



# Oregon

John A. Kitzhaber, M.D., Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

503-373-0050

[www.oregon.gov/LCD](http://www.oregon.gov/LCD)



October 29, 2013

TO: Land Conservation and Development Commission

FROM: Robert Cortright, Scenario Planning Coordinator

SUBJECT: **Agenda Item 15, November 14-15, 2013, LCDC Meeting**

**OREGON SUSTAINABLE TRANSPORTATION INITIATIVE:  
BRIEFING ON PROPOSED REPORT TO THE 2014 LEGISLATURE**

**I. AGENDA ITEM SUMMARY**

The commission will receive a briefing from department staff on work to prepare a report and recommendations to the 2014 Oregon Legislature regarding metropolitan scenario planning to reduce greenhouse gas emissions. The report is required by House Bill 2001 (2009). Department staff will review requirements of HB 2001, discuss work currently underway and seek direction from the commission. The department proposes to present a final draft of the report to the commission for its review and approval at the January 2014 meeting.

If you have questions about this report please contact Bob Cortright, Scenario Planning Coordinator, at 503-934-0020 or [bob.cortright@state.or.us](mailto:bob.cortright@state.or.us).

**II. SUMMARY OF RECOMMENDED ACTION**

No formal action by the commission is required or recommended at this time. The department recommends that the commission provide direction to the department in preparing a report and recommendations required by HB 2001. The commission may wish to identify specific issues or questions that it would like the department to address in further detail prior to the January commission meeting.

**III. BACKGROUND**

HB 2001 was adopted in 2009 as part of a series of state efforts to assess how changes to land use and transportation plans for metropolitan areas might help achieve state goals to significantly reduce greenhouse gas (GHG) emissions. Section 38 of HB 2001 (included as Appendix 1 to Attachment A) requires LCDC and the Oregon Department of Transportation (ODOT) make a series of reports to the legislature. The 2014 report will be the third of the three reports. Four topics are to be addressed in the 2014 report:

1. Rules adopted by LCDC in 2012 to guide Metro as it develops and selects a preferred land use and transportation scenario to meet GHG emission reduction targets.
2. Metro's progress in scenario planning, and the work remaining to be done.

3. Recommendations on how the scenario planning requirements in HB 2001, which apply only to Metro, should be extended to the Eugene-Springfield and Salem-Keizer metropolitan areas.
4. Recommendations on how the scenario planning requirements of HB 2001 should be extended to other cities that have significant levels of commute trips to destinations within metropolitan areas.

#### **IV. DEPARTMENT ANALYSIS**

Department staff is currently working with staff from ODOT and the Eugene-Springfield and Salem-Keizer metropolitan areas to write the report. A draft is included as Attachment A, and four major sections are summarized below.

##### 1 – Metro Scenario Planning Rules

The commission conducted rulemaking during 2012, and adopted rules in November 2012. The rules integrate requirements for scenario planning with Metro's other planning responsibilities.

##### 2 – Metro's Climate Smart Communities Scenario Project Update

The report summarizes the work completed as well as the work that remains to be done, which includes the adoption of a preferred land use and transportation scenario in December 2014. The conclusion is that Metro is on track to adopt a preferred scenario, and that the GHG reduction target appears to be achievable.

##### 3 – Recommendations on extending scenario planning requirements to the Eugene-Springfield and Salem-Keizer metropolitan areas

HB 2001 requires recommendations on how scenario planning requirements should be extended to metropolitan planning organizations (MPO) serving areas with populations of more than 200,000, which means Eugene-Springfield and Salem-Keizer.

Over the last two years, ODOT and DLCD have been working with all of the state's metropolitan areas to undertake scenario planning on a voluntary basis. This work builds on recommendations from the MPOGHG Task Force in 2010 and Senate Bill 1059 (2010) which calls for the state to provide resources and assistance to enable each of the state's metropolitan areas to undertake scenario planning.

ODOT is currently providing funding to support scenario planning work in the Eugene-Springfield metropolitan area, and ODOT and DLCD are involved in ongoing discussions with Salem-Keizer area planning staff regarding options for scenario planning. The draft report concludes that these efforts need more time to be successful, and outlines expected next steps.

The department remains optimistic that the current voluntary approach will succeed. The most important factor that will affect success is state financial support. Local governments and MPOs have made it clear that without state funding, they would not be able to conduct scenario

planning. The state, through ODOT, has agreed to provide funding to support scenario planning work by each of the state's metropolitan areas. In a report to the 2013 Legislature, ODOT and DLCD advised that the agencies would support scenario planning with technical and financial assistance. ODOT reported it had set aside sufficient funding for scenario planning in these metropolitan areas based on estimated costs ranging from \$200,000 to \$1.5 million for each metropolitan area.

Local interest is also an important factor. The agencies are also working to adapt scenario planning to fit specific local needs and circumstances, making it clear that scenario planning is designed to address a broad range of important issues in addition to GHG emissions.

4 – Recommendations on extending scenario planning requirements to cities outside MPOs that have “significant levels of commuting trips to destinations within an MPO”

The term “significant level of commuting” is not defined in HB 2001 nor is it a term in common use. To explore possible definitions, DLCD gathered data about the number of residents commuting to metropolitan areas for work (Attachment B). If 500 commuters were used as a threshold for significance, then 24 cities would be included.

The draft report finds that extending requirements for scenario planning to nearby communities would be expensive and not well suited to addressing the needs of smaller cities. Consequently, the draft report recommends other efforts to address travel between nearby cities and metropolitan areas including:

- Additional analysis of this issue by the MPO as part of the scenario planning process, including coordination between metropolitan areas and nearby cities.
- Using existing planning processes, such as transportation system plan updates, to expand commuting options and encourage metropolitan areas to accommodate housing needs of expected employees.

**V. RECOMMENDATION**

No formal commission action is recommended or required at this time. The department requests feedback from the commission to identify issues or questions to be addressed in the final report that will come to the commission for review and approval in January.

**VI. ATTACHMENTS**

- A. Draft 2014 Legislative Report on HB 2001
- B. Commuting from Nearby Cities to Metropolitan Areas
- C. Summary of HB 2001/SB 1059 Provisions for Scenario Planning

## DRAFT 2014 Report to the Legislature

### Introduction

House Bill (HB) 2001, adopted in 2009<sup>1</sup>, directs the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) to help the state’s metropolitan areas conduct land use and transportation scenario planning to reduce greenhouse gas (GHG) emissions from light vehicle travel. HB 2001 also requires that ODOT and the Land Conservation and Development Commission (LCDC) make a series of reports to the legislature. This 2014 report is the third of three required legislative reports. As set forth in HB 2001, this report addresses the following:

- Rules adopted by the LCDC to guide Portland Metro as it develops and selects a preferred land use and transportation scenario to meet a GHG emissions reduction target.
- Metro’s progress in conducting scenario planning, as well as the work remaining to be done.
- ODOT and LCDC’s recommendations on how the scenario planning requirements in HB 2001, which apply to Metro, should be extended to:
  - The Eugene-Springfield and Salem-Keizer metropolitan areas; or
  - Cities that have significant levels of commute trips to destinations within metropolitan areas.

This report was prepared by ODOT and DLCD in consultation with Metro, the Eugene-Springfield Metropolitan Planning Organization (MPO), and the Salem-Keizer MPO.

### Metro Scenario Planning Rules

HB 2001 directs LCDC to adopt administrative rules to guide Metro and local governments in the Portland metropolitan area in the selection and implementation of a land use and transportation scenario that meets the greenhouse gas (GHG) reduction target adopted by LCDC in May 2011. This is to be accomplished through a scenario planning process.

#### Metropolitan Scenario Planning

Metropolitan scenario planning is part of a broader effort to significantly reduce the state’s “carbon footprint.” In 2007, the Oregon Legislature adopted goals to significantly reduce the state’s greenhouse gas emissions – to 75% below 1990 levels by the year 2050. Since 2007, state agencies, led by the Oregon Global Warming Commission, have been working with communities, businesses and other stakeholders to evaluate the most promising ways the state can reduce greenhouse gas emissions.

HB 2001 (adopted in 2009) directs the Portland and Eugene-Springfield metropolitan areas to conduct scenario planning. Through scenario planning each metropolitan area is evaluating ways that changes to land use patterns and transportation, in combination with other measures, can reduce greenhouse gas emissions from light vehicle travel (i.e. passenger cars and light trucks). ODOT has provided funding and technical modeling assistance for scenario planning and DLCD has provided general technical support. HB 2001 requirements for the Portland and Eugene Springfield areas differ:

- Portland Metro is required to develop, select and implement a preferred scenario that meets state established greenhouse gas emission reduction targets.
- Eugene-Springfield is required to develop, and select a preferred scenario considering greenhouse gas emission reduction targets but is not required to implement this scenario.

---

<sup>1</sup> Chapter 865, Oregon Laws 2009.

Scenario planning involves the development of a preferred future vision—to the year 2035—of the Portland metropolitan area’s land use and transportation to reduce GHG emissions from light vehicle travel. In November 2012, after consulting with local governments, Metro, and other stakeholders, LCDC adopted rules to guide Metro’s scenario planning efforts.<sup>2</sup>

The rules are designed to incorporate scenario planning into the region's already well-established process for coordination of regional planning decisions. In general terms, Metro will conduct scenario planning through an update to the region's framework plan - the plan that sets forth the region's long-term land use and transportation vision and guides other planning efforts. The preferred scenario will then be implemented by Metro and local governments as they update regional and local land use and transportation plans.



The rules:

- Direct Metro to adopt a preferred land use and transportation scenario by December 2014.
- Describe how Metro will adopt and implement a preferred scenario:
  - The preferred scenario will be adopted through an amendment to the Regional Framework Plan; and
  - The scenario in the framework plan will be implemented through amendments to Metro's Functional Plans.
- List factors and considerations that Metro must address as it develops and evaluates alternative scenarios.
- Describe how Metro is to coordinate its work with cities, counties, state agencies and others.
- Describe how LCDC will review and approve Metro's preferred scenario:
  - LCDC will review Metro's Framework and Function Plan amendments "in manner of periodic review."
- Describe the process for implementation by cities and counties:
  - Local governments will amend their plans and ordinances as necessary to carry out Metro's functional plan.
- Direct Metro to monitor and report progress in implementing the plan and to update the preferred scenario over time in coordination with other major plan updates.

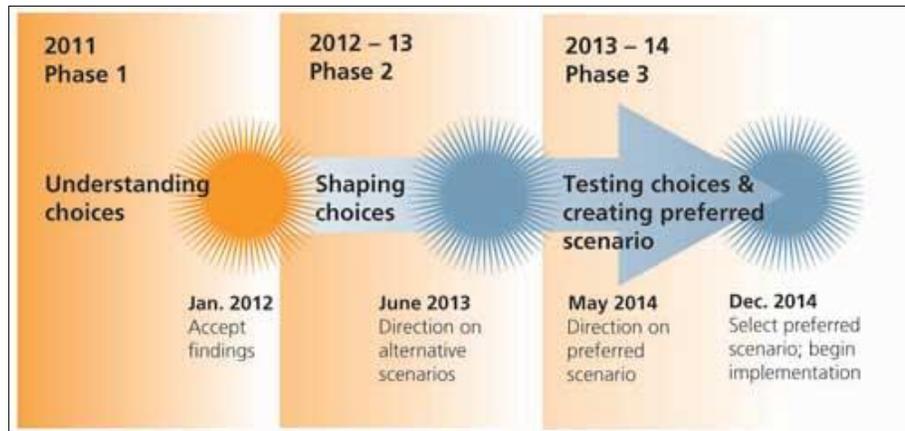
## Metro Climate Smart Communities Scenarios Project Update

HB 2001 directed Metro to evaluate options and select a preferred land use and transportation scenario to meet section 37 of that legislation, and to adopt the necessary plans to implement the scenario. To carry out the legislative direction, Metro initiated the Climate Smart Communities project (CSC) in 2011.

Phase 1 of the three-phase CSC concluded in early 2012. This phase focused on understanding the region’s choices, and started with producing the *Strategy Toolbox*, which reviewed the latest research on greenhouse gas (GHG) reduction strategies and their potential effectiveness and benefits. Metro

<sup>2</sup> The adopted rules can be accessed at:  
[http://arcweb.sos.state.or.us/pages/rules/oars\\_600/oar\\_660/660\\_044.html](http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_044.html).

staff also engaged public officials, community and business leaders, community groups and government staff through two regional summits, 31 stakeholder interviews, and public opinion research. Metro then evaluated a wide range of options for reducing GHG emissions by testing 144 different combinations of land use and transportation strategies (called “scenarios”) to learn what it would take to meet the region’s reduction target.



Phase 1 found that current regional and local plans and policies – if realized and in combination with state agency assumptions on future fleet and technology policies – provide a strong foundation for meeting the state target. However, current funding is not sufficient to implement adopted local and regional plans. Metro concluded that a key to meeting the target would be the various governmental agencies working together to develop partnerships and make strategic community investments to encourage development that both supports adopted local and regional plans and reduces GHG emissions.

Phase 2 began in January 2012 and concluded in October 2013. This phase focused on shaping and evaluating the region’s choices for supporting local community visions and meeting the state GHG emissions reduction target. Metro undertook an extensive consultation process with local governments, community and business leaders, and regional technical and policy advisory committees. A technical work group of local government staff and community members continued to support and advise Metro staff on outreach and technical work.

During this period, the Phase 1 findings were shared with the local cities, counties and coordinating committees; regional advisory committees; state commissions; and at regional and state conferences. In addition, Metro convened workshops with community leaders working to advance public health, social equity, environmental justice and environmental protection in the region. A series of discussion groups were held in partnership with developers and business associations across the region. More than 100 community and business leaders participated in the workshops and discussion groups. Eight case studies were produced to spotlight local government success stories related to strategies implemented to achieve their local visions that also help to reduce GHG emissions. A Metro Opt-In survey helped gauge public awareness of and support for GHG reduction goals, strategies being considered to reduce emissions, and willingness to take personal action. A video of local elected officials

Metro’s scenario evaluation criteria are based on the six desired regional outcomes adopted by the Metro Council in 2010.



and other community and business leaders was also produced as another tool for sharing information about the project and the range of strategies being considered. The video also highlighted outcomes that were identified as being important for the project to consider as it moves forward.<sup>3</sup>

Based on these efforts, plus the fact that many national and internationally-recognized strategies for reducing GHG emissions are the same or similar to land use and transportation policies that have been locally and regionally adopted and implemented to realize the region's 2040 Growth Concept vision, Metro approached the legislative directive by using existing local land use plans as the foundation for three investment-focused scenarios that were evaluated in summer 2013. A set of criteria to evaluate and compare the scenarios, considering costs and benefits across public health, environmental, economic and social equity outcomes, were also developed through the consultation process. By using a scenario planning process and tools, these goals are readily analyzed and evaluated.

Next, Metro created three scenarios based on Phase 1 research and modeling, early Phase 2 stakeholder input and guidance from regional advisory committees. Scenario A (Recent Trends) reflects the results of implementing adopted plans to the extent possible using existing revenues. Scenario B (Adopted Plans) reflects the results of raising additional revenues, as called for in the Regional Transportation Plan, to allow the region to implement adopted plans and policies. Scenario C (New Plans and Policies) reflects the results of pursuing new policies, additional revenue and targeted investments to more fully achieve adopted and emerging plans. Scenarios B and C both require new funding and investments in infrastructure. Results from the Phase 2 analysis indicate that Scenario A would not meet state GHG reduction targets. Scenario B and Scenario C both exceed the target.

### **Recommendations for Extending Scenario Planning to the Eugene-Springfield and Salem-Keizer Metropolitan Areas (MPOs serving areas of more than 200,000 population)**

HB 2001 requires ODOT and LCDC to recommend how the land use and transportation scenario planning requirements that apply to the Portland metropolitan area should be extended to the Salem-Keizer and Eugene-Springfield metropolitan areas.<sup>4</sup> Eugene-Springfield is required to carry out scenario planning, and work is now underway.<sup>5</sup> Salem-Keizer is not required to conduct scenario planning. ODOT and LCDC recommend that scenario planning in these areas proceed on a voluntary basis, consistent with the 2013 legislative report on scenario planning. Metro has a unique authority in Oregon to lead regional planning efforts. Other Oregon MPOs are chartered under federal law and have the ability, but not the authority, to coordinate planning among affected local governments. Outside of Metro, Oregon MPOs have limited resources and experience leading major regional scenario planning efforts.

In the 2013 legislative report on scenario planning, ODOT and DLCD recommended that the state continue efforts to work with the state's metropolitan areas to conduct land use and transportation

---

<sup>3</sup> The event summaries and products referred to in this section are available on the Metro web site at <http://www.oregonmetro.gov/index.cfm/go/by.web/id=36945>

<sup>4</sup> HB 2001, Section 38(3), states that this legislative report must include "recommendations as to how the planning requirements of section 37 of this 2009 Act should be extended to metropolitan planning organizations serving areas with populations of more than 200,000 ..." The Eugene-Springfield and Salem-Keizer metropolitan areas are the only metropolitan areas in the state, other than Portland Metro, serving a population greater than 200,000.

<sup>5</sup> HB 2001 requires the Eugene-Springfield metropolitan area to conduct scenario planning and to select a preferred alternative, but does not require that the preferred alternative be adopted.

scenario planning on a voluntary basis.<sup>6</sup> Pursuant to Senate Bill (SB) 1059,<sup>7</sup> which was adopted by the 2010 Legislature, ODOT and DLCDC have been working with all of the state's metropolitan areas to support scenario planning. Products and resources developed to support scenario planning include the GreenSTEP modeling tool, the Statewide Transportation Strategy (STS), a GHG reduction toolkit, scenario planning guidelines, a public education plan, and funding, within existing resources to support appropriate scenario planning by the state's metropolitan areas.

ODOT and DLCDC are now working with each of the state's metropolitan areas to explore opportunities for conducting scenario planning as part of their regular planning process. A key first step for most metropolitan areas is to conduct a "strategic assessment" which evaluates likely outcomes from existing adopted plans using the GreenSTEP model. The assessment provides a baseline estimate of GHG emissions and enables each metropolitan area to identify other important issues that may be addressed through scenario planning.

**Status of Planning Efforts in Eugene-Springfield and Salem-Keizer Metropolitan Areas:** HB 2001 requires that Eugene-Springfield metropolitan area conduct scenario planning with funding support from ODOT and DLCDC. Work on scenario planning is underway and the region is submitting a separate report to the Legislature with recommendations regarding implementation of its preferred scenario.<sup>8</sup> Appendix 3 summarizes scenario planning activities in the Eugene-Springfield area.

The Salem-Keizer metropolitan area is not required to conduct scenario planning. ODOT and DLCDC have met with MPO and local government staff to discuss options for scenario planning, but no work is currently scheduled. The region is scheduled to adopt an updated regional transportation plan in 2015. Appendix 4 summarizes scenario planning activities in the Salem-Keizer area.

Local governments in both metropolitan areas have expressed some interest in scenario planning they have also expressed concern about how scenario planning might be funded and how it would fit with their other, ongoing planning responsibilities. Each of the MPOs are currently dealing with some complex and controversial planning issues and are concerned about making the GHG reduction scenario planning mandatory. They have indicated an interest in using the lessons learned from the Portland Metro area before making a decision about the best path forward. Local governments have made it clear that their willingness to support scenario planning depends on continued state support for such work. Local governments and MPOs note that they have limited resources and staff to meet existing planning requirements and note that scenario planning would require additional effort and resources.

**Recommendation:** In the 2013 report to the legislature,<sup>9</sup> the agencies recommended that ODOT and DLCDC work with metropolitan areas to conduct scenario planning on a voluntary basis to integrate scenario planning with other scheduled plan updates and to use scenario planning to address a range of

---

<sup>6</sup> <http://library.state.or.us/repository/2013/201302141531094/>

<sup>7</sup> Chapter 85, Oregon Laws 2010.

<sup>8</sup> HB 2001, Section 38(7) requires a metropolitan planning organization that serves Eugene and Springfield to report to the House and Senate interim committees related to transportation by February 2014. The report from Eugene-Springfield will be submitted separately from this report. The report is to include "recommendations for a cooperative process of rulemaking and the enforcement of the rules."

<sup>9</sup> The 2013 legislative report advised that ODOT and DLCDC will continue working toward and supporting scenario planning within the four metropolitan areas not covered by HB 2001, and negotiate state technical and financial assistance. ODOT reported it had set aside sufficient funding for scenario planning in these metropolitan areas based on estimated costs ranging from \$200,000 to \$1.5 million for each metropolitan area.

outcomes, in addition to GHG emission reductions. ODOT and DLCD remain optimistic that this voluntary approach will be effective and recommend that scenario planning not become a regulatory process for Eugene-Springfield, Salem-Keizer, or the other MPOs. ODOT and DLCD have staff and technical resources to assist both metropolitan areas. ODOT has sufficient funding within existing resources to negotiate support for scenario planning-related work by Salem-Keizer and Eugene Springfield, as well as other metropolitan areas. Consequently, the agencies recommend that voluntary scenario planning efforts be continued and encouraged for the Eugene-Springfield and Salem-Keizer metropolitan areas through existing efforts. This would include:

1. Working with the Eugene-Springfield metropolitan area as it completes scenario planning called for in Section 38 of HB 2001.
2. Encouraging the Salem-Keizer metropolitan area to conduct a strategic assessment and explore options for carrying out scenario planning in conjunction with the upcoming update to the regional transportation plan.

### **Recommendations for Extending Scenario Planning to Cities with Significant Commuting to Metropolitan Areas**

HB 2001 directs ODOT and LCDC to recommend *how* requirements to conduct land use and transportation scenario planning to reduce GHG emissions that apply to the Portland metropolitan area should be extended to cities that have a *significant level of commuting to metropolitan areas*.<sup>10</sup>

A significant portion of GHG emission from trips within metropolitan areas comes from external trips, or trips that begin or end outside of metropolitan areas. In large part, this occurs because housing and employment markets extend well beyond MPO boundaries. Accordingly, HB 2001 asks ODOT and LCDC to recommend how nearby communities that are part of larger metropolitan employment and housing markets might also conduct scenario planning for GHG emissions reduction.

#### **Findings:**

Commuting between metropolitan areas and cities outside these areas occurs around the state and is a significant issue in some areas. This point is illustrated by the work of the Oregon MPO Consortium (OMPOC) and others who have mapped the extent of commute sheds in the metropolitan areas.<sup>11</sup>

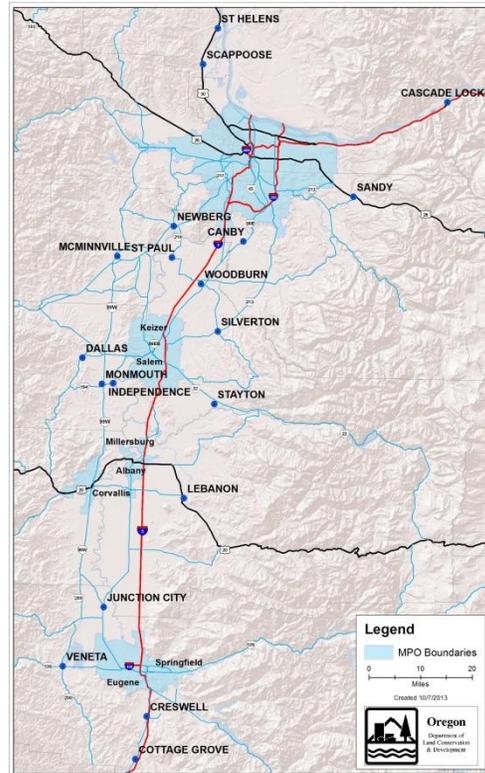
- Economically, long commutes mean higher transportation costs and more congestion on highways in and near the state's metropolitan areas during peak travel periods. Environmentally, long commutes mean more emissions and reduced air quality. Better planning for housing choices and transportation options can reduce the need for long-distance commuting and can help minimize these consequences.
- Responsibility for addressing commuting between metropolitan areas and nearby communities is split among a number of agencies and units of government: MPOs, metropolitan cities, nearby cities and counties, and local transit providers, as well as ODOT at the policy level. No one agency or unit of government is responsible for – or capable of – addressing commute-related issues. Few formal arrangements exist for these various entities to work together to address commute-related planning. The Oregon Transportation Plan, through Policy 1.2: Equity,

---

<sup>11</sup> Commute maps generated by OMPOC can be found at <http://www.ompoc.org/about.html>.

Efficiency and Travel Choices and Policy 1.3: Relationship of Interurban and Urban Mobility includes statewide policy regarding better integration of multiple travel choice and the use of a regional planning approach to address problems that extend beyond urban growth boundaries. A number of local and regional agencies have undertaken innovative efforts to expand transportation options for commuters. For example, a partnership between Wilsonville’s SMART transit system and the Salem-Keizer area’s Cherriot system established regular bus service to provide a transit option for commuters between the Portland and Salem metropolitan areas.

- Existing planning processes and programs provide good opportunities to address commuting between metropolitan areas and nearby cities. Oregon has a long history of integrated land use and transportation planning. Metropolitan areas and nearby cities have adopted transportation system plans (TSPs) that provide for a range of transportation options, including planning for transit, rideshare programs or commute options programs for area employers. Regular updates to existing transportation plans provide a mechanism for communities and stakeholders to explore and implement policies that expand housing and transportation choices that can reduce the need for long distance commutes.



More than 80,000 people from 22 Willamette Valley cities commute to a nearby metropolitan area each day.

**Recommendation:** ODOT and LCDC believe that it is premature to extend requirements for land use and transportation scenario planning set forth in HB 2001 to cities near metropolitan areas with significant levels of commuting. Land use and transportation scenario planning is a complex, time-consuming and expensive process, that is not well suited to the needs or resources of smaller cities. ODOT and LCDC believe that there are ways other than scenario planning to address commuting related issues that could be pursued. Existing planning processes and programs provide several opportunities to address commuting from nearby cities to metropolitan areas. These existing programs should be used.

ODOT and LCDC recommend the following actions:

1. *Support land use and transportation scenario planning for the state’s metropolitan areas.* Metropolitan areas have a major role to play in providing housing and transportation options that can reduce the need for workers to seek housing in outlying communities. As they conduct scenario planning, metropolitan areas should evaluate intercity commuting and consider actions they can take to address the issue. This could include, for example, expanding housing choices and transportation options within the metropolitan area. Metropolitan areas should also coordinate and consult with nearby communities as they conduct this analysis.

2. *Use existing state programs, including the Transportation and Growth Management (TGM) program, to support updates to transportation and land use plans to address commuting between metropolitan areas and nearby communities. Nearby communities should update transportation system plans (TSPs) to expand transportation options for residents who choose to commute to nearby metropolitan areas. Local actions may include expanding local and regional transit, planning for park and ride lots and expanding vanpool and carpool programs*
3. *ODOT will consider appropriate commute related issues as it conducts or updates state plans. When updating state transportation plans identify policies and strategies to increase multimodal transportation options. ODOT should identify supporting actions through the STS Implementation Plan and consider multimodal issues in the Transportation Options Plan and when the Public Transit Plan is updated.*
4. *ODOT and DLCD can study how to develop appropriate analysis and delineate challenges and opportunities for doing commuter planning, including working with metropolitan areas, local jurisdictions and other stakeholders.*

DRAFT

## Appendices

1. House Bill 2001, Section 38.
2. Metro Climate Smart Communities Scenarios Project Update
3. Eugene-Springfield Scenario Planning Update
4. Salem-Keizer Planning Activities Update

## Appendix 1

House Bill 2001, 2009 Jobs and Transportation Act, Section 38

(Note: the text has been reformatted for readability)

**SECTION 38.** (1) As used in this section, “metropolitan service district” means a metropolitan service district established under ORS chapter 268.

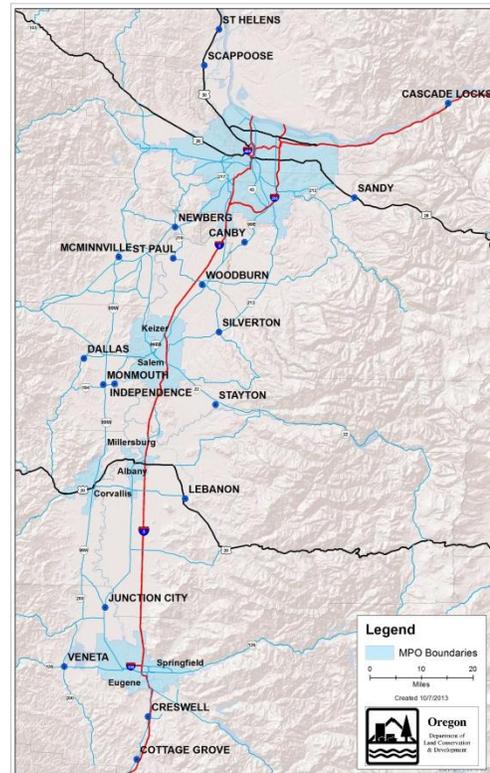
(3) On or before February 1, 2014, the Land Conservation and Development Commission and the Department of Transportation shall report to the House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenario described in section 37 of this 2009 Act. The report must include:

- (a) The rules adopted pursuant to section 37 (8) of this 2009 Act;
- (b) A description of the completed planning and work remaining to be completed; and
- (c) Recommendations as to how the planning requirements of section 37 of this 2009 Act should be extended to metropolitan planning organizations serving areas with populations of more than 200,000 or to cities located outside the boundaries of metropolitan planning organizations that have significant levels of commuting trips to destinations within the boundaries of a metropolitan planning organization.

**Attachment B – Commuting from Nearby Cities to Metropolitan Areas**

HB 2001 directs ODOT and the Commission to recommend how the scenario planning requirements that apply to the Portland Metropolitan area should be extended to nearby communities with “a significant level of commuting” to metropolitan areas. The table below summarizes available data from the US Census Bureau about commuting from cities near metropolitan area. It does not include commuting between metropolitan areas. Nor does it include two new MPOs (Albany and Grants Pass) that were designated in 2013. Using a threshold of 500 or more residents commuting to a metropolitan area, 24 communities would have “significant levels of commuting” to nearby metropolitan areas.

Region/City	Percentage of residents commuting to Metropolitan Areas	Number of commuters to Metropolitan Areas
<b>Statewide Total</b>		<b>89,944</b>
<b>North Willamette Valley</b>		<b>47,256</b>
Canby	44%	6,921
Dundee	52%	1,664
McMinnville	25%	7,962
Molalla	38%	3,089
Newberg	31%	6,796
Sandy	50%	4,866
Scappoose	47%	3,165
St. Helens	42%	5,397
Woodburn	31%	7,396
<b>Mid-Willamette Valley</b>		<b>17,478</b>
Dallas	31%	4,564
Independence	38%	3,265
Monmouth	33%	3,250
Silverton	37%	3,384
Stayton	31%	2,380
Sublimity	52%	635
<b>South Willamette Valley</b>		<b>19,215</b>
Cottage Grove	37%	3,581
Creswell	48%	2,422
Harrisburg	43%	1,545
Veneta	35%	1,602
Lebanon	35%	5,451
Sweet Home	28%	2,480
Junction City	39%	2,134
<b>Central and Southern Oregon</b>		<b>5,995</b>
Redmond	20%	5,262
Shady Cove	25%	733



More than 80,000 people from 22 Willamette Valley cities commute to a nearby metropolitan area each day.

Source: DLCD review of US Census Bureau Local Employment Dynamics data for 2011.

## **Attachment C – Summary of HB 2001/SB 1059 Provisions for Scenario Planning**

Land use and transportation scenario planning is part of a broader effort by the state, in cooperation with metropolitan areas, to evaluate changes to land use and transportation plans and policies to significantly reduce GHG emissions from light vehicle travel and to help meet statewide goals to reduce GHG emissions to 75 percent below 1990 levels by the year 2050.

Related efforts include:

- Portland Metropolitan Area Scenario Planning  
HB 2001 requires that the Portland metropolitan area prepare and adopt a preferred land use and transportation scenario that achieves the GHG emissions reduction target adopted by the commission. Metro is directed to adopt a preferred alternative by December 2014 and its work is guided by rules adopted by the commission.
- Eugene-Springfield Metropolitan Area Scenario Planning  
HB 2001 requires that the Eugene-Springfield (Central Lane) metropolitan area conduct land use and transportation scenario planning. While the region is required to conduct scenario planning and select a preferred scenario, the region is not required to implement the preferred scenario. Instead, the region is required to provide a report and recommendation to the 2014 Legislature about possible implementation options.
- Support for Scenario Planning by Other Metropolitan Areas  
Through the Oregon Sustainable Transportation Initiative (OSTI) program – described below – DLCD and ODOT are working to provide technical assistance and funding to enable the state’s other four metropolitan areas (Salem-Keizer, Rogue Valley, Corvallis and Bend) to undertake scenario planning. As a first step, metropolitan areas are being encouraged to conduct a “strategic assessment” of their existing plans using ODOT’s GreenSTEP model to produce a high-level estimate of GHG emissions and other outcomes.
- Oregon Sustainable Transportation Initiative (OSTI)  
The OSTI program is a partnership among state agencies – ODOT, DLCD, DEQ and the Oregon Department of Energy - to coordinate efforts to implement HB 2001 and SB 1059. A major focus of the partnership is preparing information to support efforts by metropolitan areas to conduct scenario planning. OSTI products to support scenario planning include:
  - Scenario Planning Guidelines
  - GHG Reduction Toolkit
  - Public Education and Information Plan
- Statewide Transportation Strategy  
SB 1059 directs the Oregon Transportation Commission (OTC) to adopt a Statewide Transportation Strategy (STS) to set a broad, statewide approach to achieve GHG emission reductions from the transportation sector. The STS outlines a vision for policies

and actions that can be taken at the state level to reduce transportation GHG emissions. The STS is to be adopted as part of the Oregon Transportation Plan (OTP), and was accepted by the OTC in March 2013. The STS calls for ODOT to work with affected agencies to develop an “implementation plan” over the next year. The STS includes several strategies that relate to land use, including:

- Limiting expansion of urban growth boundaries
- Significantly increasing in the amount of walkable, mixed use development in urban areas
- Substantially expanding of transit service in metropolitan and other larger urban areas
- Significantly increasing the share of shorter trips in urban areas that are made by walking, cycling, transit
- Expanding parking management to promote efficient land use and use of alternative modes of transportation
- Siting industrial uses and freight facilities to improve transportation system efficiency