

Growth Management, Air Quality & Transportation Planning

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Presentation Outline

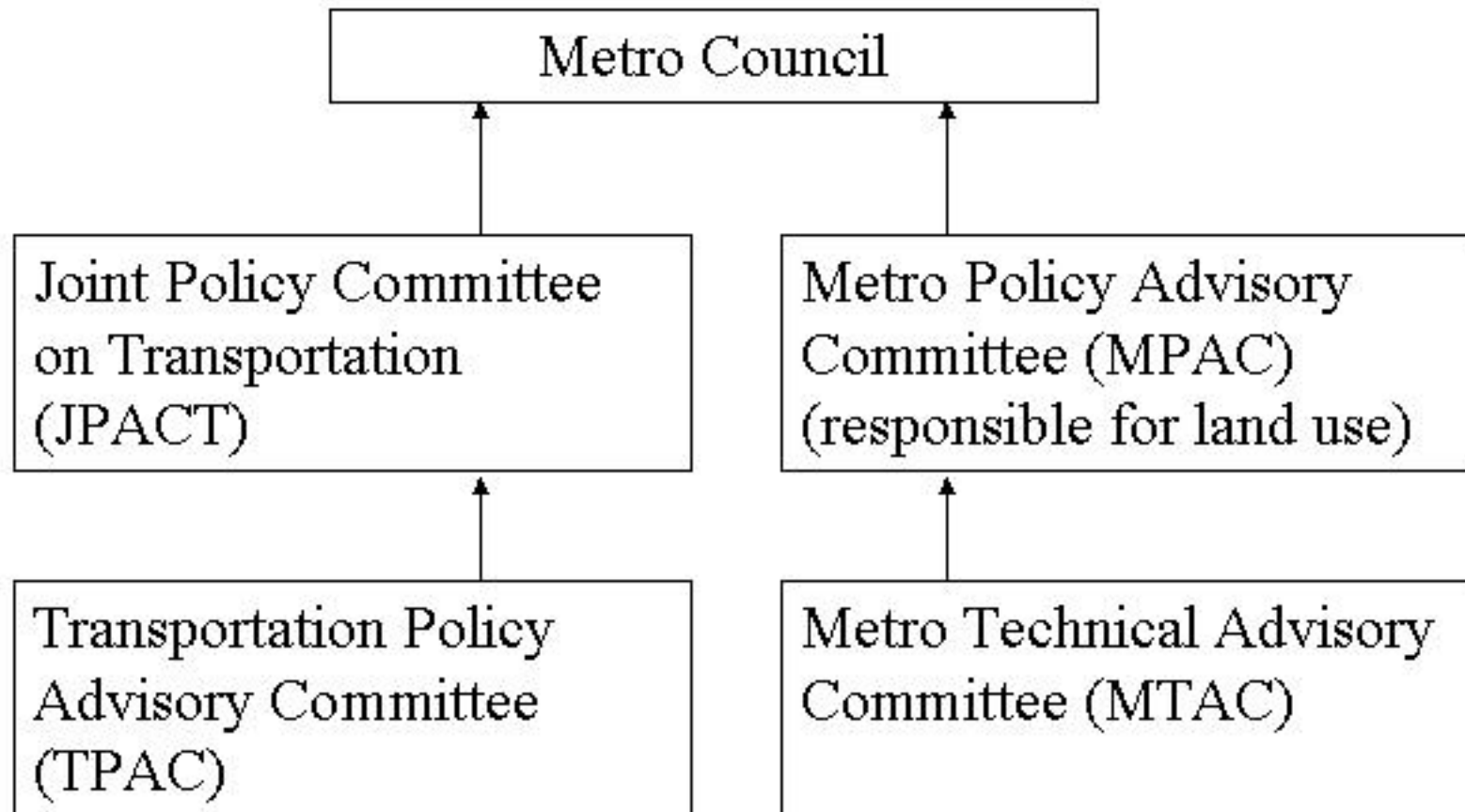
- ↑ History of Oregon's land use planning requirements
- ↑ Portland's regional government
- ↑ Land use criteria
- ↑ Transportation plans
- ↑ Air quality plans
- ↑ Transportation conformity



Oregon's Land Use Planning Requirements

- **1973** Senate Bill 100 was approved and signed by Governor McCall. SB 100 created the Land Conservation and Development Commission (LCDC) and the Department of Land Conservation and Development (DLCD).
- **1977** State Legislature approved creation of the Metropolitan Service District, then referred it to the voters.
- **1979** Portland-area voters created Metro, the first U.S. elective metropolitan council, responsible for urban planning.

Metro Structure

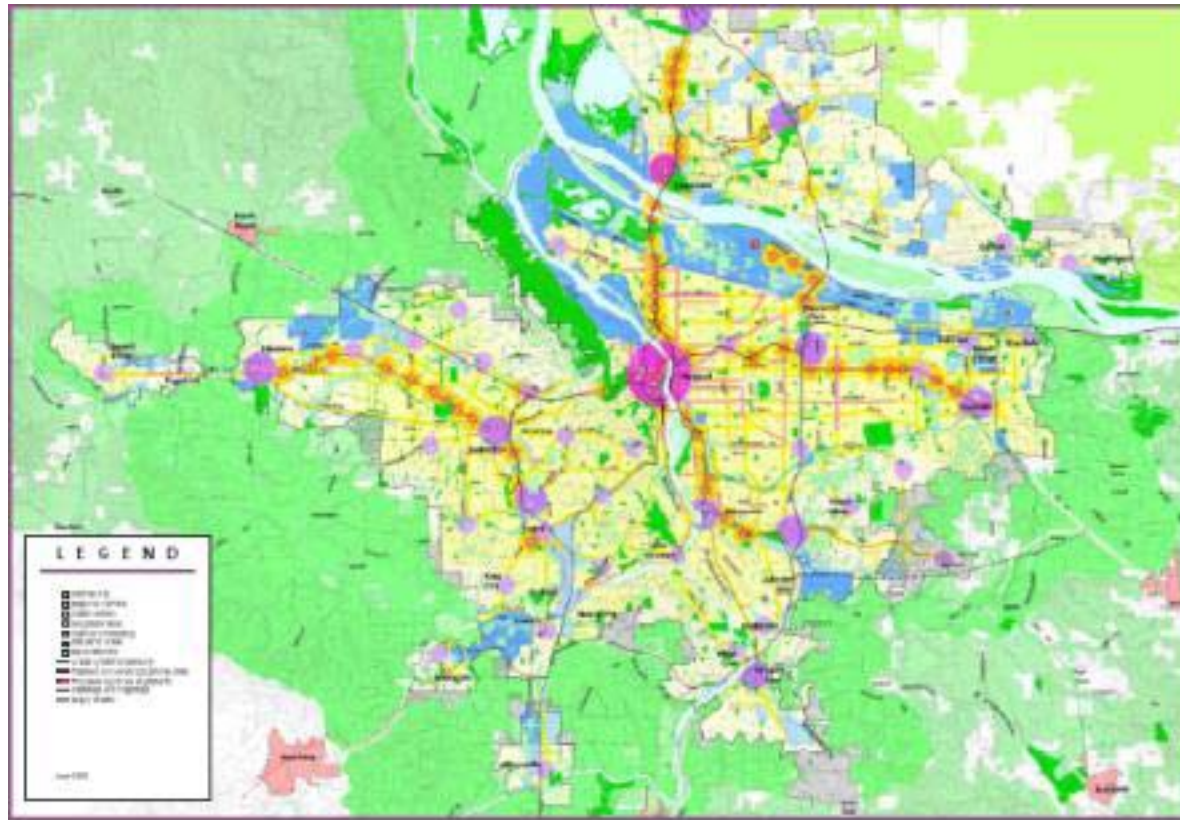


Growth Management Strategies

1992-1994, Metro tested four scenarios for how the region could grow. Each option was analyzed for effects on:

- land consumption
- travel times and distances
- open spaces and air quality
- various urban landscapes





Metro “2040 Growth Concept”

the Recommended Alternative -- a balanced mix of infill and new urban reserves, adopted as the “2040 Growth Concept” by the Metro Council

Land-Use Decision Guidelines:

- increase density in cities, create business centers on “main streets” and on major transit routes
- protect natural areas, parks, streams and farmland both inside and outside the urban growth boundary
- **promote a transportation system that includes bicycling, walking, mass transit, cars & freight**
- work with neighboring cities just outside the region to keep the separation between communities
- promote diverse housing options for all residents of the region



Metro's Regional Transportation Plan (RTP)

- is a 20-year blueprint linking transportation and land-use policies. The plan, updated every three years, includes regional goals and guidelines for pedestrian access, bicycles, transit, light rail, freight and roadways.



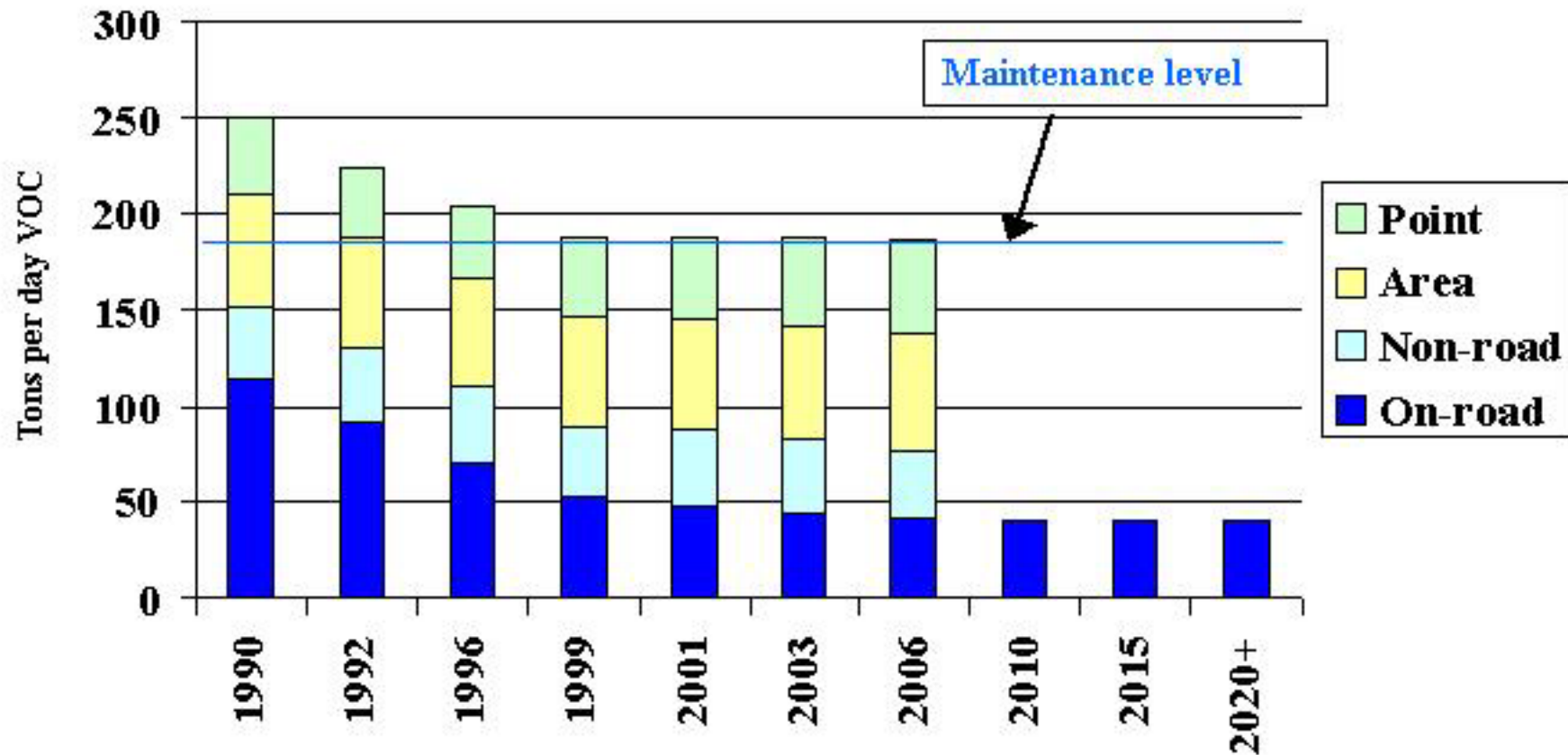
Portland's Air Quality State Implementation Plan (SIP) incorporates growth management, air quality, & transportation planning by:



- Projecting future air quality limitations
- Balancing growth with emission reduction strategies
- Establishing mobile source emissions budgets, based on Regional Transportation Plan
- Identifying transportation control measures (TCM's)
- Allowing TCM substitutions

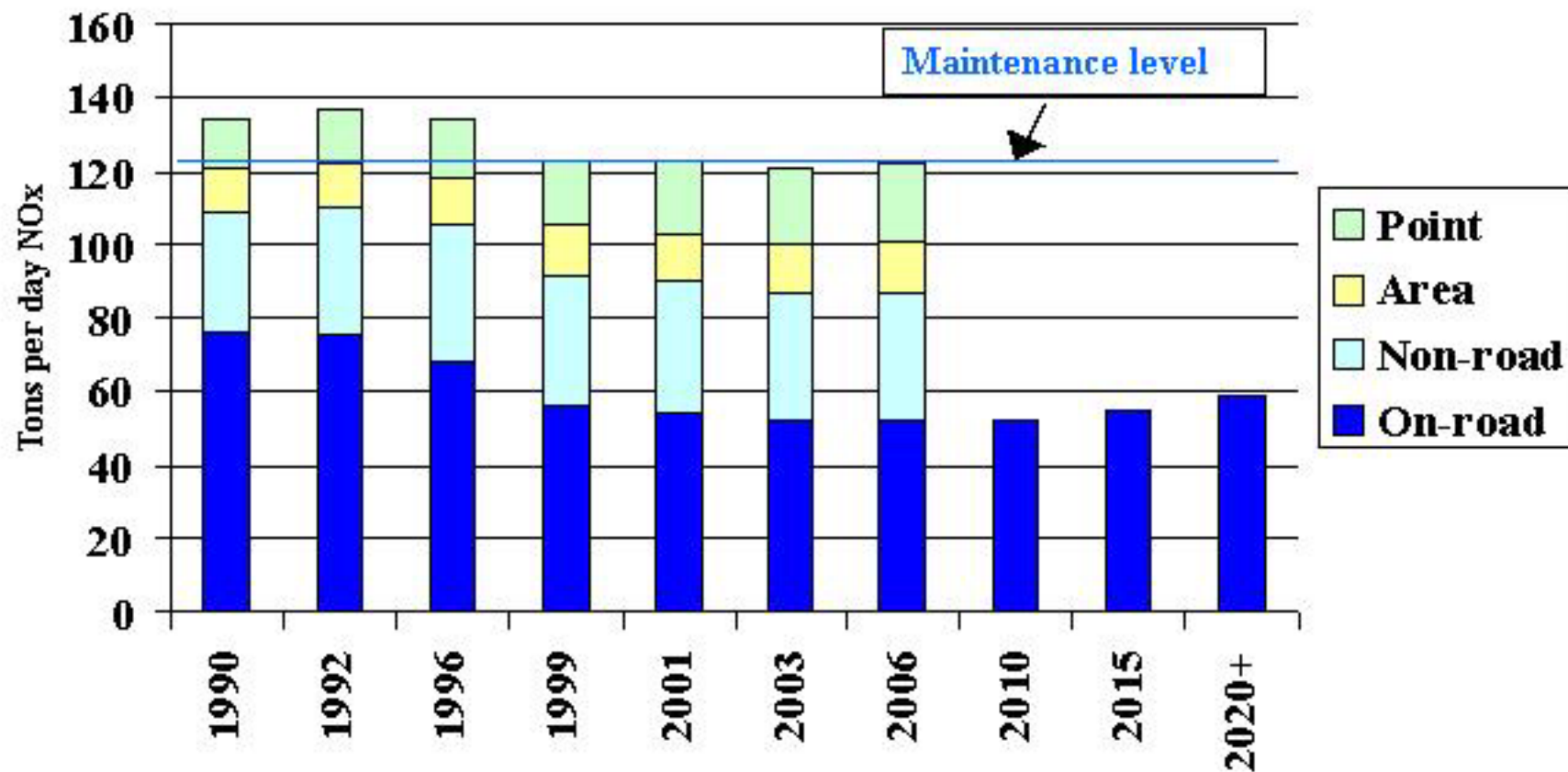
Contribution of Mobile Sources to Total Portland Emissions

VOC

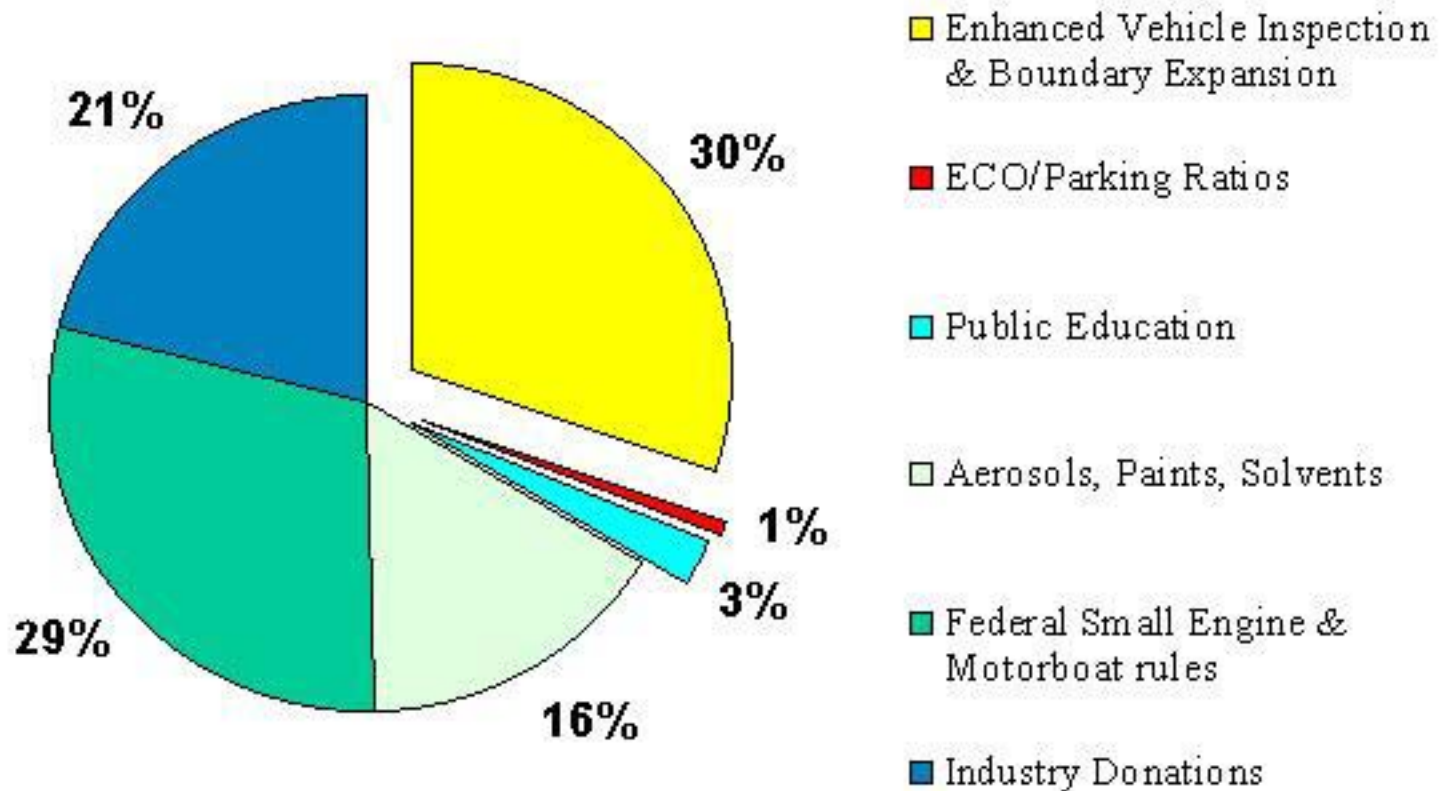


Contribution of Mobile Sources to Total Portland Emissions

NO_x



Where the Emission Reductions Come From



Projected 2006 VOC

Transportation Conformity Rule Function

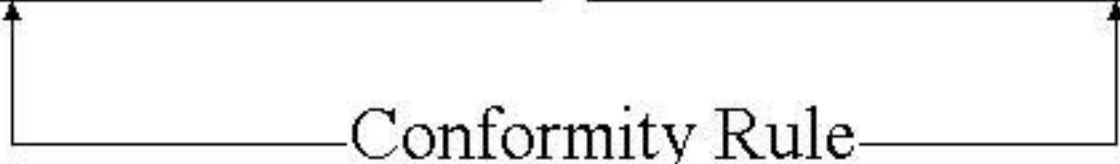
State Implementation Plan

- Allocates emissions to source categories
- Establishes mobile source emissions budget
- Identifies transportation control measures

Regional Transportation Plan & Transportation Improvement Program

- Identifies and implements regional transportation system
- Includes transportation control measures
- Identifies projected air emissions

Conformity Rule



Portland Air Quality Plan

Transportation Control Measures (TCM's)



- Metro land use requirements --
2040 growth concept, urban
growth boundary & parking ratios
- Transit, bike, pedestrian
improvements
- DEQ regulatory programs --
Employee Commute Options

Portland Air Quality Plan Defines TCM Substitution Process

- Substitute must achieve equivalent emission reductions
- Occurs through consultation with TPAC/JPACT
- Requires public notice, Oregon Environmental Quality Commission approval, & EPA concurrence (but is not a SIP revision)



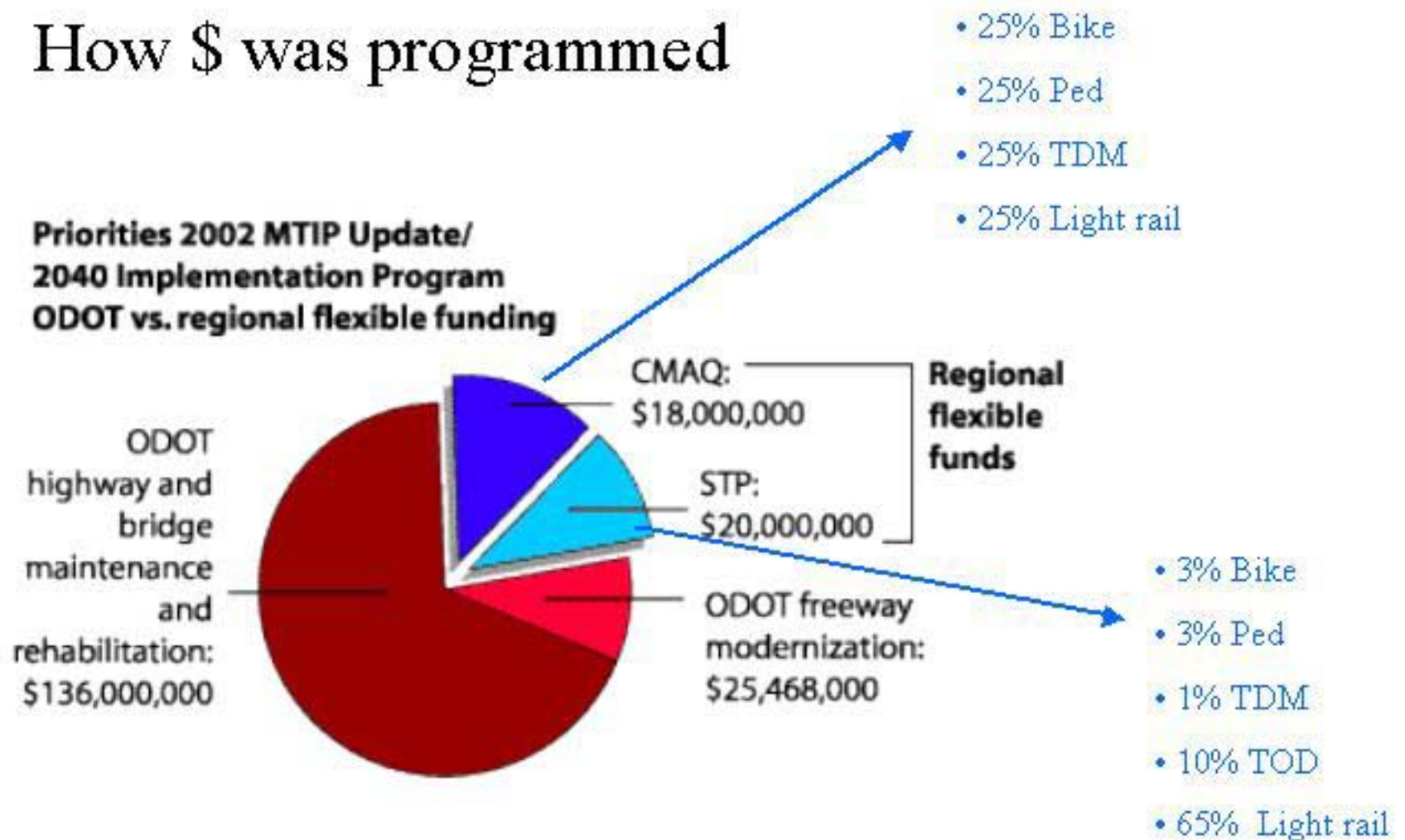
Metro Transportation Improvement Program (TIP) Allocation Criteria



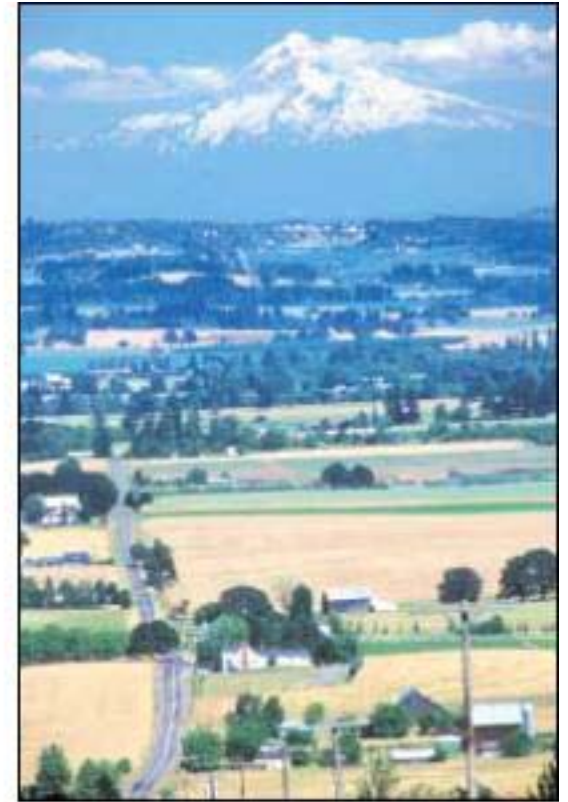
- Multi-modal project mix
- Geographic equity
- Support 2040 objectives
- **Meets air quality test**

Portland's Current TIP

- How \$ was programmed



“The interests of Oregon for today and in the future must be protected from grasping wastrels of the land. We must respect another truism: that unlimited and unregulated growth leads inexorably to a lowered quality of life.”



From Governor McCall's opening address to the 1973 Oregon Legislative Assembly,

January 8, 1973.