropped short-term service levels below what was envisioned in the 2018 RTP, and even prior to the pandemic investments in new transit service were not attracting as much ridership as Metro

¹² This information is derived from the Appendix J of the 2018 RTP; Climate Smart Strategy Implementation and Monitoring. Refer to the appendix for more detail:

https://www.oregonmetro.gov/sites/default/files/2019/04/02/RTP-Appendix_J_Climate_Smart_Strategy_Monitoring181206.pdf

¹³ 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

Strategy	2018 RTP / Climate Strategy assumption ¹²	Is there reason to update this assumption in 2023?
Moderate impact		
Active transportation	Active transportation facility miles were expected to increase between 2018 and 2040 as follows: <ul style="list-style-type: none"> • Bikeways: 32% • Sidewalks: 7% • Regional trails: 70% Because of these investments, it was assumed that 18% of drive alone trips would shift to walking and bicycle travel.	would have anticipated based on prior transit data. ¹⁴ It is possible the 2023 RTP may have less future planned transit service or ridership than was assumed in the Climate Smart Strategy and 2018 RTP. Metro staff are working with transit agencies to understand how much of an increase in service can be funded with anticipated revenue, and to update assumptions about how new service influences transit ridership.
Traveler information and incentives	The Climate Smart Strategy assumed that 30% of workers and 45% of households receive regular travel options programming. In 2020, Metro revised these assumptions downward to 5% and 0.5%, respectively, based on more recent participation data from the Regional Travel Options program. This updated assumption is used in the STS+RTP18 scenario that is discussed in this strategy.	Potentially. Implementation of roadway pricing will likely increase participation in and effectiveness of travel demand management programs.
System management and operations	The Climate Smart strategy assumed that system management would reduce arterial delay by 35%.	Potentially. System management may have broader benefits besides reducing delay once roadway pricing is implemented, because pricing can provide a strong incentive for people to respond to real-time system management.
Other		
Lane miles	Total lane miles on the regional transportation system were anticipated to increase by 6% between 2015 and 2040. These included new street connections, widening arterials, the addition of auxiliary lanes on the throughway system and the I-5 Interstate Bridge Replacement and widening of I-205.	Not significantly. State and regional policies require agencies to exhaust other approaches to addressing congestion before increasing capacity. ¹⁵ There are only a small number of capacity-increasing roadway projects that we expect to be included in the 2023 RTP, and most of those focus on adding relatively short stretches of auxiliary locations to short stretches of the throughway system. Also, roadway projects have mixed impacts on GHG emissions, so it is not clear that changing inputs will significantly change the VMT/GHG results of the RTP. Over the short term, they can reduce GHG emissions

¹⁴ 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/>.

¹⁵ 2018 RTP Motor Vehicle Network Policy 12, Oregon Highway Plan Policy 1G

Strategy	2018 RTP / Climate Strategy assumption ¹²	Is there reason to update this assumption in 2023?
		by reducing congestion and enabling vehicles to operate at more efficient speeds; whereas over the long term they can induce more people to drive, increasing VMT and GHG.
Teleworking	Teleworking was not represented in the 2018 analysis.	Yes. According the Emerging Transportation Trends study estimates that between 15 and 31% of regional workers will telework regularly in 2045, which is likely to have a significant impact on VMT and GHG emissions.

2024 Metro Council Urban Growth Management Decision: Draft work program summary

Regional readiness for population, housing, and job growth

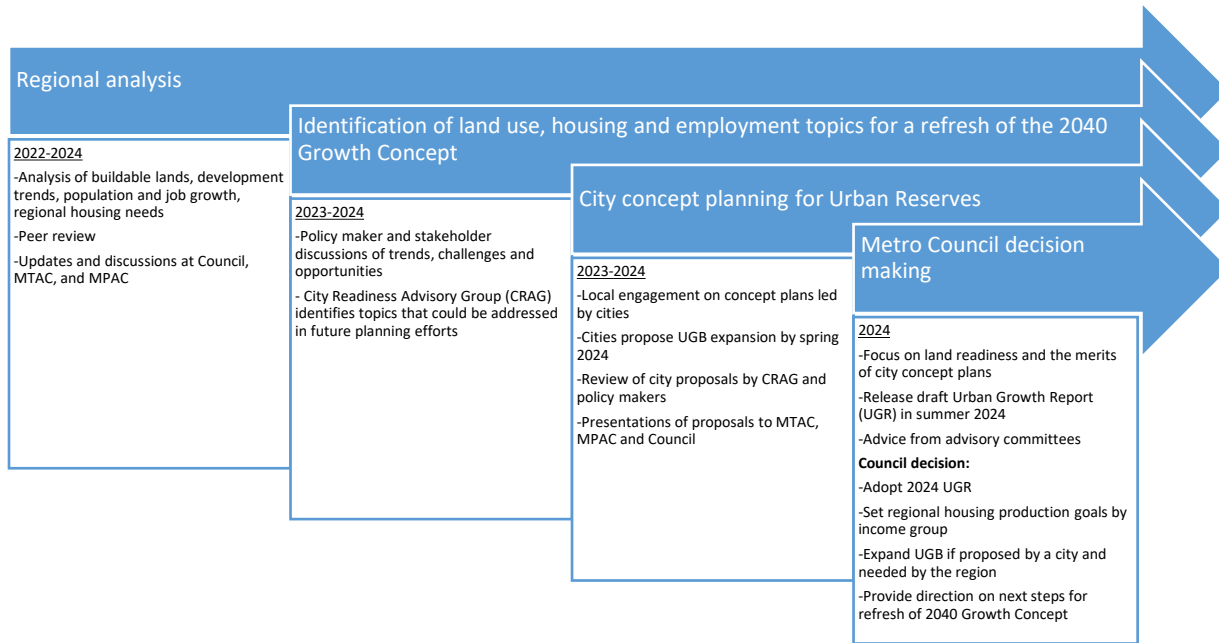
The Metro Council is required under state law to adopt – by the end of 2024 – an assessment of the region’s capacity to accommodate the next twenty years of housing and job growth inside the urban growth boundary (UGB). This work program summary outlines the proposed process that will lead to the Council’s decision, focusing on how the Metro Council and its advisory committees will be engaged.

Metro seeks to improve its growth management practices every time it undertakes this cyclical process. As always, Metro will strive to improve the data analysis that informs decision makers. Likewise, Metro will continue its emphasis on land readiness to ensure that decisions emphasize the governance, market, and infrastructure conditions that must be present to produce housing and jobs. This process will differ from past decisions by applying a greater focus on the housing needs of all income groups, particularly households with lower incomes. This focus on affordability advances shared goals of increasing housing production for those that have the fewest choices.

This proposed work program also describes how this process will identify land use, housing and employment policy topics that deserve additional consideration in a subsequent refresh of the region’s 2040 Growth Concept or through other programs. Those topics will include climate change, racial equity, and ways of diversifying the set of stakeholders that are engaged.

DISCUSSION DRAFT

Process overview



Council roles

Leading up to the Council’s decision in late 2024, policy makers will engage in discussions of a variety of growth and development trends as well as reviewing any UGB expansion proposals submitted by cities. Policy maker discussions will focus on development readiness, additional actions that may be needed to increase housing production and economic growth inside existing urban areas, and specific city proposals for addressing housing and employment needs in UGB expansion areas. Metro Councilors may wish to engage directly with their local elected counterparts throughout this process.

Advisory committee roles

The Metro Policy Advisory Committee (MPAC) will be engaged in policy discussions like those that the Council engages in throughout the process. MPAC will be asked for its advice to the Metro Council in late summer 2024. MPAC’s advice will focus on policy options for increasing the region’s readiness for housing and employment growth and the merits of any city proposals for handling some of that growth through concept planned UGB expansions.

The Metro Technical Advisory Committee (MTAC) will provide advice on technical aspects as needed. Local jurisdiction staff review of the buildable land inventory will be essential and it is likely that Metro will reconvene the ad-hoc Land Use Technical Advisory Group, which has overlap with MTAC membership for this purpose. MTAC will also be asked to review of any city proposals for UGB expansions. Lastly, MPAC may request MTAC’s technical advice on topics.

Metro’s Committee on Racial Equity (CORE) will be briefed on this work program and their advice will be sought on the formation of a diverse youth cohort to both learn about and advise on Metro’s growth management approach. After an initial discussion with CORE, staff will identify the appropriate timing of further engagement with the committee over the course of this work program.

DISCUSSION DRAFT

Staff roles

Staff will manage the work program to meet deadlines and facilitate advisory committee discussions and Council decision making. Staff will also undertake the legal, communications, engagement and technical work needed to support Council decision making. Metro will build on its long-standing expertise in spatial, housing, and economic analysis and research by continuously improving its work to support decision making. Peer review and local jurisdiction staff engagement will help to ensure the validity of these analyses. Aspects of these analyses will be brought forward to inform policy discussions throughout 2023 and 2024 and will be incorporated into the 2024 Urban Growth Report (UGR).

Local jurisdiction roles

As described in this work program summary, staff proposes that this process is centered on city readiness. As such, there will be a heavy emphasis on the merits of city proposals for concept planned UGB expansions. Cities will be responsible for leading local engagement on concept planning Urban Reserve areas. Local jurisdiction staff will also have opportunities to provide peer review of the buildable land inventory and advice through MTAC.

City Readiness Advisory Group

In the 2018 growth management decision, Metro convened a City Readiness Advisory Group (CRAG) that included developers, advocacy groups, affordable housing providers, community organizations, and park district staff. The group was charged with reviewing city proposals for UGB expansions, providing their insight on the readiness of these cities to accommodate growth in an equitable, climate-friendly fashion.

For the 2024 decision, staff proposes reconvening CRAG, but with an expanded, more diverse composition and role. In addition to reviewing any city proposals for residential UGB expansions, this group would also be asked to provide insight on the partnerships, policies, and programs needed to further advance the region's readiness for growth and address topics such as revitalizing downtowns, encouraging mid and high-rise housing production in mixed-use centers, encouraging middle housing in neighborhoods, and enhancing affordability. The group would do so through the lens of equity and climate change.

For several growth management decision cycles, Metro has participated in updates of the Regional Industrial Site Readiness Inventory. Recent discussions at the governor's Semiconductor Taskforce have again affirmed the need to address the readiness of industrial lands to attract high-tech manufacturers. For the 2024 urban growth management decision, staff proposes asking CRAG to review any city proposals for UGB expansions for employment uses. CRAG would be asked for its assessment of the readiness of proposed expansion areas, the likelihood that the area would develop, and possible economic and equity benefits.

CRAG would be asked to provide its advice on these topics to MPAC and the Metro Council as a way of identifying potential focus areas for a subsequent refresh of the 2040 Growth Concept. Staff suggests that the Council consider appointing a councilor to chair this group. Likewise, staff suggests having at least one MTAC and MPAC liaison to this group. Finally, staff recommends including representatives of the proposed youth cohort on CRAG.

DISCUSSION DRAFT

Technical peer review groups

Several technical peer review groups will be engaged in the development of the 2024 UGR. Those will include:

- Regional Forecast: a peer review group consisting of economists and demographers will review regional forecast methods and results.
- Buildable land inventory: the Land Use Technical Advisory Group, consisting of local jurisdiction planning staff and other development specialists will review buildable land inventory methods and results. The draft inventory will also be made available for review by all local jurisdictions.

2024 Urban Growth Management decision approach

Staff proposes the following approach to the 2024 UGR and growth management decision.

- Focus policy discussions on the readiness of cities to urbanize possible expansion areas (concept planned Urban Reserves).
- The draft UGR that staff will release in the summer of 2024 will not be a conclusive determination of regional need for land. The draft UGR will provide high quality, peer-reviewed analysis that will serve as a decision support tool for policy makers that will:
 - As a best practice, use a range forecast to recognize uncertainty about the amount of future population, household, and job growth.
 - Recognize uncertainty regarding the capacity of land inside the UGB to accommodate growth, particularly related to newly allowed “middle” housing types.
 - Differentiate between housing needs and land needs.
 - Differentiate between employment growth forecasts and economic development aspirations and their implications for regional land needs.
 - Seek to understand changes in housing and employment trends that are under way or that have accelerated during the pandemic.
 - Provide information about how various housing types can address the needs of different income groups.
 - Address newer statutory requirements such as estimating not just future, but existing housing needs.
 - Summarize the possible housing production or economic impacts of any city-proposed UGB expansions.
- Determinations of need for UGB expansions will be a result of Council direction, informed by the UGR.
- The Council’s decision would include setting regional housing production targets (for the region, by income group, not by jurisdiction). Those regional targets could serve as the basis for a subsequent Regional Housing Coordination Strategy that would be led by Metro’s Housing Department in coordination with Planning, Development and Research. A requirement for Metro to produce a Housing Coordination Strategy is pending legislation in the 2023 session.

Timeline overview (subject to change)

The timeline below emphasizes engagement of Metro advisory committees, ad-hoc advisory groups, and known stakeholder groups. Staff will develop a more detailed public involvement plan in the coming months. That public involvement plan will likely focus around any proposed UGB expansion areas since experience indicates that’s what the public is most interested in. We also expect to hear ideas from the public about topics to address in a refresh of the 2040 Growth Concept.

DISCUSSION DRAFT

Early 2023

Venues

- MTAC and MPAC
- Metro Council work sessions

Topics

- The 2040 Vision 30 years later
 - How growth has happened following our regional vision/2040 growth concept
 - How UGB decisions work with other tools to realize our regional vision
 - 2040 grant funds available to support visioning/planning inside UGB
- History of UGB decisions and how the process has evolved to bring us to the process we use now
 - How decisions used to be made
 - Legislative changes and lawsuits
 - Reserves—why/when this system was created
- What will be part of the UGB decision (topics, information) this next year and a half and how it will feed into a 2040 refresh
- Advice on draft 2024 Urban Growth Management Decision work program

Deliverables

- Finalize 2024 Urban Growth Management Decision work program

Spring 2023

Venues

- Stakeholder groups such as HBA, business chambers, NAIOP, Metropolitan Mayor's Consortium, community-based organizations, county planning directors' meetings and county coordinating committees
- Metro Council
- MTAC and MPAC

Topics

- Project kickoff with stakeholders; share the 2024 Urban Growth Management Decision work program
- Speaker panels:
 - Office-to-residential conversion potential (consultant product)
 - Development outcomes in centers and past UGB expansion areas (consultant product)
 - Middle housing potential (consultant product)

Deliverables

- Speaker panels

Summer 2023

Venues

- Convene Land Use Technical Advisory Group (LUTAG) to advise on buildable land inventory
- Metro Council
- MTAC and MPAC

DISCUSSION DRAFT

Topics

- Employment and industrial readiness; semiconductor taskforce
- Long-term role of housing production in housing affordability (filtering); gentrification and displacement trends (consultant products)
- Existing housing needs: historic underproduction and housing for people experiencing houselessness (consultant product)

Deliverables/milestones

- Industrial site readiness (scope TBD)
- Speaker panels

Fall 2023

Venues

- LUTAG
- Metro Council
- MTAC and MPAC

Topics

- Factors that influence whether land is buildable and ready

Deliverables/milestones

- Local jurisdiction review of draft buildable land inventory
- Updates on buildable land inventory process

Winter 2023/2024

Venues

- Metro Council
- MTAC and MPAC
- Regional Forecast peer review panel, which in the past has included demographers and economists from PSU, the state of Oregon, NW Natural, and private consulting.

Topics

- Economic and demographic outlook
- Title 6 (Centers) updates per Climate Friendly Equitable Communities Rules
- Draft buildable land inventory

Deliverables/milestones

- Draft regional forecast peer review of methods and results
- Draft buildable land inventory
- Draft Title 6 amendment language
- Letters of interest from cities that intend to propose UGB expansions – DUE BY DECEMBER 1, 2023
- Draft tool for assessing potential economic benefits of adding proposed (if any) industrial lands to UGB (consultant product)

Spring 2024

Venues

DISCUSSION DRAFT

- City Readiness Advisory Group (CRAG)
- Metro Council
- MTAC and MPAC

Topics

- City proposals for UGB expansions
- Historic residential development trends
- Programs, partnerships, and investments needed to improve regional readiness for growth
- Draft regional forecast

Deliverables/milestones

- Draft regional forecast
- City proposals for UGB expansions – DUE BY APRIL 5, 2024
- Draft technical assessment of economic benefits of adding proposed (if any) industrial lands to UGB (consultant product)
- Draft report on historic residential development trends
- LUTAG recommendations for readiness topics to advance in 2040 Growth Concept refresh

Summer 2024

Venues

- CRAG
- Metro Council
- MTAC and MPAC
- Stakeholder groups such as HBA, business chambers, NAIOP, Metropolitan Mayor's Consortium, community-based organizations, county planning directors' meetings and county coordinating committees

Topics

- Draft UGR, with a focus on the draft regional housing needs analysis and setting regional housing production goals by income group.
- City proposals for UGB expansions
- CRAG assessment of UGB expansion proposals

Deliverables/milestones

- Draft UGR, including draft regional housing needs analysis
- Summary of CRAG review of city proposals for UGB expansions
- MTAC and MPAC recommendations on growth management decision, including regional housing production goals by income group, Title 6 amendments, UGB expansions, and topics to advance in 2040 Growth Concept refresh

Fall 2024

Decision process

Metro Council consideration of resolution directing staff to prepare final decision ordinance:

- Public hearings
- Townhalls or other direct public involvement TBD
- Direction on completing the UGR analysis: range forecasts, regional housing target setting by income group, employment lands to plan for, etc.
- Direction on UGB expansions, if any

DISCUSSION DRAFT

- Direction on conditions of approval, if any
- Prepare public notices for UGB expansions, if any
- Direction on Title 6 amendments
- Direction on topics to address in 2040 Growth Concept refresh

Winter 2024

Decision process

- Provide notices for decision as required
- Council first and second read of ordinance:
 - Adoption of final UGR
 - UGB expansions, if any
 - Conditions of approval for UGB expansions, if any
 - Regional housing production goals for various income groups
 - Title 6 amendments
 - Other policy direction such as topics to address in 2040 Growth Concept Refresh
 - Findings of Fact and Conclusions of law