



Oregon

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TO: Land Conservation and Development Commission

FROM: Jim Rue, Acting Director
Robert Cortright, Scenario Planning Coordinator

SUBJECT: **Agenda Item 5, September 20-21, 2012 LCDC Meeting**

ODOT STATEWIDE TRANSPORTATION STRATEGY BRIEFING

I. SUMMARY

Staff from the Oregon Department of Transportation (ODOT) will brief the Commission on ODOT's draft "Statewide Transportation Strategy" (STS). The STS is one element of a statewide effort directed by Senate Bill 1059 adopted by the 2010 Oregon Legislature that directs ODOT and DLCD to work with metropolitan areas to promote changes to land use and transportation plans to support state goals to significantly reduce greenhouse gas emissions.

A. Type of Action and Commission Role

No formal action by the commission is requested. The draft STS includes recommendations that relate to the statewide planning program that the Commission may want to consider or discuss further.

B. Staff Contact

If you have questions about this report please contact Bob Cortright, Scenario Planning Coordinator, at (503) 373-0050 extension 241 or bob.cortright@state.or.us.

II. BACKGROUND

SB 1059 directs ODOT to prepare a "statewide transportation strategy" to outline set of state policies and actions to help reduce greenhouse emissions from transportation sector to help meet state goals to reduce GHG emissions to 75% below 1990 levels by 2050. The draft STS has been developed by ODOT staff with guidance from a policy advisory committee. Former Chair John VanLandingham currently serves as a member of ODOT's policy advisory committee. The Commission may wish to appoint a commissioner to replace John VanLandingham; however this

may not necessary as the last meeting of the Committee is scheduled for September 26. If a new committee is established to oversee implementation, the commission would need to appoint a new representative.

The STS is part of the Oregon Sustainable Transportation Initiative (OSTI) that includes efforts by ODOT and DLCD to assist and guide metropolitan areas in conducting scenario planning to reduce GHG emissions from light vehicle travel. This resulted in Commission adopting GHG reduction targets for state's metropolitan areas in 2011, and includes proposed rulemaking to guide metro in the selection and implementation of a preferred land use and transportation scenario. The scope of STS is broader than metropolitan scenario planning:

- The STS addresses the entire state – while scenario planning is focused on metropolitan areas.
- The STS addresses the entire transportation sector, including air travel and goods movement. Scenario planning addresses “light vehicle” travel.
- The STS recommends actions needed to meet 2050 GHG reduction goals. By contrast, metropolitan area GHG reduction targets and scenario planning are initially focused on reductions needed to the year 2035.

An Executive Summary of the draft STS is included in Attachment A. The draft STS and related information are available on ODOT's website at:

<http://www.oregon.gov/ODOT/TD/OSTI/Pages/STS.aspx>

ODOT is proposing that OTC adopt the draft STS this fall. Following adoption, ODOT will begin work on a Phase II “implementation plan” that will define specific implementation actions and clarify institutional roles and responsibilities. Phase II is anticipated to start in fall 2012 and continue for approximately one year.

III. DISCUSSION

The STS is important to the department and commission because it relates to other work required by SB 1059 – especially guidance for metropolitan scenario planning – and because the STS identifies possible changes to statewide land use planning policies that may be needed to help achieve greenhouse gas emission reduction goals.

Overall, the STS establishes a broad vision that would change current trends and substantially reduce emission (although it would not meet 2050 emissions goals) in a way that increases the state's economic vitality and maintains the state's quality of life. “Land use” is a key part of several elements of the STS vision:

- **“Walkable mixed-use communities**, where a large share of residents live within walking distance of jobs, stores, services, entertainment and transit stops.”
- **“Improved public transportation service, bicycling and walking** throughout the state, provide all Oregonians with better access to a range of transportation options. Communities feature well-lit walking paths, bicycle facilities and more frequent transit service, encouraging physical activity and overall improvements in public health.”
(STS Executive Summary, page 3-4)

The draft STS also includes several policy recommendations that involve to the statewide planning program:

- **Recommendation G3** - Promote compact, mixed use development to reduce travel distances, facilitate use of zero or low-energy modes, (e.g. bicycling and walking) and transit, and enhance transportation options.
- **Recommendation G4** - Encourage communities to accommodate most expected population growth within existing Urban Growth Boundaries (UGBs) through infill and redevelopment.
- **Recommendation G8** – Encourage local trips, totaling six miles or less per round trip, to shift from single-occupant vehicle (SOV) to bicycling, walking or other zero emission modes.
- **Recommendation G14** – Promote better management and use of parking in urban areas to support compact, mixed use development and use of other modes, including transit, walking and bicycling.
- **Recommendation F3** – Encourage and incentivize more efficient use of industrial land through closer proximity of shippers and receivers, consolidated distribution centers, and better access to low-carbon freight modes.
(STS Executive Summary, pages 7-9)

In July, the department provided comments to ODOT on the draft strategy. (A copy of the department’s letter is included in Attachment B.) The department’s comments:

- Support those elements of the strategy that are related to our agency’s mission. The draft strategy does a good job of recognizing the important role that integrated land use and transportation planning and walkable, compact mixed use development can make to reducing greenhouse gas emissions. Compact development patterns reduce the distances people and goods need to travel, make alternative modes more feasible and have other benefits that make our communities more livable places.
- Encourage ODOT to emphasize the role of metropolitan area scenario planning as a key part of the STS because:
 - It tackles a big part of the problem – emissions from metropolitan-area travel;
 - It addresses the shared nature of the solution – i.e., that it will take coordinated action by many agencies and all levels of government to reduce emissions;
 - It recognizes the lead role that local governments have to conduct land use and transportation planning and guide urban development, and,
 - It is an effective tool for considering the other benefits that communities and the state can achieve through land use and transportation actions that reduce greenhouse gas emissions.

To provide this additional emphasis, we recommend that the state support for metropolitan scenario planning be made one of the short-term “strategic priorities” to be implemented concurrently with work on the more detailed implementation plan.

- Encourages involvement of affected agencies, including DLCD and metropolitan areas, in the development of the implementation plan that will convert the general proposals in the strategy into a specific set of proposed actions.

IV. RECOMMENDATION

No action is recommended at this time.

ATTACHMENTS

- A. “Draft Oregon Statewide Transportation Strategy, A 2050 Vision for Greenhouse Gas Emissions Reduction, Executive Summary” May 2012.
- B. DLCD Comments on the Draft Statewide Transportation Strategy, July 26, 2012.