

KAUTZ Sharon L

From: RUSSO Anna L
Sent: Thursday, August 11, 2005 4:08 PM
To: GREENLEAF Craig R; BOHARD Jerri L; CORTRIGHT Bob; SHERMAN Robert L * Bob; 'Frank Angelo'; Mark J. Greenfield
Cc: KAUTZ Sharon L
Subject: FW: comments on TPR revision

-----Original Message-----

From: Chris Hagerbaumer [mailto:chrish@oeconline.org]
Sent: Thursday, August 11, 2005 2:48 PM
To: RUSSO Anna L
Cc: Jeff Allen; burkholderr@metro.dst.or.us
Subject: comments on TPR revision

August 11, 2005

TPR Work Group
c/o Anna Russo, ODOT

Dear Anna:

It has come to our attention that DLCD is planning a revision to the Transportation Planning Rule. As members of the Governor's Advisory Group on Global Warming, we urge you to consider the greenhouse gas implications of any changes you may be contemplating.

The impacts of global warming are likely to be extensive and destructive. In fact, global warming may very well be the paramount issue facing Oregon and the world in the coming century. In the Oregon Strategy for Greenhouse Gas Reductions, formally adopted by Governor Kulongoski April 2005, the Advisory Group recommended a set of actions that will help us reverse the upward trend of Oregon's greenhouse gas emissions. Some actions are very specific; others address the need to shift Oregon's long-term policy orientation. Many actions fall into the category of investing in energy, land use and materials efficiency.

One of the significant actions in this category is to "integrate land use and transportation decisions with greenhouse gas consequences" (see attached page from the Oregon Strategy for Greenhouse Gas Reductions). To this end, we suggest that the state needs to place even *greater* emphasis than it has in the past on promoting the efficient development of residential, commercial and industrial lands and anticipating the impacts of development on vehicle miles traveled (VMT).

Studies of the VMT impacts of integrated packages of land use and transportation measures have found regional and statewide VMT reductions ranging from 2-10% below business-as-usual projections, resulting in roughly equivalent CO₂ reductions (1 VMT ~ 1 lb CO₂) . A number of robust studies find that land use patterns and VMT are closely linked. One study

[1]

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found that the degree of sprawl was the strongest influence on vehicle miles traveled per [2]

person – more than metropolitan population and per capita income. Another found that households located in the most interconnected areas of Seattle generated less than half the VMT of households located in the least connected areas of the region and that the findings hold [3]

true after controlling for household size, income and vehicle ownership.

As you consider changes to the TPR, please do not weaken Oregon's efforts to develop in a way that maximizes access to the places we need and want to go, rather than simply maximizing auto mobility. We suggest adding to the purpose section a statement, "Consider the greenhouse gas consequences of various options and prioritize those that result in lower emissions."

Sincerely yours,

Jeff Allen, Executive Director
Oregon Environmental Council
503-222-1963 x102

Rex Burkholder
Metro Councilor
503-797-1546

1. *State and Local Leadership on Transportation and Climate Change*, Center for Clean Air Policy. January 2003.
2. Ewing, R., Pendall, R. and D. Chen. *Measuring Sprawl and Its Impact Volume I*. October 2002.
3. L. Frank, "Land Use Impacts on Travel Choice and Vehicle Emissions in the Central Puget Sound: Methodology and Findings," *Transportation Research – Part D*. March 2000.

[1]

State and Local Leadership on Transportation and Climate Change, Center for Clean Air Policy. January 2003.

[2]

Ewing, R., Pendall, R. and D. Chen. *Measuring Sprawl and Its Impact Volume I*. October 2002.

[3]

L. Frank, "Land Use Impacts on Travel Choice and Vehicle Emissions in the Central Puget Sound: Methodology and Findings," *Transportation Research – Part D*. March 2000.

TRAN-2: Integrate land use and transportation decisions with greenhouse gas consequences.

Specific Recommended Actions:

- Revise the Oregon Transportation Plan to consider and implement non-road alternatives before road capacity is expanded. Alternatives that could be implemented now include transportation demand management and expanded transit service. Intelligent transportation systems and value pricing can be considered for later implementation.
- When transportation plans are updated and air quality conformity determinations are required, calculate estimates of GHG emissions from transportation sources using EPA approved methods. Comparisons with earlier GHG emission forecasts should be made available to document change over time.
- Through local planning and state policy, target infrastructure investments in GHG efficient locations (locations where people's homes are located near the places they regularly go).
- Foster a Location Efficient Mortgage pilot program, such as Fannie Mae's Smart Commute™ Initiative to encourage home ownership near public transportation.

The primary purpose of integrating land use and transportation decisions is to reduce the need to travel (or reduce trip length) by providing nearby access to goods and services. The State should consider policies to further limit sprawl and encourage efficient development of residential, commercial and industrial lands.

This action supports continued integration of land use and transportation planning by incorporating "Smart Growth" principles in decision-making processes, particularly in application of Goal 12 and 13²⁰ for Transportation and Energy, respectively. Smart growth concepts related to transportation include:

- Promoting transit oriented development
- Mixed-use development
- Minimum street connectivity standards
- Minimum densities and/or minimum floor-area ratios and parking standards (e.g., reducing the minimum number of parking spaces required, employee cash payout programs and pricing parking)

Specific standards for the strategies listed above will vary by community.

The State could accelerate "smart growth" objectives by continuing to support the on-going implementation of the Transportation Planning Rule (TPR) and Transportation Growth Management program that provides funds to local governments to help carry out TPR planning.

²⁰ Oregon Land Conservation and Development Commission's 19 Statewide Planning Goals and Guidelines.