

[www.oregon.gov/energy/gblwrm/ccig.shtml](http://www.oregon.gov/energy/gblwrm/ccig.shtml)



**The Governor's Climate Change Integration Group Findings & Recommendations**  
A Framework For Addressing Rapid Climate Change

**Rex Burkholder, Metro Councilor**  
May 1, 2008



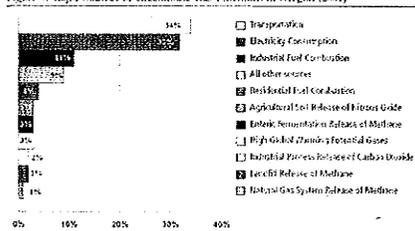
**State Legislation Oregon Greenhouse Gas Goals**

- Arrest emissions by 2010
- 10% reduction below 1990 levels by 2020
- 75% reduction below 1990 levels by 2050




**Climate Change Integration Group Final Report Oregon Greenhouse Gas Sources**

Figure 3: Major Sources of Greenhouse Gas Emissions in Oregon (2004)



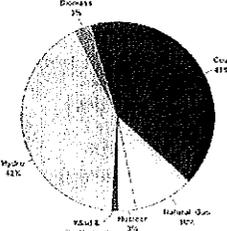
Source	Percentage
Transportation	34%
Electric Generation	18%
Industrial Fuel Combustion	12%
Alcoholic beverages	10%
Residential Fuel Combustion	8%
Agricultural Soil Release of Nitrous Oxide	5%
Domestic Refrigeration Release of Methane	3%
High Global Warming Potential Gases	2%
Industrial Process Release of Carbon Dioxide	2%
Landfill Release of Methane	1%
Natural Gas System Release of Methane	1%

Source: The Governor's Climate Change Integration Group: Final Report, January 2008



**Climate Change Integration Group Final Report Oregon Energy Sources**

2005 Oregon Electricity Supply Mix

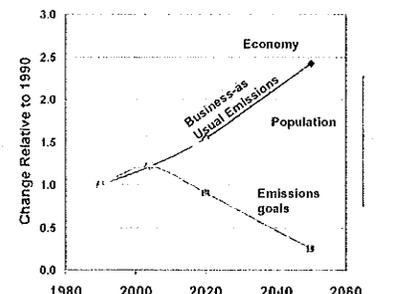


Source	Percentage
Coal	41%
Hydro	42%
Natural Gas	10%
Renewable	7%
Other	2%

Source: The Governor's Climate Change Integration Group: Final Report, January 2008



**Climate Change Integration Group Final Report State Forecasts**

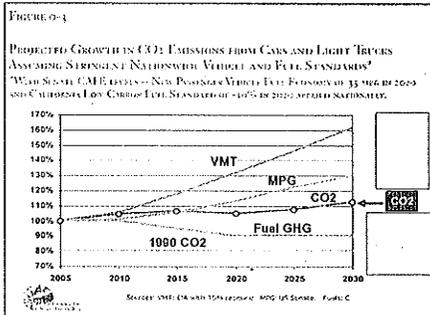


Source: The Governor's Climate Change Integration Group: Final Report, January 2008



**Climate Change Integration Group Final Report Technology Alone Can't Save Us**

FIGURE 0-4  
PROJECTED GROWTH IN CO<sub>2</sub> EMISSIONS FROM CARS AND LIGHT TRUCKS ASSUMING STRINGENT NATIONWIDE VEHICLE AND FUEL STANDARDS? WITH STRONG CAFE STANDARDS - NEW PASSENGER VEHICLE FUEL ECONOMY OF 33 MPG BY 2025 AND CATALYTIC CONVERSION STANDARDS OF 90% BY 2010 APPLIED NATIONWIDE.

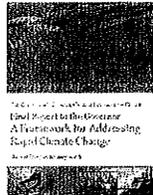


Source: Ewing, Reid et al., *Growing Cooler*, 2007.



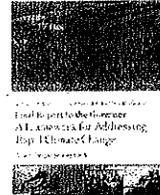
Climate Change Integration Group Final Report  
**Overall Recommendations...**

- Act now
- Designate state agencies as leads to develop strategies
- Determine affect on Oregon's diverse regions
- Assist institutions and individuals in responding
- Develop and implement education and outreach program



Climate Change Integration Group Final Report  
**...Overall Recommendations**

- Transform planning processes to address climate change holistically
- View as an economic development opportunity
- Consider public health implications
- Continue to develop and refine research agenda
- Provide funding for key action areas



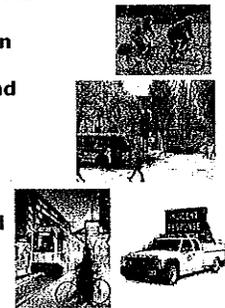
Climate Change Integration Group Final Report  
**Land Use Sector Recommendations**

- Support transit-oriented development
- Facilitate best land use practices
- Implement VMT incentives or requirements
- Encourage green building
- DLCDD as lead agency

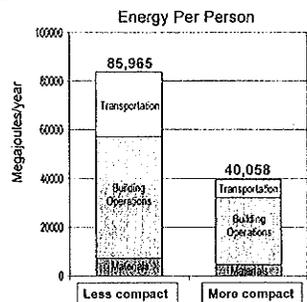


Climate Change Integration Group Final Report  
**Transportation Sector Recommendations**

- Use of low-carbon fuels
- Use of cleaner and more efficient vehicles
- Reduce vehicle miles traveled
- System management and optimization
- ODOT as lead agency



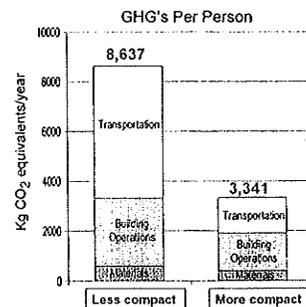
Connecting Climate Change and Land Use  
**Compact Communities Save Energy**



Source: Journal of Urban Planning and Development, Norman, March 2006



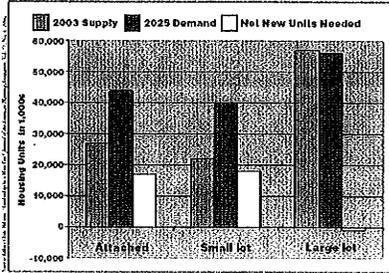
Connecting Climate Change and Land Use  
**Compact Communities Are Greener**



Source: Journal of Urban Planning and Development, Norman, March 2006



## Connecting Climate Change and Land Use High Demand for Compact Development



Source: Reid Ewing and APA, 2007



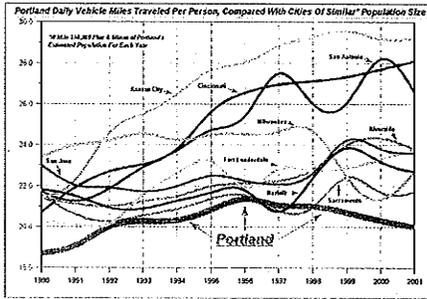
www.oregonmetro.gov



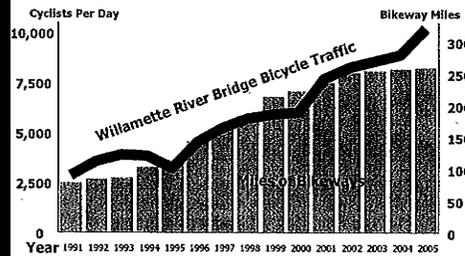
## What the Portland Metropolitan Region is Doing Linking Land Use and Transportation to the Economy, Environment and Climate Change



## Portland residents drive less...

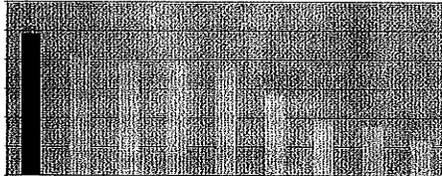


## ...bike more...



## ...and take more transit.

Per Capita Transit Trips, 2005



Source: National Transit Database, www.ntdprogram.gov



## Portland's per capita GHG emissions are falling

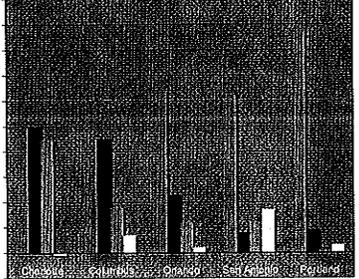
	1990	1995	2000	2001	2002	2003	2004
Beaverton	12.77	12.22	12.07	12.40	12.02	11.99	12.64
Clatsop County	12.06	12.26	12.02	12.04	11.58	11.55	11.93
Clatsop County	12.15	12.27	12.02	12.04	11.58	11.55	11.93
Washington County	12.15	12.27	12.02	12.04	11.58	11.55	11.93
Wash County	12.15	12.27	12.02	12.04	11.58	11.55	11.93
Wash County	12.15	12.27	12.02	12.04	11.58	11.55	11.93
<b>TOTAL</b>	<b>12.25</b>	<b>12.42</b>	<b>12.02</b>	<b>12.04</b>	<b>11.58</b>	<b>11.55</b>	<b>11.93</b>
U.S. Average (2003)	12.25	12.42	12.02	12.04	11.58	11.55	11.93

Source: Portland Office of Sustainable Development, 2005.

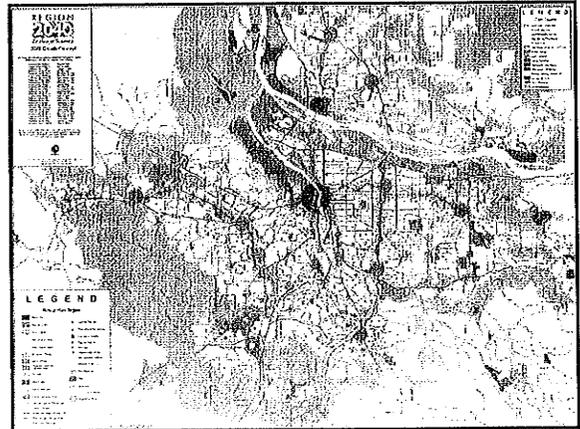


## Why? Because we sprawl less.

Growth by Density Category, 1990-2000

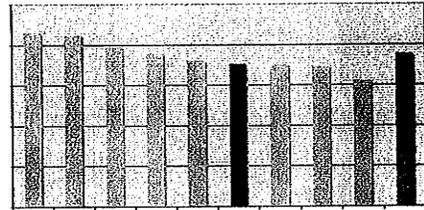


Source: Nelson and Sanchez, 2003.



Area	Transit Modal Share	Non-auto Modal Share	VMT per Capita	Auto Ownership per Household
Mixed Use/ Good Transit	11.5%	41.9%	9.80	0.93
Remainder of Region	1.3%	12.7%	21.79	1.93

## What the Portland Metropolitan Region is Doing Smart Growth Saves Money



Source: U.S. Bureau of Labor Statistics, 2005.

## What the Portland Metropolitan Region is Doing Regional Transportation Plan

Goals for planning and investing in our transportation system

1. Foster Vibrant Communities and Efficient Urban Form
2. Sustain Economic Competitiveness and Prosperity
3. Expand Transportation Choices
4. Emphasize Effective and Efficient Management of the Transportation System
5. Enhance Safety and Security
6. Promote Environmental Stewardship
7. Enhance Human Health
8. Ensure Equity
9. Ensure Fiscal Stewardship
10. Deliver Accountability



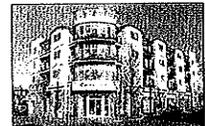
2035  
VISION STATEMENT

© 2005 METRO

## What the Portland Metropolitan Region is Doing Other Programs to Reduce Driving



Metro's Bike Theret map informs cyclists of the best routes around the region.



Under the Transit-Oriented Development (TOD) investment program, Metro purchases land located near bus and light-rail stations to create high-density, mixed-use developments.

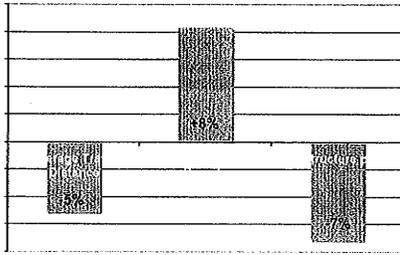
### Drive less. Save more.

Drive less. Save more. is a website providing travel options information and promoting efficient driving.

[CarpoolMatchNW.org](http://CarpoolMatchNW.org)  
LOG ON - MATCH UP - DRIVE OFF

CarpoolMatchNW.org is a free online service that matches commuters up with others who share the same routes.

**What the Portland Metropolitan Region is Doing  
Travel and Land Use Effects**

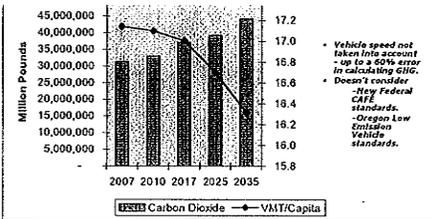


**What the Portland Metropolitan Region is Doing  
Reduced CO<sub>2</sub> Emissions**



- Shorter commutes in the region could prevent 97,746 metric tons of CO<sub>2</sub> from entering the atmosphere each year.
- Equal to planting Douglas Fir forests over 27% of the area inside the UGB.

**What the Portland Metropolitan Region is Doing  
Current Strategies and Tools  
May Not Be Adequate**



- Vehicle speed not taken into account - up to a 60% error in calculating GHG.
- Doesn't consider New Federal CAFE standards.
- Oregon Law Enforces Vehicle standards.

Source: Metro, 2035 Regional Transportation Plan, 2007.



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[www.oregonmetro.gov](http://www.oregonmetro.gov)



# 2035

**REGIONAL TRANSPORTATION PLAN**  
[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)

*A safe, reliable and efficient transportation system is critical to the economy of the Portland metropolitan region. Likewise, ensuring that people have a range of options for getting where they need to go is essential to support the vibrant neighborhoods and communities envisioned by the region's long-range growth management plan, the 2040 Growth Concept.*

**T**he Regional Transportation Plan (RTP) is a long-term blueprint to guide investments in the region's transportation system for all forms of travel – motor vehicle, transit, bicycle and pedestrian and the movement of freight and goods. The plan also addresses street design and the efficient management of the transportation system.

The RTP is updated every four years to comply with state and federal regulations and to address changing demographic, environmental, financial, travel and economic trends. The 2035 RTP is the first major update to the RTP since 2000. The update uses a new approach to evaluate and prioritize transportation investments on the basis of the outcomes they achieve – improved safety, improved air quality, congestion relief, reliable and efficient freight movement and affordable transportation choices. This outcomes-based approach frames the discussion around achieving results that residents of the region have identified as priorities, to keep this region a great place to live, work and play.

On December 13, 2007, the Metro Council and the Joint Policy Advisory Committee on Transportation (JPACT) approved the federal component of the 2035 RTP. In updating the federal component of the RTP, public agencies throughout the region identified more than \$16 billion in transportation needs. With only \$9.07 billion expected to be available, the gap between needs and resources is nearly \$7 billion. There is broad agreement among the region's decision makers and the public that we must get the most value from our existing transportation system as well as from any new projects. The state component will link investments in the transportation system more closely with desired land uses to support these efficiencies. The significant funding gap will also be addressed by Metro working collaboratively with state and local governments and the private sector to identify innovative and sustainable solutions to fund the investments that are most crucial to our region's success. When completed, the state component will be combined with the federal component to create a final RTP for review and approval in late fall 2009.



**FOR MORE INFORMATION** Visit [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)  
Send e-mail to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov) • Attend ongoing Metro advisory committee meetings





*“The thorniest issue is funding. In the last 30 years, investment in infrastructure has fallen nationally as well as in Oregon. Funding for infrastructure today is half of what it was in the 1960s. We must use what we have as efficiently as possible while working together to develop new funding sources.”*

*– Rex Burkholder,  
Metro Councilor and  
JPACT Chair*



## MAKING THE GREATEST PLACE – CHALLENGES AND OPPORTUNITIES

### Addressing growth, funding gaps and climate change

*Growth* trends indicate that a million more people will be living in the Portland-Vancouver metropolitan region 25 years from now. We will need new transportation investments to serve growing communities and businesses.

*Federal, state and local funding* for transportation is not keeping pace with current capital and maintenance needs to say nothing of needs that accompany growth. We need to develop stable funding solutions to fill the anticipated \$7 billion gap between capital projects needed and expected funding, and get the most value out of our existing transportation system.

*Climate change* poses a serious threat to Oregon’s economy and natural resources. Transportation activities are the second largest source of greenhouse gas emissions in Oregon. In 2007 the Oregon Legislature and Governor passed House Bill 3543, which commits the state to reducing greenhouse gas emissions by 2020 to 10 percent below 1990 levels, and by 2050 to 75 percent below 1990 levels. We must anticipate new regulations on greenhouse gas emissions within this RTP’s planning horizon.

### Making the Greatest Place

In collaboration with local governments and the private sector, the Metro Council is undertaking a comprehensive effort to more effectively implement the region’s long-range growth management plan – the 2040 Growth Concept. This effort is moving forward on four tracks:

- A major update to the RTP that reinforces the connection between land use and transportation goals
- Investments in public infrastructure that build great communities
- Designation of future urban and rural reserves to direct future growth
- Development of an outcomes-based framework for growth management decisions

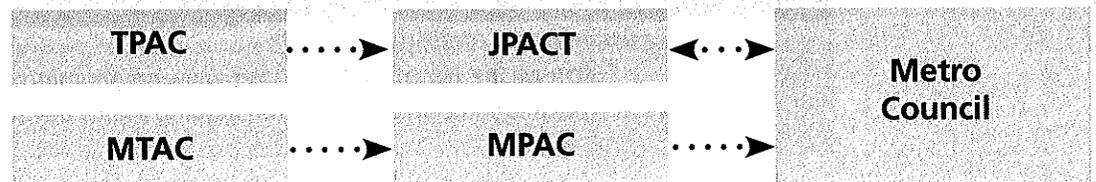
The RTP update, as a crucial track in this effort, offers an opportunity to create an innovative plan that is affordable and implements public priorities. The update to the state component will also link investments in the transportation system more closely with desired land uses and support the region’s economic and environmental goals. The work will be both challenging and exciting, requiring a new level of collaboration among the Metro Council, public and private sector leaders, community groups, businesses and residents of the region.

## DECISION-MAKING FRAMEWORK

The RTP update process relies on Metro’s role as the designated Metropolitan Planning Organization (MPO) for the Portland metropolitan region and an existing decision-making structure. As the MPO, Metro is charged with developing a long-range transportation plan in cooperation with representatives of local jurisdictions and agencies involved in regional transportation services and facilities.

The existing decision-making structure includes the Metro Council, two policy advisory committees – JPACT and the Metro Policy Advisory Committee (MPAC) – and two technical advisory committees – the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The arrows in the graphic below show how the technical advisory committees make recommendations to the policy advisory committees, and the policy advisory committees make recommendations directly to the Metro Council. The two-way arrow between JPACT and the Metro Council indicates that for final adoption of the RTP the Metro Council must approve the plan as recommended by JPACT. JPACT is a 17-member committee composed of elected officials from local jurisdictions and directors of regional transportation agencies.



## GOALS OF THE 2035 REGIONAL TRANSPORTATION PLAN

### Our vision for the system

**Goal 1:** Foster Vibrant Communities and Efficient Urban Form

**Goal 2:** Sustain Economic Competitiveness and Prosperity

**Goal 3:** Expand Transportation Choices

**Goal 4:** Emphasize Effective and Efficient Management of the Transportation System

**Goal 5:** Enhance Safety and Security

**Goal 6:** Promote Environmental Stewardship.

**Goal 7:** Enhance Human Health

### How we get there

**Goal 8:** Ensure Equity

**Goal 9:** Ensure Fiscal Stewardship

**Goal 10:** Deliver Accountability

## WORK PROGRAM

The work program has two parts: (1) the federal component of the RTP, and (2) the state component and final RTP. The federal component of the RTP focused on identifying a system that the region can afford. The state component will focus on determining what the region needs to address growth and achieve land-use goals and identify ways to pay for it.

### Federal component (June 2006 – March 2008)

#### Scoping (April – June 2006)

- Identify key issues
- Develop work program

#### 2040 research and policy development (June 2006 – March 2007)

- Research current transportation system
- Analyze demographic, land-use, environmental, financial trends
- Determine public priorities through opinion research and stakeholder workshops

### System development and policy analysis of federal component (March – September 2007)

- Update the policies and strategies
- Identify investments to best deliver desired outcomes and land uses within available resources.

### Public review and adoption process for federal component (October 2007 – March 2008)

- Review draft of 2035 RTP released for 30-day public comment period
- Hold public open houses and hearings
- Conduct air-quality analysis
- Consult federal regulatory agencies

### State component and final RTP

#### Performance measures, funding framework and scenarios development for state component (January – May 2008)

- Conduct additional research to refine policies and strategies
- Develop and refine performance measures

#### Scenarios analysis and policy refinements (June – November 2008)

- Evaluate transportation scenarios to look at the effect of different transportation policy choices on travel behavior and development patterns
- Refine RTP policy and performance measures
- Develop funding framework

#### System analysis and funding strategy development (December 2008 – May 2009)

- Analyze different investment packages with different funding levels
- Develop a long-term strategy for funding the RTP
- Develop a recommended package of transportation investments that is most likely to achieve desired outcomes
- Hold public “listening posts” around the region

#### Public review and adoption process for final 2035 RTP - state and federal components (September – December 2009)

- Release discussion draft of a final 2035 RTP for a 45-day public comment period, public listening posts and public hearings



## Metro

People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

### Metro Council

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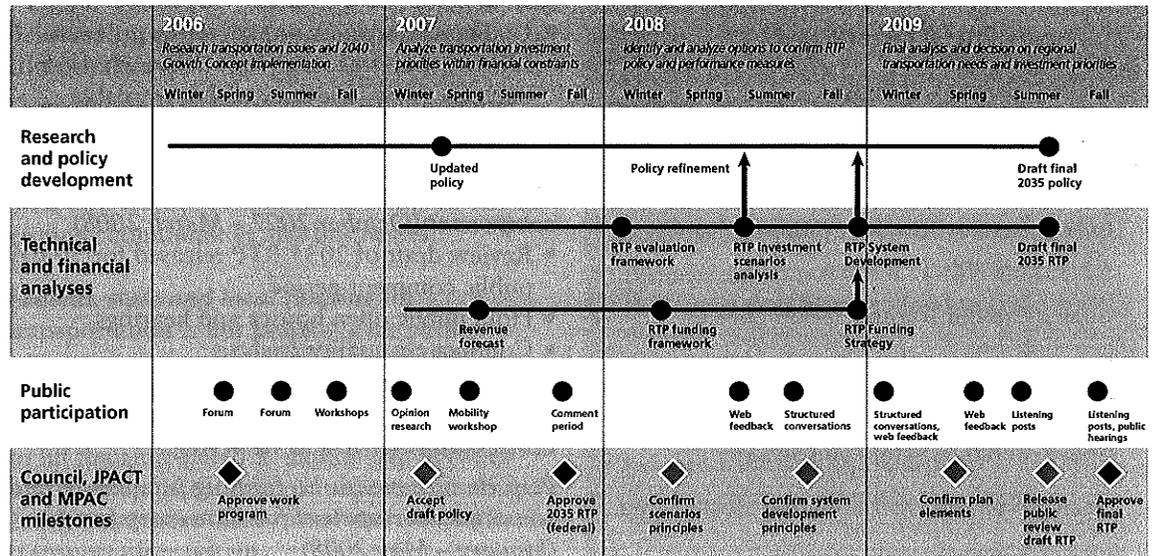
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May 2008

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## REGIONAL TRANSPORTATION PLAN UPDATE TIMELINE



## STAKEHOLDER ENGAGEMENT AND PUBLIC PARTICIPATION



Public input is essential to ensure that the RTP is balanced, affordable and implements priorities that are consistent with the values embodied in the 2040 Growth Concept. Key public participation events held during development of the federal component of the RTP include two regional forums, a series of stakeholder workshops, a scientific public opinion survey, a mobility workshop, and public open houses and hearings.

The stakeholder engagement and public participation plan for updating the state component and final RTP continues to emphasize collaboration with public and private sector leaders, community groups, businesses and residents of the region, and includes a strong educational component.

- Regular Metro Council and advisory committee meetings
- Informal web-based “pulse” surveys
- Monthly web-based status reports
- Quarterly e-news letters
- Structured conversations with business and community stakeholders
- Public “listening posts”
- Public hearings

## FOR MORE INFORMATION



Visit Metro's web site at [www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp).

To be added to the 2035 RTP update “interested parties” list, send e-mail to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov).

To discuss pending decisions, policies or other issues of concern, contact your elected Metro representative.

**DRAFT**

# "Road Map" for Making the Greatest Place, 2007 – 2011

WORK IN PROGRESS

**2007**

*Engage, Identify Tools and Prioritize Investments*  
**Focus:** centers, corridors and employment areas

**2008**

*Approve Methodology/Seek Agreements*  
**Focus:** urban and rural reserves

**2009**

*Apply/Evaluate*  
**Focus:** urban performance

**2010**

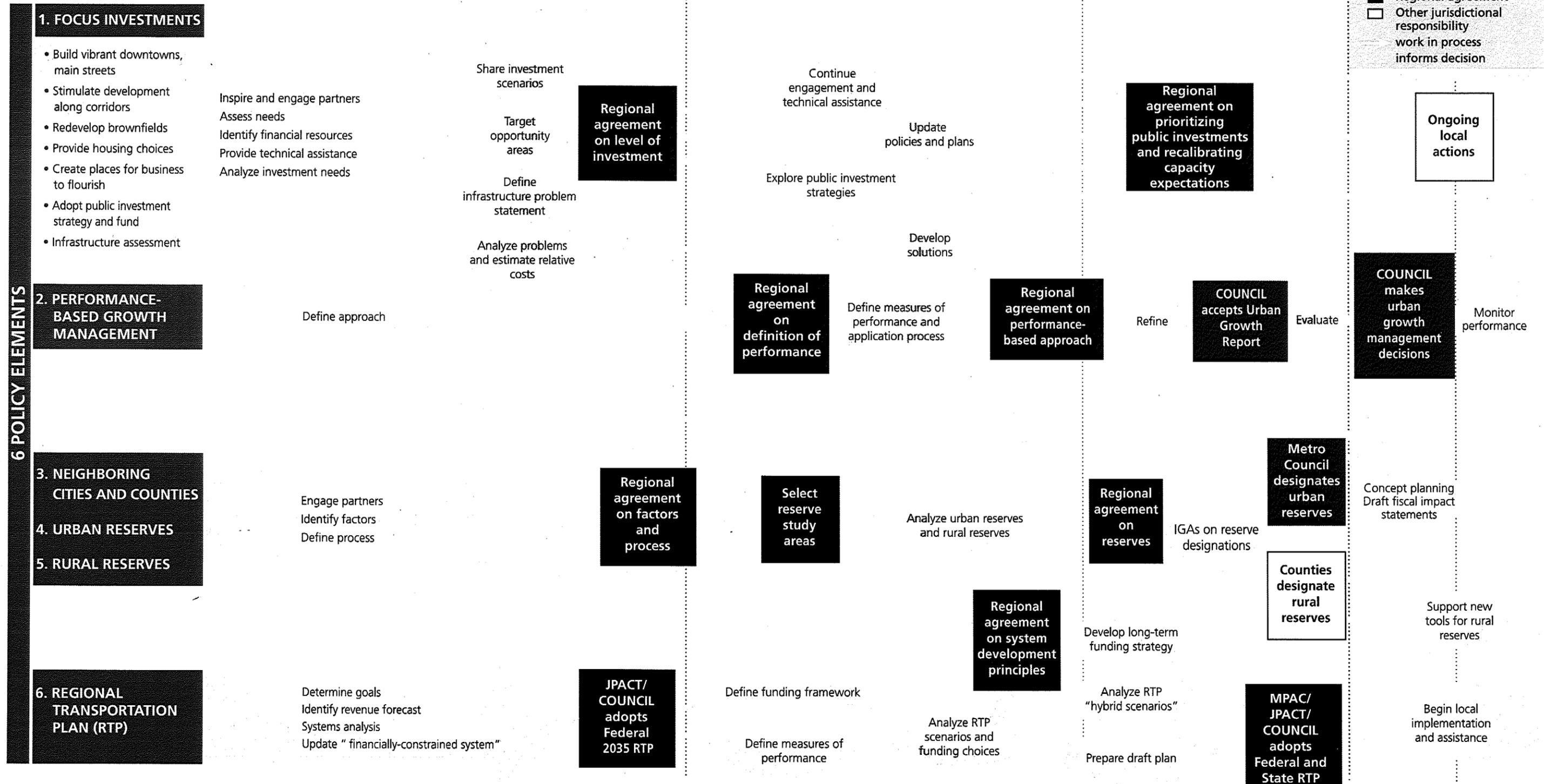
*Decisions*

**2011**

*Future*

WINTER      SPRING      SUMMER      FALL      WINTER      SPRING      SUMMER      FALL      SPRING      FALL

Metro Council decision  
 Regional agreement  
 Other jurisdictional responsibility  
 work in process  
 informs decision



Road Map is subject to change. 4/30/08