

Memo



Metro

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Date: January 10, 2019
To: Joint Policy Advisory Committee on Transportation (JPACT) and interested parties
From: Margi Bradway, Planning and Development Deputy Director
Kim Ellis, RTP Project Manager
Subject: Climate Smart Strategy and the 2018 Regional Transportation Plan

PURPOSE

Adopted by the Metro Council in December 2018, the 2018 Regional Transportation Plan is a key tool for the greater Portland region to implement the adopted Climate Smart Strategy. The purpose of this agenda item is to report on key Climate Smart Strategy implementation activities since 2014 and analysis conducted as part of the 2018 Regional Transportation Plan update that demonstrates the region is making satisfactory progress implementing the strategy.

METRO'S LEGISLATIVE MANDATE

Oregon has been a leader in addressing the global climate crisis, and Metro continues to support the state's strong commitment to reducing greenhouse gas (GHG) emissions. In HB 3543 (2007), the Oregon Legislature adopted statewide GHG reduction targets for all sectors. In HB 2001 (2009) and SB 1059 (2010), the Legislature directed the Land Conservation and Development Commission (LCDC) to adopt targets for reducing transportation-related GHG emissions in metropolitan areas consistent with the overall target from HB 3543. Those regional targets, first adopted in 2011, were updated in January 2017.

Metro was directed by HB 2001 and by LCDC rules to develop a plan for meeting its regional GHG reduction target in coordination with the Oregon Department of Transportation (ODOT). After a vigorous and collaborative regional process, this plan – known as the Climate Smart Strategy – was adopted by Metro with broad, unanimous regional support in 2014 and approved by LCDC in 2015.

IMPLEMENTING CLIMATE SMART STRATEGY

Since 2015, Metro and regional partners have actively worked to implement the Climate Smart Strategy. A list of Metro implementation activities follows.

- Expanded Community Planning and Development Grant program criteria and eligibility to include Climate Smart policies and actions in local plans (2015)
- Advocated for increased funding for transit operations, transportation investment, transition to cleaner, low-carbon fuels and more fuel-efficient vehicles, cap-and-invest program and other Climate Smart Strategy actions in legislative agendas (2015-ongoing)



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For more information, visit:
oregonmetro.gov/climatesmart

- Expanded Regional Travel Options Grant Program criteria and emphasis on climate smart investments and actions for FY 15-17 and FY 17-19 grant cycles (2015-17)
- Increased funding for effective Climate Smart investments, including optimizing built road capacity, bike and pedestrian safety retrofits, and new MAX and enhanced transit service through 2019-21 regional flexible fund allocation process (April 2017)
- Adopted new Regional Travel Options Strategy that further advances Climate Smart Strategy investments and related activities, including trip reduction services for commuters, vanpools and carpools, Safe Routes to Schools and tools to connect people to demand-responsive transit options (May 2018)
- Initiated activities to support regional efforts to secure needed funding to build planned transportation investments needed to serve our growing and changing region (2018)
- Adopted 2018 Regional Transportation Plan and supporting Regional Transit Strategy, Regional Transportation Safety Strategy, Regional Freight Strategy and Emerging Technology Strategy that further advance Climate Smart Strategy investments and related policies and actions to reduce greenhouse gas emissions from all vehicles (Dec. 2018)

CLIMATE SMART STRATEGY AND THE 2018 REGIONAL TRANSPORTATION PLAN

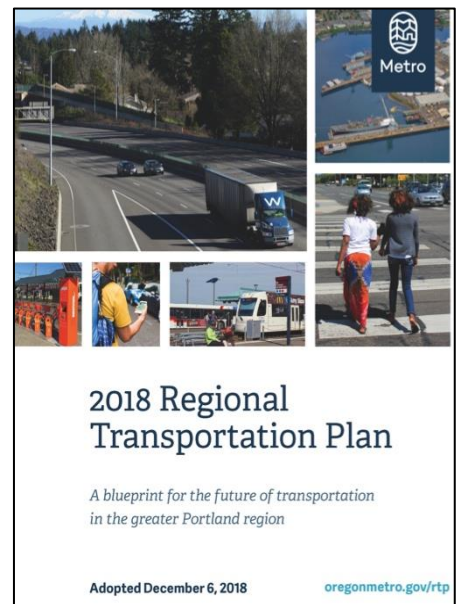
[Appendix J of the 2018 RTP](#) summarizes the projects and programs adopted in the region's Climate Smart Strategy and 2018 RTP and their relative greenhouse gas emissions reduction potential. The appendix also summarizes key findings from monitoring and analysis conducted through the 2018 RTP update.

Analysis of the 2018 Regional Transportation Plan found the plan's projects and programs makes satisfactory progress towards implementing the Climate Smart Strategy and, if fully funded and implemented by 2040, can reasonably be expected to meet the state-mandated targets for reducing per capita greenhouse gas emissions from passenger cars and small trucks (light-duty vehicles) for 2035 and 2040. By 2040, the plan, together with advancements in fleet and technology, is expected to reduce annual per capita greenhouse gas emissions from passenger cars and passenger trucks by 46 percent (compared to 2015 levels).

FUNDING TO ACHIEVE CLIMATE SMART OUTCOMES

Responsibility for implementation of the Climate Smart Strategy and the 2018 RTP does not rest solely with Metro. While the region is on the right track, continued partnerships, collaboration and increased funding from all levels of government will be essential. While the plan creates a path for greenhouse gas emissions reduction, the findings also demonstrate that more investment, actions and resources will be needed to ensure the region achieves the mandated greenhouse gas emissions reductions. This will require a continued commitment in the region to fully fund the projects and programs in the 2018 RTP.

The Climate Smart Strategy also demonstrated that investment in those projects and programs with the greatest potential to reduce greenhouse gas emissions should be a priority. This means that funding of individual projects and programs in the 2018 RTP should be prioritized with an understanding of their potential to move the region toward its climate goals.



For more information on the 2018 RTP, visit: oregonmetro.gov/rtp