MEETING: WCCC Transportation Advisory Committee
DATE: Thursday October 30, 2014
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Library Cathy Stanton Conference Room
12375 SW 5th St., Beaverton

AGENDA

1. Welcome and Introductions

2. Climate Smart Communities
   * Purpose: Discuss priority actions moving forward for recommendation at the regional level and potential implication at the local level.
   * Presenters: Chris Meyer, Metro

3. MSTIP Opportunity Fund Request
   * Purpose: Presentations by applicants seeking MSTIP Opportunity Fund as match for the 2015-2017 Regional Travel Options funding cycle.
   * Presenters: City of Tigard and Westside Transportation Alliance

4. Transportation Finance Strategies
   * Purpose: Review recent efforts to coordinate reasonably consistent practices for developing transportation finance strategies for new growth areas in Washington County.
   * Presenters: Steve Szigethy, Washington County

5. MSTIP Updates and Next Steps
   * Purpose: Review of MSTIP successes, parameters and next steps.
   * Presenters: Dyami Valentine, Washington County

6. Other Business and Agency Updates
   * TPAC Agenda
   * WCCC Agenda
   * Area Commission Transportation Task Force

* Material included in packet.
# Material will be distributed at the meeting.
^ Material available electronically and/or distributed in advance of the meeting.

Agenda Parking Lot
National ITS Corridor Designation

WCC TRANSPORTATION ADVISORY COMMITTEE
2014 MEETING SCHEDULE
1:30 – 3:00 PM
Thursday, November 20 – Beaverton Library / Cathy Stanton Conference Room
December – No meeting

For agenda and schedule information, call Dyami Valentine at 503.846.3821
email: dyami_valentine@co.washington.or.us
DATE: October 23, 2014
TO: TPAC members and alternates, and interested parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project: TPAC feedback on draft materials

REQUEST FOR INPUT TPAC
At the October 31, 2014 meeting, TPAC will be asked to provide feedback on:

- Ordinance No. 14-1346 and staff report
- Exhibit B - Draft Regional Framework Plan Amendments
- Exhibit D - Draft Performance Monitoring Approach
- Draft Short List of Climate Smart Actions for 2015 and 2016
- Draft Options for Demonstrating Region’s Commitment to Implementation

BACKGROUND
The Climate Smart Communities Scenarios Project responds to a mandate from the 2009 Oregon Legislature to develop and implement a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

After a four-year collaborative process informed by research, analysis, community engagement and discussion, a draft Climate Smart Strategy and implementation recommendations were released for public review from Sept. 15 to Oct. 30, 2014.

As unanimously recommended for study by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) on May 30, the draft strategy achieves a 29 percent per capita greenhouse gas emissions reduction and supports local and regional plans and visions that have already been adopted by communities and the region. The strategy, if implemented, will deliver significant public health, environmental and economic benefits to households and businesses in the region.
Update on 45-day public comment period and Metro Council and advisory committee discussions

The draft Climate Smart Strategy and implementation recommendations were released for public review from Sept. 15 to Oct. 30, 2014. In addition, Metro launched an on-line survey at makeagreatplace.org. The materials are posted on the project website at oregonmetro.gov/draftapproach and include:

- **Key Results** (an overview of the analysis of the draft approach, expected benefits and estimated costs)
- **Draft Climate Smart Strategy** (an overview of the draft approach)
- **Draft Implementation Recommendations** (policy, actions and monitoring recommendations organized in three parts)
  1. Draft Regional Framework Plan (RFP) Amendments
  2. Draft Toolbox of Possible Actions (2015-20)
  3. Draft Performance Monitoring Approach

On Oct. 7, the Metro Council discussed the toolbox and expressed overall support for the range of immediate and near-term actions identified for Metro and noted that advocating for increased funding to implement adopted local and regional plans and state actions needed to realize fleet and technology assumptions included in the draft strategy will be critical to success.

On Oct. 9, JPACT discussed the Draft RFP amendments and principles identified by TPAC for defining the draft short list of toolbox actions. On Oct. 9, a technical work group of TPAC and Metro Technical Advisory Committee (MTAC) members met to begin defining a short list of priority toolbox actions for the region to work on together in 2015 and 2016. On Oct. 15, the MTAC discussed the Draft RFP amendments and a draft short list of toolbox actions for MPAC and JPACT to discuss at their joint meeting on Nov. 7. On Oct. 22, MPAC discussed the Draft Metro Council Ordinance and RFP amendments. A summary of comments provided by the technical and policy advisory committees is provided for reference.

**Draft Regional Framework Plan Amendments**

JPACT, MTAC and MPAC members provided the following comments on the draft RFP amendments:

**Chapter 1 - Land Use**
- Page 2, Objective 1.1.4 – revise to read “*Incentivize and* encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets.”
- Page 3, Objective 1.10.1(c)(iii) – revise to read, “*Provides access to neighborhood and community parks, schools, trails and walkways, and other recreation and cultural areas and facilities.*”

**Chapter 2 - Transportation**
- Simplify Chapter 2 amendments to mirror level of detail in existing Chapter 2 policies:
  - Page 8, Objective 11.1 - Delete last bullet given it overlaps with the goal statement
Page 3
October 23, 2014
Memo to TPAC members and alternates, and interested parties
Climate Smart Communities Scenarios Project: TPAC feedback on materials

- Page 8, Objective 11.1 - Delete reference to “regional plans and functional plans adopted by the Metro Council for local governments” because this is already defined in Chapter 8 (Implementation) of the RFP.
- Page 9, Objective 11.2 – delete bullet with reference to the Oregon Modeling Steering Committee because this seems to be unnecessary detail
- Page 9, Objective 11.3 – add reference to Toolbox of Possible Actions in objective statement and delete sub-bullets listing examples of possible actions because the actions are voluntary and could appear to be de facto priorities or criteria for funding eligibility
- Page 9, Objective 11.3 – retain but shorten the list of example actions and revise the language to read, "Encourage local, state and federal governments and special districts to take actions recommended in the regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including..."
- Page 9, Objective 11.3 – add reference to safe routes to schools programs to list of possible actions

• Page 8, Objective 11.1 - Add reference to alternative fuel vehicles and fueling stations as part of supporting Oregon’s transition to cleaner, low carbon fuels and more fuel efficient vehicle technologies
• Policy language should be more direct and aspirational about linkages between the policies that reduce greenhouse gas emissions and Metro funding, such as the Community Development Grant Program.

Draft Short list of toolbox actions for 2015 and 2016
Building on existing local, regional and statewide priorities, the Toolbox of Possible Actions is a comprehensive menu of more than 200 policy, program and funding actions that can be tailored to best support local, regional and state plans and visions. Local government partners and other stakeholders have raised questions around what priority actions the region should work on together starting in 2015 given the voluntary nature of the toolbox and the significant number of actions that could be taken. While many actions are already being implemented to varying degrees across the region and at the state level, the toolbox identifies new actions the state, Metro, local governments and special districts can take to help implement the draft approach. Immediate (2015-16) and near-term (2017-20) identified in the public review draft toolbox include:

• Advocating for state legislative changes related to the Oregon Clean Fuels program, brownfield redevelopment, local housing policies and programs and transportation funding;
• Adopting policy and program changes at the state, regional and local levels to align policies and investments with community visions, focus growth in designated areas, improve safety for all modes and all users of the transportation system, and incorporate greenhouse gas emissions reduction in planning and funding decisions;
• Building a diverse transportation funding coalition that includes elected officials and community and business leaders at local, regional and state levels working together to secure adequate transportation funding for all modes and all users of the transportation system;
• **Expanding funding available to low carbon travel options and programs**, including transit, intelligent transportation systems (ITS), travel information and incentives and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs; and

• **Expanding technical assistance and best practices** provided to local governments and other business and community partners to support implementation of the strategy;

• Increasing the **public and private alternative fuel vehicle (AFV) fleet and charging/fueling infrastructure**; and

• Further developing **appropriate tools and methods to support greenhouse gas emissions reduction planning and monitoring**.

On Oct. 15, MTAC members provided the following comments on a draft short list of priority actions:

• Action 1 (state legislative changes) – revise action to narrow focus on state actions related to the fleet and technology assumptions included in the draft Climate Smart Strategy given the significant greenhouse gas emissions reduction expected (and taken credit for in the draft strategy).
  o Funding is already captured in Action 2.
  o Typically, the state legislative agenda priorities adopted by JPACT and the Metro Council focus on transportation funding.
  o The other topics are important but less central to reducing greenhouse gas emissions and should be left to Metro, individual local governments and others to determine whether they are priorities for their respective 2015 state legislative agendas.

• Action 2 (transportation funding) – revise action to reference “advocating for increased funding” as part of a coalition given that the Oregon Transportation Forum and the JPACT finance subcommittee are already working on securing adequate transportation funding. This is also a key action for implementation.

• Action 3 (local projects) – revise action to clarify the intent is to seek opportunities to implement local projects that integrate the most effective greenhouse gas emissions reduction strategies to show locally tailored approaches that go beyond what the region is currently doing; ensure community-based transit service improvements can be an element of a project.

An updated draft is attached for TPAC’s review and discussion on Oct. 31 that reflects input provided by MTAC. The updated draft re-orders action 1 and 2 and further simplifies action 3.

**Options for demonstrating the region’s commitment to implement the Climate Smart Strategy**

Local government partners and other stakeholders have raised questions around how the region can best demonstrate to the Land Conservation and Development Commission a shared commitment to implement the draft approach and priority actions given that the toolbox reflects a menu of actions that can be locally tailored to best support local, regional and state plans and visions. Ideas raised to date have included:

• A signed **regional compact** that outlines, at a broad level, what the region agrees to work on together starting in 2015 and how to monitor progress;

• Adoption of the **Metro Council Ordinance** that outlines, at a broad level, what the region agrees to work on together starting in 2015 and how to monitor progress;
• Adoption of **local resolutions or other means** to signal a commitment to work together and implement priority actions; and

• Submittal of **letters of support** from responsible agencies, coordinating committees, city councils, county boards and other decision-making bodies indicating a shared commitment to implement their priority actions.

MTAC provided the following comments on demonstrating the region’s commitment to implement the Climate Smart Strategy:

• Keep it simple, and rely on MPAC and JPACT’s recommendation to the Metro Council on adoption of the strategy and implementation recommendations, the three priority actions for 2015 and 2016, and the Metro Council Ordinance as the primary vehicles for demonstrating commitment. This is consistent with how the region demonstrates its commitment to implement the Regional Transportation Plan, for example.

• Local governments and others could choose to provide Metro with letters of support or commitment that identify actions they are already taking or will seek opportunities to take in the near-term. The letters could then be submitted to the Land Conservation and Development Commission along with the final adoption action and decision record in 2015.

In addition to the comments provided by JPACT and MTAC members, more than 1,800 individuals have responded to the on-line survey or submitted comments on the draft materials. Staff is reviewing all of the comments received to date to identify potential refinements to the adoption package. A preliminary summary of comments received and potential refinements will be provided at the Oct. 31 meeting.

**WHAT’S NEXT?**

The Metro Council will hold a public hearing on Oct. 30. On November 19 and 21, MTAC and TPAC will be asked to make a recommendation to MPAC and JPACT at their respective meetings. MPAC and JPACT will make final recommendations to the Metro Council on adoption of the draft Climate Smart Strategy and implementation recommendations on Dec. 10 and 11, respectively. The Metro Council will hold a second public hearing and consider the MPAC and JPACT recommendations on Dec. 18, 2014.

**Attachments**

• 2014 Decision Milestones *(Oct. 10, 2014)*

• Ordinance No. 14-1346
  o Exhibit A – Draft Climate Smart Communities Strategy *(Sept. 15, 2014)*
  o Exhibit B – Draft Regional Framework Plan Amendments *(Sept. 15, 2014)*
  o Exhibit C – Draft Toolbox of Possible Actions *(Sept. 15, 2014)*
  o Exhibit D – Draft Performance Monitoring Approach *(Sept. 15, 2014)*
  o Exhibit E – Summary of Recommended Changes placeholder *(under development)*
  o Exhibit F – Findings of Fact and Conclusions of Law placeholder *(under development)*

• Staff report to Ordinance No. 14-1346 *(Oct. 20, 2014)*
  o Attachment 1 – TPAC/MTAC recommended inputs to reflect May 30 MPAC/JPACT Draft Approach *(June 20, 2014)*
  o Attachment 2 – Key Results *(Sept. 12, 2014)*
  o Attachment 3 – Public Engagement Report placeholder *(under development)*

• Draft Short List of Climate Smart Actions For 2015 and 2016 *(Oct. 23, 2014)*
2014 DECISION MILESTONES

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Event Description</th>
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<tr>
<td>2.</td>
<td>Release Draft Approach for 45-day public comment period</td>
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<tr>
<td>3.</td>
<td>Seek Council adoption of recommended preferred approach</td>
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EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

**Milestone 1**
*Council direction on draft approach to test*

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<tr>
<th>Event Date</th>
<th>Event Details</th>
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| Jan. - Feb. | Metro Council, MPAC and JPACT confirm process & policy areas to discuss in 2014  
Conduct interviews with community and business leaders and elected officials |
| Feb. – March | MPAC and JPACT discuss background information on policy areas  
Launch public opinion research (telephone survey) and on-line public comment tool  
Convene discussion groups to gather input on strategies to include in draft approach  
MTAC and TPAC help frame policy choices for MPAC and JPACT discussion |
| April 11 | Joint MPAC/JPACT meeting to discuss policy choices |
| April | Public engagement report prepared for policy advisory committees and Metro Council  
MTAC and TPAC provide input on elements of draft approach and make recommendation to MPAC and JPACT |
| May 30 | Joint MPAC/JPACT meeting to recommend draft approach to test |
| June 19 | Council direction on draft approach to test |

**Milestone 2**
*Release draft approach and implementation recommendations for 45-day public comment period*

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<th>Event Date</th>
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| June – Sept. | Staff evaluates draft preferred approach and develops implementation recommendations  
MTAC and TPAC provide input on draft approach evaluation results, estimated costs and implementation recommendations  
Brief local officials on draft approach and upcoming adoption process through quarterly updates and other means |
<p>| Week of Aug. 25 | Public notice published on upcoming public comment period |
| Sept. 15, 2014 | Release draft approach and implementation recommendations for 45-day public comment period |</p>
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<tr>
<th>Milestone 3</th>
<th>Seek Council adoption of recommended preferred approach</th>
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<tr>
<td>Sept. – Nov.</td>
<td>Brief local officials, TriMet, the Port of Portland and ODOT through county-level coordinating committee meetings, quarterly updates, and other means</td>
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<td>Sept. 10 and 11</td>
<td>MPAC and JPACT discussion on draft approach results, implementation recommendations and topics for future policy discussion</td>
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<td>Sept. 17</td>
<td>MTAC update on update on public review materials and next steps for defining priority toolbox actions and options to demonstrate region’s commitment to implementation</td>
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<td>Sept. 26</td>
<td>TPAC update on public review materials and begin discussion to prioritize toolbox actions and define options to demonstrate region’s commitment to implementation</td>
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<td>Oct. 7</td>
<td>Council discussion on draft approach and implementation recommendations, including actions Metro can take to implement draft approach</td>
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<td>Oct. 8</td>
<td>MPAC update on public review materials and next steps for short list of toolbox actions and demonstrating region’s commitment to implementation (as part of Counselor communications)</td>
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<td>Oct. 9</td>
<td>JPACT update on public review materials and next steps for short list of toolbox actions and demonstrating region’s commitment to implementation Climate Smart Communities technical work group discussion on short list of toolbox actions and demonstrating region’s commitment to implementation</td>
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<td>Oct. 15</td>
<td>MTAC discussion on Regional Framework Plan amendments, performance monitoring, short list of toolbox actions and demonstrating region’s commitment to implementation</td>
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<td>Oct. 22</td>
<td>MPAC discussion on Regional Framework Plan amendments and next steps for short list of toolbox actions and demonstrating region’s commitment to implementation</td>
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<tr>
<td>Oct. 30</td>
<td>Public hearing (also first reading and initial evidentiary hearing)</td>
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<td>Oct. 31</td>
<td>TPAC discussion on public comments, Regional Framework Plan amendments, performance monitoring, short list of toolbox actions, demonstrating region’s commitment to implementation and draft legislation on adoption of preferred approach</td>
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<td>Nov. 5</td>
<td>MTAC discussion on public comments, performance monitoring and draft legislation on adoption of preferred approach</td>
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<td>Nov. 6</td>
<td>Council discussion on public comments and prep for 11/7 MPAC/JPACT meeting</td>
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<td>Nov. 7</td>
<td>MPAC/JPACT joint meeting to discuss public comments and begin shaping recommendation to Council</td>
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<td>Nov. 12</td>
<td>MPAC discussion on public comments, potential refinements &amp; recommendation to Council</td>
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<tr>
<td>Nov. 13</td>
<td>JPACT discussion on public comments, potential refinements &amp; recommendation to Council</td>
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<td>Nov. 19</td>
<td>MTAC makes recommendation to MPAC on adoption of the preferred approach</td>
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<tr>
<td>Nov. 21</td>
<td>TPAC makes recommendation to JPAC on adoption of the preferred approach</td>
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<tr>
<td>Dec. 9</td>
<td>Council discussion of potential refinements being considered by MPAC &amp; JPACT</td>
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<tr>
<td>Dec. 10</td>
<td>MPAC recommendation to the Metro Council on adoption of the preferred approach</td>
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<td>Dec. 11</td>
<td>JPACT recommendation to the Metro Council on adoption of the preferred approach</td>
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<td><strong>Dec. 18, 2014</strong></td>
<td><strong>Seek Metro Council adoption of recommended preferred approach</strong> (2nd hearing and action)**</td>
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BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A)
PREFERRED CLIMATE SMART)
COMMUNITIES STRATEGY AND AMENDING)
THE REGIONAL FRAMEWORK PLAN TO)
COMPLY WITH STATE LAW)
ORDINANCE NO. 14-1346

Introduced by Chief Operating Officer
Martha Bennett in concurrence with
Council President Tom Hughes

WHEREAS, the State of Oregon’s 2007 greenhouse gas emissions reductions goals direct Oregon
to stop increases in greenhouse gas emissions by 2010, reduce emissions to at least 10 percent below
1990 levels by 2020, and reduce emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, Oregon Legislature passed House Bill 2001, also known as the Jobs and
Transportation Act (“JTA”), in 2009; and

WHEREAS, Section 37 of the JTA requires Metro in the Portland metropolitan region to prepare
and cooperatively select a preferred land use and transportation scenario for achieving greenhouse gas
emission reductions from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less
(light vehicles); and

WHEREAS, the Metro Council, with the advice and support of the Metro Policy Advisory
Committee (“MPAC”) and the Joint Policy Advisory Committee on Transportation (“JPACT”), adopted
the 2035 Regional Transportation Plan (“RTP”) in 2010 and directed staff to conduct greenhouse gas
scenario planning; and

WHEREAS, on December 16, 2010, the Metro Council, with the advice and support of MPAC,
established six desired outcomes to reflect the region's desire to develop vibrant, prosperous and
sustainable communities with safe and reliable transportation choices that minimize greenhouse gas
emissions and equitably distribute the benefits and costs of growth and change in the region; and

WHEREAS, in 2011, the Land Conservation and Development Commission (“LCDC”) adopted
Oregon Administrative Rules (“OARs”) 660-044-0000 to -0060, which included per capita greenhouse
gas emissions reduction targets for each of Oregon’s six metropolitan areas, including the Portland
metropolitan region, to help meet statewide goals to reduce greenhouse gas emissions to 75 percent below
1990 levels by the year 2050; and

WHEREAS, the LCDC adopted target calls for the Portland metropolitan region to reduce per
capita roadway greenhouse gas emissions from light duty vehicles by 20 percent below 2005 levels by
2035; and

WHEREAS, the target reduction is in addition to significantly greater reductions anticipated to
occur from state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-
efficient vehicle technologies, including electric and alternative fuel vehicles; and

WHEREAS, in 2012, the LCDC amended OAR 660-044-0040 to direct Metro to evaluate a
reference case that reflects implementation of existing adopted comprehensive and transportation plans
and at least two alternative land use and transportation scenarios that accommodate planned growth while
achieving a reduction in greenhouse gas emissions from light vehicles and guide Metro in the evaluation
and selection of a preferred land use and transportation scenario by December 31, 2014; and
WHEREAS, the Portland metropolitan region conducted scenario planning through the Climate Smart Communities Scenarios Project to demonstrate leadership on addressing climate change, maximize achievement of all six of the region’s desired outcomes, implement adopted local and regional plans and visions, including the 2040 Growth Concept, local comprehensive and transportation system plans and the regional transportation system plan, and respond to Section 37 of the JTA and OAR 660-044; and

WHEREAS, the Climate Smart Communities Scenarios Project was completed through a 3-phase collaborative effort designed to support communities in the Portland metropolitan region in realizing their aspirations for healthy and equitable communities and a strong economy, and reduce greenhouse gas emissions from light vehicles as required by the State; and

WHEREAS, Phase 1 of the Scenarios Project focused on understanding the region’s land use and transportation choices by conducting a review of published research and testing 144 regional scenarios in 2011; and

WHEREAS, Phase 2 of the Scenarios Project, in 2012 and 2013, focused on shaping future choices for the region to advance implementation of community visions by conducting further analysis of the Phase 1 scenarios, confirming local land use visions, preparing eight community case studies and engaging community and business leaders, city and county officials and staff, county coordinating committees, responsible state agencies, a technical work group and Metro’s technical and policy advisory committees to develop assumptions for three scenarios to test and a set of evaluation criteria to be used to measure and compare them; and

WHEREAS, Phase 2 of the Scenarios Project found that adopted local and regional plans, if implemented, can meet the state mandated target for reducing greenhouse gas emissions from light vehicles by 2035; and

WHEREAS, Phase 3 of the Scenarios Project, in 2014, considered the results of the Phase 2 evaluation, the region’s six desired outcomes, feedback received from public officials, business and community leaders, interested members of the public and other identified audiences from January to April 2014 to shape a draft preferred approach; and

WHEREAS, on June 19, 2014, the Metro Council directed staff to evaluate the draft approach, a product of four years of research, analysis, community engagement and discussion, that was unanimously recommended by MPAC and JPACT for testing on May 30, 2014; and

WHEREAS, the recommended approach as set forth in the draft Climate Smart Communities Strategy reflects adopted local and regional land use plans and local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) on July 17, 2014; and

WHEREAS, the recommended approach, as set forth in the draft Climate Smart Communities Strategy, reflects assumptions used by the state when adopting the region’s reduction target for state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles; and

WHEREAS, the recommended approach reflects the financially constrained 2014 RTP level of investment for streets, highways and active transportation, and higher levels of investment for (1) transit service and related capital improvements needed to support increased service levels, (2) transportation system management technologies, and (3) travel information and incentive programs; and
WHEREAS, while the recommended level of investment for transit service and related capital, transportation system management technologies and travel information and incentive programs is more than what is adopted in the financially constrained 2014 RTP, the estimated costs fall within the full 2014 RTP funding assumptions the region has agreed to work toward as part of meeting statewide planning goals; and

WHEREAS, analysis shows, if implemented, the recommended approach achieves a 29 percent reduction in per capita greenhouse gas emissions from light duty vehicles and provides significant community, public health, environmental and economic benefits to communities and the region; and

WHEREAS, the recommended approach reduces air pollution, improves safety, helps people live healthier lives, manages congestion, reduces freight truck travel costs due to delay, expands travel options, improves access to jobs and essential destinations, and makes the most of investments already made in the region's transportation system – all of which help save businesses and households money and support job creation and economic development; and

WHEREAS, on September 15, 2014, Metro staff launched an online survey and released the preferred land use and transportation scenario under OAR 660-044-0040 for review and comment through October 30, 2014, as set forth in the draft Climate Smart Communities Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach; and

WHEREAS, the draft Climate Smart Communities Strategy reflects the approach unanimously recommended for study by MPAC and JPACT on May 30, 2014; and

WHEREAS, the Regional Framework Plan guides Metro land use and transportation planning and other activities and does not mandate local government adoption of any particular policy or action; and

WHEREAS, the draft Regional Framework Plan Amendments identify refinements to existing regional policies that integrate the key components of the Climate Smart Communities Strategy, including performance measures for tracking the region’s progress on implementing the strategy; and

WHEREAS, the draft Toolbox of Possible Actions identifies possible near-term (within the next 5 years) actions that the Oregon Legislature, state agencies and commissions, Metro, local governments and special districts can take to begin implementation of the Climate Smart Communities Strategy; and

WHEREAS, while the toolbox does not mandate adoption of any particular policy or action, MPAC and JPACT agree updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to implement the Toolbox of Possible Actions in ways that can be locally tailored; and

WHEREAS, the draft Performance Monitoring Approach identifies measures and aspirational targets for tracking the region’s progress on implementing the key components of the Climate Smart Communities Strategy adopted by the Metro Council that build on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements; and

WHEREAS, the 2018 Regional Transportation Plan update will serve as a major vehicle for implementing the preferred scenario under OAR 660-044-0040; and
WHEREAS, Metro sought and received comments on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach from MPAC, J Pact, its Metro Technical Advisory Committee (“MTAC”), its Transportation Policy Alternatives Committee (“TPAC”), state agencies and commissions, including the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Oregon Department of Land Conservation and Development, and the Land Conservation and Development Commission, local governments in the region, the Port of Portland, public, private and non-profit organizations and the public; and

WHEREAS, the Metro Council held public hearings on October 30 and December 18, 2014; and

WHEREAS, Metro identified amendments in response to comments received on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach for consideration by MTAC, TPAC, MPAC and J Pact as set forth in the Summary of Recommended Changes; and

WHEREAS, MTAC, TPAC, MPAC and J Pact have considered the results of the evaluation, materials released for public review on September 15, 2014, subsequent public and stakeholder input received and amendments identified to address input received prior to recommending a preferred scenario for the Metro Council to adopt by December 31, 2014; and

WHEREAS, adoption of the Climate Smart Communities Strategy and supporting implementation recommendations presents an opportunity for the region to act together to demonstrate leadership on climate change and address challenges related to transportation funding and implementing adopted local and regional plans, including transit service plans; and

WHEREAS, MPAC and J Pact acknowledge that implementation of adopted local and regional plans, including transit service plans, as called for in the Climate Smart Communities Strategy and supporting implementation recommendations, will require new resources and active participation from a full range of partners over the long-term; and

WHEREAS, MPAC and J Pact have agreed to work together with the Metro Council and other public and private partners to begin implementation in 2015 and recommend three priority actions as a starting point; and

WHEREAS, MPAC, on December 10, 2014, and J Pact, on December 11, 2014, recommended Council adoption of the preferred scenario under OAR 660-044-0040, as reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, to achieve state and regional climate goals and support many other state, regional and local goals, including expanded transportation choices, clean air, healthy and equitable communities, and a strong economy; now, therefore,

BE IT ORDAINED THAT:

1. The Climate Smart Communities Strategy, attached to this ordinance as Exhibit A, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040.

2. The amendments to the Regional Framework Plan, attached to this ordinance as Exhibit B, are hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 to provide policy direction on efforts to reduce per capita greenhouse gas emissions from light duty vehicles and identify performance measures to evaluate and report on the region’s progress toward implementing key components of the Climate Smart Communities Strategy.
3. The amendments to Chapter 2 of the Regional Framework Plan, attached to this ordinance as Exhibit B, are also incorporated into Chapter 2 of the Regional Transportation Plan.

4. The Toolbox of Possible Actions (2015-2020), attached to this ordinance as Exhibit C, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 and will be incorporated into the technical appendix for the Regional Transportation Plan as part of the next update.

5. The Performance Monitoring Approach, attached to this ordinance as Exhibit D, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 and will be incorporated into the Regional Transportation Plan.

6. Metro’s on-going regional performance monitoring program will evaluate and report on the region’s progress over time toward implementing key components of the Climate Smart Communities Strategy through regularly-scheduled updates to the Regional Transportation Plan and Urban Growth Report, and in response to Oregon State Statutes ORS 197.301 and ORS 197.296.

7. The Summary of Recommended Changes, attached to this ordinance as Exhibit E, is hereby adopted to amend Exhibits A through D.

8. The Findings of Fact and Conclusions of Law in Exhibit F, attached and incorporated into this ordinance, explain how adoption of Exhibits A through E by the Council satisfies Metro’s responsibility under state law to prepare and cooperatively select a preferred land use and transportation scenario that achieves the adopted LCDC target for greenhouse gas emission reductions from light vehicles in the Portland metropolitan region by 2035 pursuant to OAR 660-044.

9. Metro staff is directed to prepare a final report that consolidates Exhibits A, C and D, as amended by Exhibit E, and transmit the report and decision record, including this ordinance and exhibits to the ordinance, to the LCDC in the manner of periodic review.

10. The preferred scenario under OAR 660-044-0040, adopted by this ordinance and reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, will be further implemented through the next scheduled update to the Regional Transportation Plan by December 31, 2018. Metro staff is directed to begin scoping the work plan for the next update to the Regional Transportation Plan, and identify a schedule and outline of policy decisions and resources needed.

ADOPTED by the Metro Council this 18th day of December, 2014.

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney
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Draft Climate Smart Strategy

Public Review Draft

September 15, 2014
Draft Regional Framework Plan Amendments

Public Review Draft

September 15, 2014
About Metro

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

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Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Suzanne Flynn
PART 1. DRAFT REGIONAL FRAMEWORK PLAN AMENDMENTS

This is one of three parts of the draft implementation recommendations being presented for public review and comment from Sept. 15 to Oct. 30, 2014

This document includes proposed policy amendments that are limited to Chapter 1 (Land Use) and Chapter 2 (Transportation) of the Regional Framework Plan and reflect policy changes that will guide how Metro will implement the draft approach. The proposed amendments are detailed in the attached strikethrough/underscore versions of the chapters.

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BACKGROUND

The Climate Smart Communities Scenarios Project responds to a 2009 mandate from the Oregon Legislature for our region to develop a strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Metro is the regional government and federally-designated metropolitan planning organization for the Portland metropolitan area, serving a population of 1.5 million people. In that role, Metro has been working together with community, business and elected leaders across our region to shape a draft Climate Smart Strategy that meets the state mandate while supporting economic prosperity, community livability and protection of our environment.

After a four-year collaborative process informed by research, analysis, community engagement and deliberation, a draft Climate Smart Strategy that meets the state target is being presented for your review and comment. The draft strategy relies on policies and investments that have already been identified as local priorities in communities across the region and in the region’s long-range transportation plan.

HOW TO PROVIDE YOUR INPUT

- Take an on-line survey at [www.makeagreatplace.org](http://www.makeagreatplace.org).
- Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov), or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
- Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.
WHAT’S NEXT?
The Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation are working to finalize their recommendation to the Metro Council on the draft approach and draft implementation recommendations.

Sept. 15 to Oct. 30 Public comment period on draft approach and draft implementation recommendations

Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

January 2015 Metro submits adopted approach to Land Conservation and Development Commission for approval

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline

WHERE CAN I FIND MORE INFORMATION?
Public review materials and other publications and reports can be found at oregonmetro.gov/climatescenarios. For email updates, send a message to climatescenarios@oregonmetro.gov.
EXCERPT FROM

Regional Framework Plan Chapter 1 Land Use

Introduction
The Metro Charter requires that Metro address growth management and land use planning matters of metropolitan concern. This chapter contains the policies that guide Metro in such areas as development of centers, corridors, station communities, and main streets; housing choices; employment choices and opportunities; economic vitality; urban and rural reserves; management of the Urban Growth Boundary (UGB); urban design and local plan and policy coordination.

This chapter also addresses land use planning matters that the Metro Council, with the consultation and advice of the Metro Policy Advisory Committee (MPAC), determines will benefit from regional planning, such as affordable housing.

A livable region is an economically strong region. This chapter contains policies that supports a strong economic climate through encouraging the development of a diverse and sufficient supply of jobs, especially family wage jobs, in appropriate locations throughout the region.

Six Outcomes, Characteristics of a Successful Region
It is the policy of the Metro Council to exercise its powers to achieve the following six outcomes, characteristics of a successful region:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region’s sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to global-warmingclimate change.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.
(Added 12/16/10, Metro Ord. 10-1244B.)

Performance Measures and Performance Targets
It is also the policy of the Metro Council to use performance measures and performance targets to:

a. Evaluate the effectiveness of proposed policies, strategies and actions to achieve the desired Outcomes;
b. Inform the people of the region about progress toward achieving the Outcomes;

c. Evaluate the effectiveness of adopted policies, strategies and actions and guide the consideration of revision or replacement of the policies, strategies and actions; and

d. Publish a report on progress toward achieving the desired Outcomes on a periodic basis.

(Added 12/16/10, Metro Ord. 10-1244B.)

The Metro Code provisions, the Urban Growth Management Functional Plan, a background discussion and policy analysis for this chapter are included in the Appendices of this plan.

Policies

The following section contains the policies for land use. These policies are implemented in several ways. The Metro Council implements the policies through its investments in planning, transportation and other services. The Council also implements the policies by adopting and occasionally revising Metro’s functional plans for local governments. The functional plans themselves are implemented by the region’s cities and counties through their comprehensive plans and land use regulations.

1.1 Compact Urban Form

It is the policy of the Metro Council to:

1.1.1 Ensure and maintain a compact urban form within the UGB.

1.1.2 Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently and to create a compact urban form.

1.1.3 Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to create equitable and vibrant communities.

1.1.4 Encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets.

1.1.5 Promote the distinctiveness of the region’s cities and the stability of its neighborhoods.

1.1.6 Enhance compact urban form by developing the Intertwine, an interconnected system of parks, greenspaces and trails readily accessible to people of the region.

1.1.7 Promote excellence in community design.
1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

(RFP Policy 1.1 amended 12/16/10, Metro Ord. 10-1244B.)

1.10 Urban Design

It is the policy of the Metro Council to:

1.10.1 Support the identity and functioning of communities in the region through:

   a. Recognizing and protecting critical open space features in the region.
   
   b. Developing public policies that encourage diversity and excellence in the design and development of settlement patterns, landscapes and structures.
   
   c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:

      i) Links any public incentives to a commensurate public benefit received or expected and evidence of private needs.

      ii) Makes biking and walking safe and convenient, encourages transit use and reduces auto dependence and related greenhouse gas emissions.

      iii) Provides access to neighborhood and community parks, trails and walkways, and other recreation and cultural areas and public facilities.

      iv) Reinforces nodal, mixed-use, neighborhood-oriented design.

      v) Includes concentrated, high-density, mixed-use urban centers developed in relation to the region’s transit system.

      vi) Is responsive to needs for privacy, community, sense of place and personal safety in an urban setting.

      vii) Facilitates the development and preservation of affordable mixed-income neighborhoods.

      viii) Avoids and minimizes conflicts between urbanization and the protection of regionally significant fish and wildlife habitat.

1.10.2 Encourage pedestrian-, bicycle- and transit-supportive building patterns in order to minimize the need for auto trips, reduce greenhouse gas emissions and to create a development pattern conducive to face-to-face community interaction.

(RFP Policy 1.10.1 (c)(viii) added 9/29/05, Metro Ord. 05-1077C, Exb. B, Amend. 4.)
CHAPTER 2 TRANSPORTATION

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Goal 1: Foster Vibrant Communities and Efficient Urban Form

Objective 1.1 Compact Urban Form and Design
Objective 1.2 Parking Management
Objective 1.3 Affordable Housing

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Objective 2.3 Metropolitan Mobility
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## REGIONAL FRAMEWORK PLAN
### CHAPTER 2 TRANSPORTATION

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Exhibit B to Ordinance No. 14-1346
Chapter 2 Transportation

Introduction
In 1992, the region’s voters approved a charter for Metro that formally gave responsibility for regional land use planning to the agency, and requires adoption of a Regional Framework Plan that integrates land use, transportation and other regional planning mandates. The combined policies of this framework plan establish a new framework for planning in the region by linking land use and transportation plans. Fundamental to this plan is a transportation system that integrates goods and people movement with the surrounding land uses.

This chapter of the Regional Framework Plan presents the overall policy framework for the specific transportation goals, objectives and actions contained in the Regional Transportation Plan (RTP). It also sets a direction for future transportation planning and decision-making by the Metro Council and the implementing agencies, counties and cities.

The policies aim to implement the 2040 Growth Concept and:

- Protect the economic health and livability of the region.
- Improve the safety of the transportation system.
- Provide a transportation system that is efficient and cost-effective, investing our limited resources wisely.
- Make the most of the investments the region has already made in our transportation system by expanding the use of technology to actively manage the transportation system, providing traveler information and incentives to expand the use of travel options.
- Make transit more convenient, frequent, accessible and affordable.
- Provide access to more and better choices for travel in this region and serve special access needs for all people, including youth, elderly and disabled.
- Provide adequate levels of mobility for people and goods within the region.
- Protect air and water quality and promote energy conservation, and reduce greenhouse gas emissions.
- Provide transportation facilities that support a balance of jobs and housing.
- Make walking and biking safe and convenient.
- Limit dependence on any single mode of travel and increase the use of transit, bicycling, walking and carpooling and vanpooling.
- Make streets and highways safe, reliable and connected; providing for the movement of people and goods through an interconnected system of highway, air, marine and rail systems, including passenger and freight intermodal facilities and air and water terminals.
- Integrate land use, automobile, bicycle, pedestrian, freight and public transportation needs in regional and local street designs.
- Use transportation demand management and system management strategies.
- Limit the impact of urban travel on rural land through use of green corridors.
• Manage parking to make efficient use of land and parking spaces.
• Demonstrate leadership on climate change.

Goal 1: Foster Vibrant Communities and Efficient Urban Form
Land use and transportation decisions are linked to optimize public investments, reduce greenhouse gas emissions and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

Objective 1.1 Compact Urban Form and Design
Use transportation investments to reinforce-focus growth in and provide multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.

Objective 1.2 Parking Management
Minimize the amount and promote the efficient use of land dedicated to vehicle parking.

Objective 1.3 Affordable Housing
Support the preservation and production of affordable housing in the region.

Goal 2: Sustain Economic Competitiveness and Prosperity
Multi-modal transportation infrastructure and services support the region’s well-being and a diverse, innovative, sustainable and growing regional and state economy.

Objective 2.1 Reliable and Efficient Travel and Market Area Access
Provide for reliable and efficient multi-modal regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.

Objective 2.2 Regional Passenger Connectivity
Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region’s function as a gateway for tourism.

Objective 2.3 Metropolitan Mobility
Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.

Objective 2.4 Freight Reliability
Maintain reasonable and reliable travel times and access through the region as well as between freight intermodal facilities and destinations within and beyond the region to promote the region’s function as a gateway for commerce.

Objective 2.5 Job Retention and Creation
Attract new businesses and family-wage jobs and retain those that are already located in the region.
**Goal 3: Expand Transportation Choices**

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

**Objective 3.1 Travel Choices**
Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.

**Objective 3.2 Vehicle Miles of Travel**
Reduce vehicle miles traveled per capita.

**Objective 3.3 Equitable Access and Barrier Free Transportation**
Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, children, elders and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.

**Objective 3.4 Shipping Choices**
Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

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

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions for all users and address air quality and greenhouse gas emissions reduction goals.

**Objective 4.1 Traffic Management**
Apply technology solutions to actively manage the transportation system.

**Objective 4.2 Traveler Information**
Provide comprehensive real-time traveler information to people and businesses in the region.

**Objective 4.3 Incident Management**
Improve traffic incident detection and clearance times on the region’s transit, arterial and throughways networks.

**Objective 4.4 Demand Management**
Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.

**Objective 4.5 Value Pricing**
Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.
Goal 5:  Enhance Safety and Security
Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

Objective 5.1  Operational and Public Safety
Reduce fatal and severe injuries and crashes for all modes of travel.

Objective 5.2  Crime
Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.

Objective 5.3  Terrorism, Natural Disasters and Hazardous Material Incidents
Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, climate change, hazardous material spills or other hazardous incidents.

Goal 6:  Promote Environmental Stewardship
Promote responsible stewardship of the region’s natural, community, and cultural resources.

Objective 6.1  Natural Environment
Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.

Objective 6.2  Clean Air
Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.

Objective 6.3  Water Quality and Quantity
Protect the region’s water quality and natural stream flows.

Objective 6.4  Energy and Land Consumption
Reduce transportation-related energy and land consumption and the region’s dependence on unstable energy sources.

Objective 6.5  Climate Change
Reduce transportation-related greenhouse gas emissions and meet adopted targets for reducing greenhouse gas emissions from light vehicle travel.

Goal 7:  Enhance Human Health
Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

Objective 7.1  Active Living
Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.

Objective 7.2  Pollution Impacts
Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.
Goal 8: Ensure Equity
The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

Objective 8.1 Environmental Justice
Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.

Objective 8.2 Coordinated Human Services Transportation Needs
Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).

Objective 8.3 Housing Diversity
Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.

Objective 8.4 Transportation and Housing Costs
Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

Goal 9: Ensure Fiscal Stewardship
Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

Objective 9.1 Asset Management
Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.

Objective 9.2 Maximize Return on Public Investment
Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning approach supported by data and analyses that include all transportation modes.

Objective 9.3 Stable and Innovative Funding
Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

Goal 10: Deliver Accountability
The region’s government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

Objective 10.1 Meaningful Input Opportunities
Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional
and community stakeholders, and local, regional and state jurisdictions that own and operate
the region’s transportation system in plan development and review.

Objective 10.2 Coordination and Cooperation
Ensure representation in regional transportation decision-making is equitable from among all
affected jurisdictions and stakeholders and improve coordination and cooperation among the
public and private owners and operators of the region’s transportation system so the system can
function in a coordinated manner and better provide for state and regional transportation needs.

**Goal 11: Demonstrate leadership on climate change**

*It is the policy of the Metro Council to:*

11.1 Adopt and implement a regional climate strategy to meet adopted targets for
reducing greenhouse gas emissions from light vehicle travel while creating
healthy and equitable communities and a strong economy. The strategy shall
include:

- Implementing the 2040 Growth Concept through regional plans and
  functional plans adopted by the Metro Council for local governments;
- Making the most of investments the region has already made in the
  transportation system by using technology to actively manage the
  transportation system and providing information and incentives to expand
  the use of travel options;
- Expanding the use of low carbon transportation options across the region by:
  - investing in new transit connections and expanding and improving
    existing transit services to make transit convenient, frequent, accessible
    and affordable; and
  - making biking and walking safe and convenient by completing gaps in
    the region’s network of sidewalks and bike paths that connect people to
    their jobs, schools and other destinations;
- Investing strategically in streets and highways to make them safe, reliable
  and connected and to support the movement of people and goods;
- Managing parking to make efficient use of land dedicated to parking and
  parking spaces;
- Supporting and building upon Oregon’s transition to cleaner, low carbon
  fuels and more fuel-efficient vehicles;
- Securing adequate funding for transportation investments; and
- Demonstrating leadership on climate change.

11.2 Take actions recommended in the regional climate strategy to help meet
adopted targets for reducing greenhouse gas emissions from light vehicle
travel, including:

- Implement the 2040 Growth Concept through regional plans and functional
  plans:
• Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy;

• Build a diverse coalition that includes elected official and business and community leaders at local, regional and state levels to secure adequate funding for transportation investments in the region;

• Provide technical assistance, best practices and grant funding to local governments and other business and community partners to support implementation of the strategy; and

• Through the Oregon Modeling Steering Committee, collaborate on appropriate tools and methods to support greenhouse gas reduction planning and monitoring.

• Report on the potential light vehicle greenhouse gas emissions impacts of policy, program and investment decisions.

11.3 Encourage local, state and federal governments and special districts to take actions recommended in the regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including:

• implement plans and zoning that focus higher density, mixed-use zoning and development near transit;

• implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance;

• complete gaps in pedestrian and bicycle access to transit;

• build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities);

• link active transportation investments to providing transit and travel information and incentives;

• adopt “complete streets” policies and designs to support all users;

• invest in making new and existing streets “complete” and connected to support all users;

• integrate multi-modal designs in road improvement and maintenance projects to support all users;

• expand use of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects;

• partner with transit providers to expand deployment of transit signal priority along corridors with 15-minute or better transit service;

• partner with businesses and/or business associations and transportation management associations to implement demand management programs in...
employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management;

- expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and other non-profit and community-based organizations;
- prepare community inventory of public parking spaces and usage;
- adopt shared and unbundled parking policies;
- provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools;
- adopt policies and update development codes to support private adoption of alternative fuel vehicles (AVFs), such as streamlining permitting for fueling stations, planning for access to charging and compressed natural gas (CNG) stations, allowing charging and CNG stations in residences, workplaces and public places, providing preferential parking for AFVs, and encouraging new construction to include necessary infrastructure to support use of AFVs;
- prepare and periodically update a community-wide greenhouse gas emissions inventory;
- adopt greenhouse gas emissions reduction policies and performance targets; and
- develop and implement local climate action plans.

11.4 Monitor and measure the progress of local and regional efforts in meeting adopted targets for reducing greenhouse gas emissions from light vehicle travel, report the results to the region and state on a periodic basis, and guide the consideration of revision or replacement of the policies and actions, if performance so indicates, as part of updates to the Regional Transportation Plan.
**About Metro**

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we’re making a great place, now and for generations to come.

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**Auditor**

Suzanne Flynn
PART 2. DRAFT TOOLBOX OF POSSIBLE ACTIONS (2015-20)

This is one of three parts of the draft implementation recommendations being presented for public review and comment from Sept. 15 to Oct. 30, 2014

This document includes a draft toolbox of actions with meaningful implementation steps that can be taken in the next five years to reduce greenhouse gas emissions and minimize the region’s contribution to climate change. Building on existing local, regional and statewide activities and priorities, the toolbox is a comprehensive menu of voluntary policy, program and funding actions that can be tailored to best support local, regional and state plans and visions.

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BACKGROUND

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After a four-year collaborative process informed by research, analysis, community engagement and deliberation, a draft Climate Smart Strategy that meets the state target is being presented for your review and comment. The draft strategy relies on policies and investments that have already been identified as local priorities in communities across the region and in the region’s long-range transportation plan.

HOW TO PROVIDE YOUR INPUT

- Take an on-line survey at www.makeagreatplace.org.
- Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to climatescenarios@oregonmetro.gov, or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
- Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.
WHAT’S NEXT?
The Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation are working to finalize their recommendation to the Metro Council on the draft approach and draft implementation recommendations.

**Sept. 15 to Oct. 30** Public comment period on draft approach and draft implementation recommendations

**Nov. 7** MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

**December 10 and 11** MPAC and JPACT make recommendation to Metro Council

**December 18** Metro Council considers adoption of preferred approach

**January 2015** Metro submits adopted approach to Land Conservation and Development Commission for approval

**2015 and beyond** Ongoing implementation and monitoring

### Climate Smart Communities Scenarios Project timeline

<table>
<thead>
<tr>
<th>Phase 1</th>
<th>Phase 2</th>
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<tbody>
<tr>
<td><strong>2011</strong></td>
<td><strong>2012 – 13</strong></td>
<td><strong>2013 – 14</strong></td>
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<tr>
<td>Understanding choices</td>
<td>Shaping choices</td>
<td>Shaping and adoption of preferred approach</td>
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<td>Jan. 2012 Accept findings</td>
<td>June 2013 Direction on alternative scenarios</td>
<td>June 2014 Direction on preferred approach</td>
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<td>June 2014</td>
<td>Dec. 2014 Adopt preferred approach</td>
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WHERE CAN I FIND MORE INFORMATION?
Public review materials and other publications and reports can be found at oregonmetro.gov/climatescenarios. For email updates, send a message to climatescenarios@oregonmetro.gov.
DRAFT TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

BACKGROUND | The Climate Smart Communities Scenarios Project responds to a state mandate to reduce greenhouse gas emissions from cars and small trucks by 2035. Working together, community, business and elected leaders are shaping a strategy that meets the goal while creating healthy and equitable communities and a strong economy. After considering prior public input and other information, on May 30, 2014, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) unanimously recommended a draft approach for testing that relies on policies and investments that have already been identified as local priorities in communities across the region. Analysis shows the region can meet the 2035 target if we make the investments needed to build the plans and visions that have already been adopted by communities and the region. The draft Climate Smart Strategy does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

Building on existing local, regional and statewide activities and priorities, the project partners have developed a draft toolbox of actions with meaningful steps that can be taken in the next five years to reduce greenhouse gas emissions and minimize the region’s contribution to climate change. The policies and actions are the result of a four-year collaborative process informed by research, analysis, community engagement, and deliberation. They will be subject to public review from Sept. 15 to Oct. 30, 2014 before being considered by MPAC, JPACT, and the Metro Council in December 2014.

HOW TO USE THE TOOLBOX | The toolbox is a comprehensive menu of policy, program and funding actions that can be tailored to best support local, regional and state plans and visions. Local, state and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to as we move into 2015. Medium and longer-term actions will be identified during the next update to the Regional Transportation Plan (scheduled for 2016-18).

<table>
<thead>
<tr>
<th>POLICY</th>
<th>TOOLBOX OF POSSIBLE ACTIONS (2015-2020)</th>
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<tbody>
<tr>
<td><strong>WHAT CAN THE STATE DO?</strong></td>
<td><strong>WHAT CAN METRO DO?</strong></td>
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<tr>
<td>- Reauthorize Oregon Brownfield Redevelopment Fund</td>
<td>- Implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas</td>
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<td>- Support brownfield redevelopment-related legislative proposals</td>
<td>- Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means</td>
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<tr>
<td>- Restore local control of housing policies and programs to ensure local communities have a full range of tools available to meet the housing needs of all residents to expand opportunities for households of modest means to live closer to work, services and transit</td>
<td>- Support restraining local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means</td>
</tr>
<tr>
<td>- Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions</td>
<td>- Review functional plans and amend as needed to implement Climate Smart Strategy</td>
</tr>
<tr>
<td>- Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region’s desired outcomes</td>
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</tr>
<tr>
<td>- Provide increased funding and incentives to local governments, developers and non-profits to encourage brownfield redevelopment and transit-oriented development to help keep urban areas compact</td>
<td>- Expand on-going technical assistance and grant funding to local governments, developers and others to incorporate travel information and incentives, transportation system management and operations strategies, parking management</td>
</tr>
</tbody>
</table>
### What Can the State Do?
- Approaches and transit-oriented development in local plans and projects
- Convene regional brownfield coalition and strengthen regional brownfields program by providing increased funding and technical assistance to local governments to leverage the investment of private and non-profit developers

### What Can Metro Do?
- Immediate (2015-16)
  - Begin update to Oregon Public Transportation Plan
  - Increase state funding for transit service
  - Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability
  - Provide technical assistance and funding to help establish local transit service
- Near-term (2017-20)
  - Adopt Oregon Public Transportation Plan with funding strategy to implement
  - Begin implementation of incremental improvements to intercity passenger rail service
  - Make funding for access to transit a priority

### What Can Cities and Counties Do?
- Immediate (2015-16)
  - Support and/or participate in efforts to build transportation funding coalition
  - Participate in development of TriMet Service Enhancement Plans (SEPs):
    - Provide more community to community transit connections
    - Identify community-based public and private shuttles that link to regional transit service
    - Link service enhancements to areas with transit-supportive development, communities of concern,
    - Other locations with high ridership potential
  - Consider ridership demographics in service planning
  - Consider local funding mechanism(s) for local and regional transit service
- Near-term (2017-20)
  - Make funding for access to transit a priority
  - Complete gaps in pedestrian and bicycle access to transit
  - Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance
  - Implement plans and zoning that focus higher density, mixed-use zoning and development near transit
  - Partner with transit providers and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals
  - Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means

### What Can Special Districts Do?
- Support and/or participate in efforts to build transportation funding coalition
- Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility
- Seek state funding sources for transit and alternative local funding mechanisms
- Complete development of TriMet Service Enhancement Plans (SEPs):
  - Provide more community to community transit connections
  - Identify community-based public and private shuttles that link to regional transit service
  - Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with high ridership potential
  - Consider ridership demographics in service planning
  - Consider local funding mechanism(s) for local and regional transit service
- Near-term (2017-20)
  - Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance
  - Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals
  - Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc.
  - Improve and increase the availability of transit

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1 The 2014 Regional Transportation Plan defines communities of concern as people of color, people with limited English proficiency, people with low-income, older adults, and young people.
<table>
<thead>
<tr>
<th>WHAT CAN THE STATE DO?</th>
<th>WHAT CAN METRO DO?</th>
<th>WHAT CAN CITIES AND COUNTIES DO?</th>
<th>WHAT CAN SPECIAL DISTRICTS DO?</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Make biking and walking safe and convenient</strong></td>
<td><strong>Immediate (2015-16)</strong></td>
<td><strong>Immediate (2015-16)</strong></td>
<td><strong>Immediate (2015-16)</strong></td>
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<tr>
<td>☐ Adopt Oregon Bicycle and Pedestrian Plan with funding strategy</td>
<td>☐ Adopt a Vision Zero strategy for eliminating traffic fatalities</td>
<td>☐ Adopt a Vision Zero strategy for eliminating traffic fatalities</td>
<td>☐ Adopt a Vision Zero strategy for eliminating traffic fatalities</td>
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<tr>
<td>☐ Adopt a Vision Zero strategy for eliminating traffic fatalities</td>
<td>☐ Fund construction of active transportation projects as called for in air quality transportation control measures</td>
<td>☐ Support and/or participate in efforts to build transportation funding coalition</td>
<td>☐ Support and/or participate in efforts to build transportation funding coalition</td>
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<tr>
<td>☐ Seek and advocate for new, dedicated funding mechanism(s) for active transportation projects</td>
<td>☐ Advocate for use of Connect Oregon funding for active transportation projects</td>
<td>☐ Advocate for use of Connect Oregon funding for active transportation projects</td>
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<tr>
<td>☐ Advocate for use of Connect Oregon funding for active transportation projects</td>
<td>☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to:</td>
<td>☐ Leverage local funding with development for active transportation projects</td>
<td>☐ Leverage local funding with development for active transportation projects</td>
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<tr>
<td>☐ Review driver’s education training materials and certification programs and make changes to increase awareness of bicycle and pedestrian safety</td>
<td>☐ Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit programs</td>
<td>☐ Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers</td>
<td>☐ Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers</td>
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<tr>
<td>☐ Complete Region 1 Active Transportation Needs inventory</td>
<td>☐ Seek and advocate for new, dedicated funding mechanism(s)</td>
<td>☐ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities</td>
<td>☐ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities</td>
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<tr>
<td>☐ Maintain commitment to funding Safe Routes to School programs statewide</td>
<td>☐ Advocate to maintain eligibility in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, Small Starts, TIFIA, TIGER)</td>
<td>☐ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities</td>
<td>☐ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities</td>
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<tr>
<td>☐ Fund Safe Routes to Transit programs</td>
<td>☐ Improve bicycle and pedestrian crash data collection</td>
<td>☐ Provide technical assistance and planning grants to support development and adoption of complete streets policies</td>
<td>☐ Provide technical assistance and planning grants to support development and adoption of complete streets policies</td>
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<tr>
<td>☐ Adopt a complete streets policy</td>
<td>☐ Provide technical assistance and funding to support complete street designs in local planning and project development activities</td>
<td>☐ Provide technical assistance and funding to support complete street designs in local planning and project development activities</td>
<td>☐ Provide technical assistance and funding to support complete street designs in local planning and project development activities</td>
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<tr>
<td>☐ Partner with local governments to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan</td>
<td>☐ Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan</td>
<td>☐ Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan</td>
<td>☐ Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan</td>
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<tr>
<td>☐ Improve bicycle and pedestrian health impact assessments</td>
<td>☐ Update and fully implement the Regional Transportation Safety Plan</td>
<td>☐ Update and fully implement the Regional Transportation Safety Plan</td>
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<td>☐ Support local and regional health impact assessments</td>
<td>☐ Update best practices in street design and complete streets, including:</td>
<td>☐ Update best practices in street design and complete streets, including:</td>
<td>☐ Update best practices in street design and complete streets, including:</td>
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<td><strong>Near-term (2017-20)</strong></td>
<td>☐ develop a complete streets checklist</td>
<td>☐ provide design guidance to minimize air pollution exposure for bicyclists and pedestrians</td>
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<td>☐ Provide technical assistance and expand grant funding to support development and adoption of complete streets policies and designs</td>
<td>☐ use of green street designs that include tree planting and other green infrastructure</td>
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<td>☐ use of green street designs that include tree planting and other green infrastructure</td>
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<tr>
<td>☐ Expand existing funding for active transportation investments</td>
<td>☐ Build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities)</td>
<td>☐ Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations</td>
<td>☐ Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations</td>
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</tbody>
</table>

**POLICY**

**TOOLBOX OF POSSIBLE ACTIONS (2015-2020)**

- Expand Safe Routes to Schools programs to include high schools and Safe Routes to Transit
- Seek and advocate for new, dedicated funding mechanism(s)
- Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities
- Support and/or participate in efforts to build transportation funding coalition
- Support and/or participate in efforts to build transportation funding coalition
- Advocate for use of Connect Oregon funding for active transportation projects
- Advocate for use of Connect Oregon funding for active transportation projects
- Leverage local funding with development for active transportation projects
- Leverage local funding with development for active transportation projects
- Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers
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- Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities
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- Provide technical assistance and planning grants to support development and adoption of complete streets policies
- Provide technical assistance and planning grants to support development and adoption of complete streets policies
- Provide technical assistance and funding to support complete street designs in local planning and project development activities
- Provide technical assistance and funding to support complete street designs in local planning and project development activities
- Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan
- Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan
- Update and fully implement the Regional Transportation Safety Plan
- Update and fully implement the Regional Transportation Safety Plan
- Update best practices in street design and complete streets, including:
  - develop a complete streets checklist
  - provide design guidance to minimize air pollution exposure for bicyclists and pedestrians
  - use of green street designs that include tree planting and other green infrastructure

**Exhibit C to Ordinance No. 14-1346**

**September 15, 2014**
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<tr>
<td>Make streets and highways safe, reliable and connected</td>
<td>Immediate (2015-16) □ Maintain existing highway network to improve traffic flow</td>
<td>plantsings to support carbon sequestration</td>
<td>Identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain</td>
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<td>Adopt &quot;complete streets&quot; policies and designs to support all users</td>
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<td>□ Increase state gas tax (indexed to inflation and fuel efficiency)</td>
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<td>□ Update the Oregon Transportation Safety Action Plan</td>
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<td>increase awareness of safety for all system users</td>
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<td>Near-term (2017-20)</td>
<td>□ Work with Metro and local governments to consider alternative performance measures</td>
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<td></td>
<td>□ Integrate multi-modal designs in road improvement and maintenance projects to support all users</td>
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<td></td>
<td>□ Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain</td>
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<td>local, regional and state levels working together to:</td>
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<td>□ Ensure adequate funding of local maintenance and support city and county efforts to fund maintenance</td>
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<td>and preservation needs locally</td>
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<td>□ Support state and federal efforts to implement mileage-based road usage charge program</td>
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<td>□ Provide technical assistance and grant funding to support integrated transportation system management</td>
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</table>
### What Can the State Do?

**Immediate (2015-16)**
- Integrate transportation system management and operations strategies into project development activities
- Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs
- Partner with cities, counties and TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service

**Near-term (2017-20)**
- Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service

### What Can Metro Do?

**Immediate (2015-16)**
- Seek Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects using regional flexible funds
- Advocate for increased state commitment to invest more in TSMO projects using state funds

**Near-term (2017-20)**
- Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs and coordinate with capital projects
- Partner with TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service

### What Can Cities and Counties Do?

**Immediate (2015-16)**
- Advocate for increased state and regional funding to expand direct services provided to local partners (e.g., local governments, transportation management associations, and other non-profit and community-based organizations) to implement expanded education, recognition and outreach efforts in coordination with other capital investments
- Host citywide and community events like Bike to Work Day and Sunday Parkways

**Near-term (2017-20)**
- Integrate transportation demand management practices into planning, project development, and development review activities
- Provide incentives for new development over a specific trip generation threshold to provide travel information and incentives to support achievement of EcoRule and mode share targets adopted in local and regional plans

### What Can Special Districts Do?

- (e.g., transit providers, Port districts, parks providers, etc.)

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### TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

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<tr>
<td>Use technology to actively manage the transportation system</td>
<td>Integrate transportation system management and operations strategies into project development activities.</td>
<td>Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service.</td>
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<tr>
<td></td>
<td>Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs.</td>
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<td>Partner with cities, counties and TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service.</td>
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<tr>
<td>Provide information and incentives to expand the use of travel options</td>
<td>Adopt Statewide Transportation Options Plan with funding strategy to implement.</td>
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<td>Deploy statewide eco-driving educational effort, including integration of eco-driving information in driver’s education training courses, Oregon Driver’s education manual and certification programs.</td>
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<td></td>
<td>Review EcoRule to identify opportunities to improve effectiveness.</td>
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<td></td>
<td>Decrease capacity and staffing to support on-going EcoRule implementation and monitoring.</td>
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<td>Deploy video conferencing, virtual meeting technologies and other communication technologies to reduce business travel needs.</td>
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<td></td>
<td>Partner with TriMet, SMART and media partners to link the Air Quality Index to transportation system information outlets.</td>
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<td></td>
<td>Near-term (2017-20) Promote and provide information, recognition, funding and incentives to encourage commuter programs and individualized marketing to provide employers, employees and residents information and incentives to use travel options.</td>
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<td></td>
<td>Integrate transportation demand management practices into planning, project development, and development review activities.</td>
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<td></td>
<td>Establish a state vanpool strategy that addresses urban and rural transportation needs.</td>
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<td>Immediate (2015-16) Integrate technical assistance and grant funding to local governments, transportation management associations, business associations and other non-profit organizations to incorporate travel information and incentives in local planning and project development activities and at work sites.</td>
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<td>Immediate (2015-16) Establish an on-going individualized marketing program that targets deployment in conjunction with capital investments being made in the region.</td>
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<td>Near-term (2017-20) Expand on-going technical assistance and grant funding to local governments, transportation management associations, business associations and other non-profit organizations to incorporate travel information and incentives in local planning and project development activities and at work sites.</td>
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<tr>
<td>Manage parking to make efficient use of parking spaces</td>
<td>☐ Provide local options for raising revenue to ensure local communities have a full range of financing tools available to adequately fund current and future transportation needs&lt;br&gt;☐ Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit&lt;br&gt;☐ Research and consider carbon pricing models to generate new funding for clean energy, transit and active transportation, alleviating regressive impacts to businesses and communities of concern&lt;br&gt;☐ Increase state gas tax (indexed to inflation and fuel efficiency)&lt;br&gt;☐ Implement a mileage-based road usage charge program as called for in Senate Bill 810</td>
<td>☐ Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools&lt;br&gt;☐ Increase safe, secure and convenient bicycle parking</td>
</tr>
<tr>
<td>Secure adequate funding for transportation investments</td>
<td>☐ Preserve local options for raising revenue to ensure local communities have a full range of financing tools available to adequately fund current and future transportation needs&lt;br&gt;☐ Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit&lt;br&gt;☐ Research and consider carbon pricing models to generate new funding for clean energy, transit and active transportation, alleviating regressive impacts to businesses and communities of concern&lt;br&gt;☐ Increase state gas tax (indexed to inflation and fuel efficiency)&lt;br&gt;☐ Implement a mileage-based road usage charge program as called for in Senate Bill 810</td>
<td>☐ Support and/or participate in efforts to build transportation funding coalition&lt;br&gt;☐ Advocate for local revenue raising options&lt;br&gt;☐ Support state efforts to implement a mileage-based road usage charge program&lt;br&gt;☐ Support state efforts to research and consider carbon pricing models&lt;br&gt;☐ Consider local funding mechanism(s) for local and regional transportation needs, including transit service and active transportation&lt;br&gt;☐ Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs</td>
</tr>
</tbody>
</table>

**PUBLIC REVIEW DRAFT**

**WHAT CAN THE STATE DO?**

- ☐ Begin update to Regional Travel Options Strategic Plan in 2018

**TOOLBOX OF POSSIBLE ACTIONS (2015-2020)**

**WHAT CAN METRO DO?**

- ☐ Provide technical assistance and grant funding to support development of parking management plans at the local and regional level
- ☐ Distribute "Parking Made Easy" handbook and provide technical assistance, planning grants, model code language, education and outreach
- ☐ Increase safe, secure and convenient bicycle parking

**WHAT CAN CITIES AND COUNTIES DO?**

- ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to:
  - Discuss pricing parked as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service

**WHAT CAN SPECIAL DISTRICTS DO?**

- ☐ Consider charging for parking in high usage areas served by 15-minute or better transit service and active transportation options
- ☐ Prepare community inventory of public parking spaces and usage
- ☐ Adopt shared and unbundled parking policies
- ☐ Require or provide development incentives for developers to separate parking from commercial space and residential units in lease and sale agreements
- ☐ Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools
- ☐ Require or provide development incentives for large employers to offer employees a parking cash-out option where the employee can choose a parking benefit, a transit pass or the cash equivalent of the benefit
- ☐ Increase safe, secure and convenient bicycle parking
- ☐ Reduce requirements for off-street parking and establish off-street parking supply maximums, as appropriate, enacting and adjusting policies to minimize spillover impacts in adjacent areas
- ☐ Prepare parking management plans tailored to 2040 centers served by high capacity transit (existing and planned)

**Exhibit C to Ordinance No. 14-1346**

**September 15, 2014**
<table>
<thead>
<tr>
<th>POLICY</th>
<th>TOOLBOX OF POSSIBLE ACTIONS (2015-2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WHAT CAN THE STATE DO?</strong></td>
<td>Consider local funding mechanism(s) for local and regional transit service</td>
</tr>
<tr>
<td>Near-term (2017-20)</td>
<td>Support state efforts to research and consider carbon pricing models</td>
</tr>
<tr>
<td>• Expand funding available for active transportation and transit investments</td>
<td>Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs</td>
</tr>
<tr>
<td>• Broaden implementation of the mileage-based road usage charge</td>
<td>Ensure adequate funding of local maintenance and safety needs and support city and county efforts to fund safety, maintenance and preservation needs locally</td>
</tr>
<tr>
<td>• Develop model code for electric and CNG vehicle</td>
<td>Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency)</td>
</tr>
<tr>
<td><strong>WHAT CAN METRO DO?</strong></td>
<td>Support state and federal efforts to implement road usage charge program</td>
</tr>
<tr>
<td>Immediate (2015-16)</td>
<td>Discuss priced parking as a revenue source for travel information and incentives</td>
</tr>
<tr>
<td>• Reauthorize Oregon Clean Fuels Program</td>
<td>Provide consumer and business incentives to purchase new AFVs</td>
</tr>
<tr>
<td>• Implement Oregon Zero Emission Vehicle Program and Multi-State Zero Emission Vehicle Action Plan in collaboration with California and other states</td>
<td>Work with insurance companies to offer and encourage pay-as-you-drive insurance</td>
</tr>
<tr>
<td>• Lead by example by increasing the public alternative fuel vehicle (AVF) fleet</td>
<td>Provide funding to Drive Oregon to advance electric mobility, and to other endeavors that advance alternative fuels</td>
</tr>
<tr>
<td>• Provide consumer and business incentives to purchase new AFVs</td>
<td>Lead by example by increasing public AVF fleet</td>
</tr>
<tr>
<td>• Expand communication efforts about the cost savings of driving more fuel-efficient vehicles</td>
<td>Support state efforts to build public acceptance of pay-as-you-drive insurance</td>
</tr>
<tr>
<td>• Promote and provide information, funding and incentives to encourage the provision of electric vehicle charging and compressed natural gas (CNG) stations and infrastructure in residences, work places and public places</td>
<td>Expand communication efforts about the cost savings of driving more fuel-efficient vehicles</td>
</tr>
<tr>
<td>• Encourage private fleets to purchase, lease or rent AFVs</td>
<td>Partner with state agencies to hold regional planning workshops to educate local governments on AFV opportunities</td>
</tr>
<tr>
<td>• Develop model code for electric and CNG vehicle</td>
<td>Develop AFV readiness strategy for region in partnership with local governments, state agencies, electric and natural gas utilities, non-profits and others</td>
</tr>
<tr>
<td><strong>WHAT CAN CITIES AND COUNTIES DO?</strong></td>
<td>Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means</td>
</tr>
<tr>
<td>Immediate (2015-16)</td>
<td>Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means</td>
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<td>• Provide preferential parking for AFVs</td>
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<tr>
<td>Immediate (2015-16)</td>
<td>Provide electric vehicle charging and CNG stations in public places (e.g., park-and-rides, parking garages)</td>
</tr>
<tr>
<td><strong>WHAT CAN SPECIAL DISTRICTS DO?</strong> (e.g., transit providers, Port districts, parks providers, etc.)</td>
<td>Provide preferential parking for AFVs</td>
</tr>
</tbody>
</table>
### WHAT CAN THE STATE DO?
- Infrastructure and partnerships with businesses
- Remove barriers to electric and CNG vehicle charging and fueling station installations
- Promote AFV infrastructure planning and investment by public and private entities
- Provide clear and accurate signage to direct AFV users to charging and fueling stations and parking
- Expand communication efforts to promote AFV tourism activities
- Continue participation in the Pacific Coast Collaborative, Western Climate Initiative, and West Coast Green Highway Initiative and partner with members of Energize Oregon coalition
- Track and report progress toward adopted state goals related to greenhouse gas emissions reductions and AFV deployment
- Provide incentives and information to expand use of pay-as-you-drive insurance and report on progress

### WHAT CAN METRO DO?
- Seek Metro Council/JPACT commitment to address the Climate Smart Strategy in the policy update for the 2018-21 Metropolitan Transportation Improvement Program (MTIP) and the 2019-21 Regional Flexible Fund Allocation (RFFA) process

### WHAT CAN CITIES AND COUNTIES DO?
- Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals
- Through the Oregon Modeling Steering Committee, collaborate on appropriate tools to support greenhouse gas reduction planning
- Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions

### WHAT CAN SPECIAL DISTRICTS DO?
- Stations, allowing charging and CNG stations in residences, work places and public places, and providing preferential parking for AFVs
- Update development codes and encourage new construction to include necessary infrastructure to support use of AFVs

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#### Demonstrate leadership on climate change

**Immediate (2015-16)**
- Update the 2017-20 Statewide Transportation Improvement Program (STIP) allocation process to address the Statewide Transportation Strategy (STS) Vision and STS Short-Term Implementation Plan actions
- Support local government and regional planning for climate change mitigation

**Near-term (2017-20)**
- Amend the Oregon Transportation Plan to address the Statewide Transportation Strategy Vision
- Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals
- Through the Oregon Modeling Steering Committee, collaborate on appropriate tools to support greenhouse gas reduction planning
- Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions

**Near-term (2017-20)**
- Sign U.S. Conference of Mayors Climate Protection Agreement
- Prepare and periodically update community-wide greenhouse gas emissions inventory
- Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions
- Adopt greenhouse gas emissions reduction policies and performance targets
- Develop and implement local climate action plans

---

**Demonstrations related to climate change**

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- Seek Metro Council/JPACT commitment to address the Climate Smart Strategy in the policy update for the 2018-21 Metropolitan Transportation Improvement Program (MTIP) and the 2019-21 Regional Flexible Fund Allocation (RFFA) process

**Near-term (2017-20)**
- Prepare and periodically update greenhouse gas emissions inventory of transportation operations
- Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions
- Adopt greenhouse gas emissions reduction policies and performance targets

---

**Impacts on communities**

- Update the 2017-20 Statewide Transportation Improvement Program (STIP) allocation process to address the Statewide Transportation Strategy (STS) Vision and STS Short-Term Implementation Plan actions
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**Near-term (2017-20)**
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**Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions**

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**Prepare and periodically update greenhouse gas emissions inventory of transportation operations**

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About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we’re making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/climatescenarios

Metro Council President
Tom Hughes

Metro Councilors
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Suzanne Flynn
PART 3. DRAFT PERFORMANCE MONITORING APPROACH

This is one of three parts of the draft implementation recommendations being presented for public review and comment from Sept. 15 to Oct. 30, 2014.

This document includes a draft approach to monitor and measure the progress of local and regional efforts with implementing the draft Climate Smart Strategy and meeting adopted targets for reducing greenhouse gas emissions from light vehicle travel as directed by OAR 660-044-0040(3)(e). The approach relies on observed data sources and existing regional performance monitoring processes to the extent possible, including future RTP updates, Urban Growth Report updates and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296.

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<td>Where can I find more information?</td>
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<tr>
<td>Draft Performance Monitoring Approach</td>
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BACKGROUND

The Climate Smart Communities Scenarios Project responds to a 2009 mandate from the Oregon Legislature for our region to develop a strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Metro is the regional government and federally-designated metropolitan planning organization for the Portland metropolitan area, serving a population of 1.5 million people. In that role, Metro has been working together with community, business and elected leaders across the region to shape a draft Climate Smart Strategy that meets the state mandate while supporting economic prosperity, community livability and protection of our environment.

After a four-year collaborative process informed by research, analysis, community engagement and deliberation, a draft Climate Smart Strategy that meets the state target is being presented for your review and comment. The draft strategy relies on policies and investments that have already been identified as local priorities in communities across the region and in the region’s long-range transportation plan.

HOW TO PROVIDE YOUR INPUT

• Take an on-line survey at www.makeagreatplace.org.
• Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to climatescenarios@oregonmetro.gov, or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
• Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.
WHAT’S NEXT?
The Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation are working to finalize their recommendation to the Metro Council on the draft approach and draft implementation recommendations.

Sept. 15 to Oct. 30 Public comment period on draft approach and draft implementation recommendations

Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

January 2015 Metro submits adopted approach to Land Conservation and Development Commission for approval

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline

WHERE CAN I FIND MORE INFORMATION?
Public review materials and other publications and reports can be found at oregonmetro.gov/climatescenarios. For email updates, send a message to climatescenarios@oregonmetro.gov.
**DRAFT CLIMATE SMART STRATEGY**

**DRAFT PERFORMANCE MONITORING APPROACH**

**BACKGROUND** | The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The region has identified an approach that meets the target while also substantially contributing to many other state, regional and local goals, including clean air and water, transportation choices, healthy and vibrant communities and a strong economy.

OAR 660-044-0040(3)(e) directs Metro to identify performance measures and targets to monitor and guide implementation of the preferred approach selected by the Metro Council. The purpose of performance measures and targets is to enable Metro and local governments to monitor and assess whether key elements or actions that make up the preferred approach are being implemented, and whether the preferred approach is achieving the expected outcomes.

**PERFORMANCE MONITORING AND REPORTING APPROACH** | Use observed data sources and rely on existing regional performance monitoring and reporting processes to the extent possible, including future RTP updates, Urban Growth Report updates and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296. When observed data is not available, data from regional models may be reported.

<table>
<thead>
<tr>
<th>POLICY</th>
<th>MEASURE</th>
<th>HOW WILL PROGRESS BE MEASURED?</th>
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<tbody>
<tr>
<td></td>
<td>2010 (unless otherwise noted)</td>
<td>2035 TARGET (unless otherwise noted)</td>
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<tr>
<td>Implement the 2040 Growth Concept and local adopted land use and transportation plans</td>
<td></td>
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<tr>
<td>a. New residential units built through infill and redevelopment in the urban growth boundary (UGB)</td>
<td>Data being finalized</td>
<td>Track; no target proposed</td>
</tr>
<tr>
<td>(existing)</td>
<td></td>
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<tr>
<td>b. New residential units built on vacant land in the UGB</td>
<td>Data being finalized</td>
<td>Track; no target proposed</td>
</tr>
<tr>
<td>(existing)</td>
<td></td>
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<tr>
<td>c. Acres of urban reserves added to the UGB</td>
<td>Data being finalized</td>
<td>Track; no target proposed</td>
</tr>
<tr>
<td>(existing)</td>
<td></td>
<td></td>
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<tr>
<td>d. Daily vehicle miles traveled per capita</td>
<td>19</td>
<td>17</td>
</tr>
<tr>
<td>(existing)</td>
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<td></td>
</tr>
<tr>
<td>Make transit convenient, frequent, accessible and affordable</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. Daily transit service revenue hours (new)</td>
<td>4,900</td>
<td>9,400</td>
</tr>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. Share of households within ¼-mile frequent bus service and ½-mile of high capacity transit (existing)</td>
<td>Data being finalized</td>
<td>Track; no target proposed</td>
</tr>
<tr>
<td>POLICY</td>
<td>MEASURE</td>
<td>HOW WILL PROGRESS BE MEASURED?</td>
</tr>
<tr>
<td>-------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Make biking and walking safe and convenient</td>
<td>a.  Share of daily trips made by biking and walking (^{(existing)})</td>
<td>a.  Data being finalized</td>
</tr>
<tr>
<td></td>
<td></td>
<td>a.  Data being finalized</td>
</tr>
<tr>
<td></td>
<td>b.  Daily miles of bicycle and pedestrian travel</td>
<td>b.  A methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b.  Track; no target proposed</td>
</tr>
<tr>
<td></td>
<td>c.  Bike and pedestrian fatal and severe injury crashes (^{(existing)})</td>
<td>c.  63 fatal or severe injury pedestrian crashes</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35 fatal or severe injury bike crashes</td>
</tr>
<tr>
<td></td>
<td>d.  New miles of bikeways, sidewalks and trails (^{(existing)})</td>
<td>d.  Data being finalized</td>
</tr>
<tr>
<td></td>
<td></td>
<td>d.  Track; no target proposed</td>
</tr>
<tr>
<td>Make streets and highways safe, reliable and connected</td>
<td>a.  Motor vehicle fatal and severe injury crashes (^{(existing)})</td>
<td>a.  398</td>
</tr>
<tr>
<td></td>
<td>b.  Reliability measure (^{(new)})</td>
<td>a.  199</td>
</tr>
<tr>
<td>Use technology to actively manage the transportation system</td>
<td>a.  Share of regional transportation system covered with transportation system management and operations (TSMO) strategies (^{(new)})</td>
<td>A methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update</td>
</tr>
<tr>
<td>Provide information and incentives to expand the use of travel options</td>
<td>a.  Share of households participating in individualized marketing programs (^{(existing)})</td>
<td>a.  9%</td>
</tr>
<tr>
<td></td>
<td>b.  Share of the workforce participating in commuter programs (^{(existing)})</td>
<td>a.  45%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b.  20%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>b.  30%</td>
</tr>
<tr>
<td>POLICY</td>
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</tr>
<tr>
<td>Manage parking to make efficient use of land and parking spaces</td>
<td>a. Parking measure TBD in 2018 RTP update <em>(new)</em></td>
<td>a. A methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update.</td>
</tr>
<tr>
<td>Support Oregon’s transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance</td>
<td>a. Share of registered light duty vehicles in Oregon that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV) <em>(new)</em></td>
<td>EV/PHEV a. 1%/0% (auto) 1%/0%(light truck) a. 23%/8% (auto) 20%/2% (light truck)</td>
</tr>
<tr>
<td></td>
<td>b. Share of households using pay-as-you-drive private vehicle insurance <em>(new)</em></td>
<td>b. &gt;1% b. 40%</td>
</tr>
<tr>
<td>Secure adequate funding for transportation investments</td>
<td>a. Make progress in addressing local, regional and state transportation funding gap <em>(new)</em></td>
<td>A methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update</td>
</tr>
<tr>
<td>Demonstrate leadership on climate change</td>
<td>a. Region-wide per capita roadway greenhouse gas emissions from light vehicles <em>(new)</em></td>
<td>e. 4.05 MTCO₂e¹¹ a. 1.2 MTCO₂e¹²</td>
</tr>
</tbody>
</table>
TABLE NOTES

1 Data is compiled and reported by Metro every two years in response to Oregon State Statutes ORS 197.301 and ORS 197.296. No targets have been adopted for these measures.
2 Ibid.
3 Ibid.
4 Data is from the ODOT Oregon Highway Performance Monitoring System (HPMS) and was the official state submittal to the Federal Highway Administration for tracking nationally. The 2014 Regional Transportation Plan (RTP) target calls for reducing daily vehicle miles traveled per person by 10 percent compared to 2010.
5 The 2014 Regional Transportation Plan calls for tripling the share of daily trips made by biking and walking compared to 2010.
6 Data is for the period 2007-2011 and comes from the ODOT Oregon Highway Performance Monitoring System (HPMS). The data was reported in the 2014 RTP adopted by the Metro Council on July 17, 2014. The 2014 RTP target calls for reducing fatal and severe injury crashes by 50 percent compared to the 2007-2011 period.
7 The 2014 RTP financially constrained system includes completing 663 miles of bikeways, sidewalks and trails; progress toward completion of the system of investments will be tracked.
8 See note 6.
9 The Oregon Department of Motor Vehicles will track this data through vehicle registration records.
10 A data source for this information has not been identified.
11 Data is a model estimate for the year 2005, using the Metropolitan GreenSTEP model.
12 The target reflects the state mandated 20 percent reduction per person in roadway greenhouse gas emissions, after accounting for state assumptions for advancements in cleaner, low carbon fuels and more fuel-efficient vehicles. A transition to the Motor Vehicle Emission Simulator (MOVES) model for tracking progress will be made as part of the 2018 Regional Transportation Plan update. The MOVES model is the federally-sanctioned model for demonstrating compliance with federal and state air quality requirements.
Summary of recommended changes

To be finalized following the Oct. 30 close of comment period

XX, XX, 2014
About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we’re making a great place, now and for generations to come.

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Tom Hughes

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Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Suzanne Flynn
Findings of Fact and Conclusions of Law

Under development

XX, XX, 2014
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**Auditor**
Suzanne Flynn
Staff Report to Ordinance No. 14-1346

Date: October 20, 2014
Prepared by: Kim Ellis, Principal Transportation Planner
Planning and Development Department, 503-797-1617

BACKGROUND

The Climate Smart Communities Scenarios Project responds to a 2009 mandate from the Oregon Legislature for Metro to develop and implement a strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Metro is the regional government serving a population of 1.5 million people in the Portland metropolitan region. In that role, Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to shape the Climate Smart Communities Strategy and supporting implementation recommendations in this ordinance. Adoption of this ordinance satisfies the 2009 legislative mandate and subsequent requirements adopted by the Land Conservation and Development Commission (LCDC) in 2011 and 2012 under Oregon Administrative Rule 660-044.

This ordinance forwards recommendations from the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) to the Metro Council on adopting a preferred land use and transportation scenario under OAR 660-044-0040. The Climate Smart Communities Strategy contained in the ordinance achieves a 29 percent reduction in per capita greenhouse gas emissions from light duty vehicles and provides significant community, public health, environmental and economic benefits to communities and the region. The strategy builds on and supports adopted local and regional plans and visions for healthy and equitable communities and a strong economy.

Metro Council action through Ordinance No. 14-1346 adopts a preferred land use and transportation scenario under OAR-044-0040 and directs staff to develop and submit a final report with the decision record to LCDC in the manner of periodic review. The ordinance also directs staff to begin scoping the work plan for the next update to the Regional Transportation Plan, which will serve as a major vehicle for implementing the preferred scenario under OAR 660-044-0040.

LEGISLATIVE BACKGROUND

Since 2006, Oregon has initiated a number of actions to respond to mounting scientific evidence that shows the earth’s climate is changing, indicating a long-term commitment to significantly reduce GHG emissions in Oregon.

In 2007 the Oregon Legislature established statewide greenhouse gas emissions reduction goals. The goals apply to all emission sectors – energy production, buildings, solid waste and transportation – and direct Oregon to:

- stop increases in GHG emissions by 2010
- reduce GHG emissions to 10 percent below 1990 levels by 2020
- reduce GHG emissions to at least 75 percent below 1990 levels by 2050.
In 2009, the Oregon Legislature passed House Bill 2001, the Jobs and Transportation Act (JTA). Section 37 of the Act requires Metro to develop two or more alternative land use and transportation scenarios designed to accommodate population and job growth anticipated by 2035 and reduce GHG emissions from light vehicles. Section 37 of the Act requires Metro to adopt a preferred scenario after public review and consultation with local governments in the Portland metropolitan region and calls for local governments to implement the adopted scenario.

In 2010, the Metro Council adopted the 2035 Regional Transportation Plan (RTP) and directed staff to conduct greenhouse gas scenario planning consistent with the JTA. In the same year, the Council also adopted six desired outcomes for the region to reflect a shared vision to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices that minimize greenhouse gas emissions and equitably distribute the benefits and costs of development.

To guide Metro’s scenario planning work, the LCDC adopted the Metropolitan Greenhouse Gas Reduction Targets Rule (Oregon Administrative Rule 660-044) in May 2011. As required by section 37 of the JTA, OAR 660-044-0020 identifies GHG emissions reduction targets for 2035 for each of Oregon’s six metropolitan areas. The targets identify the percentage reduction in per capita GHG emissions from light vehicle travel that is needed to help Oregon meet its GHG emissions reduction goals for 2050.

The LCDC target-setting process assumed anticipated changes to the vehicle fleet mix, improved fuel economy, and the use of improved vehicle technologies and low carbon fuels that would reduce 2005 emissions levels from 4.05 to 1.5 MT CO2e per capita by 2035. The adopted target for the Portland metropolitan area calls for a 20 percent per capita reduction in GHG emissions from light vehicle travel by 2035. This target reduction is in addition to the emissions reductions anticipated from changes to the fleet and technology sectors as identified in the Agencies’ Technical Report. Therefore, to meet the target, per capita roadway GHG emissions must be reduced by an additional 20 percent below the 1.5 MT CO2e per capita by 2035 to 1.2 MT CO2e per capita. The adopted target for the region is the equivalent of 1.2 MT CO2e per capita by 2035.

In 2012, the LCDC amended OAR 660-044-0040 to further direct Metro to evaluate a reference case that reflects implementation of existing adopted comprehensive and transportation plans and at least two alternative land use and transportation scenarios that accommodate planned growth while achieving a reduction in greenhouse gas emissions from light vehicles. The amendments also directed Metro on the evaluation and selection of a preferred land use and transportation scenario by December 31, 2014.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Since 1995, Metro and its partners have collaborated to help communities realize their local aspirations while moving the region toward its goals for making a great place: vibrant communities, economic prosperity, transportation choices, equity, clean air and water, and leadership on climate change. Local and regional efforts to implement the 2040 Growth Concept provided a solid foundation for the GHG scenario planning work required of the region.

The Portland metropolitan region conducted scenario planning in three phases through the Climate Smart Communities Scenarios Project (Scenarios Project). The project was designed to implement the 2010 Council actions, demonstrate leadership on climate change, maximize achievement of all six of the region’s desired outcomes, support adopted local and regional plans and satisfy requirements in Section 37 of the JTA and OAR 660-044.

**Figure 1** shows the project timeline.
Working together with city, county, state, business and community leaders, Metro researched how land use and transportation policies and investments can be leveraged to create healthy and equitable communities and a strong economy and meet state adopted targets for reducing greenhouse gas emissions. The adopted land use plans and zoning of cities and counties across the region served as the foundation for the scenarios tested throughout the project, with a goal of creating a diverse yet shared vision of how to make this region a great place for all communities today and for generations to come – and meet state greenhouse gas emissions targets.

Metro led this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitated this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The project relied on this existing regional decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC and the public participation process. A technical work group of members from MTAC and TPAC was formed to assist Metro staff with the development of work products, provide technical advice and assist with engaging local government officials and senior staff throughout the process.

PHASE 1: UNDERSTANDING OUR LAND USE AND TRANSPORTATION CHOICES (JAN. 2011 TO JAN. 2012)

Phase 1 began in 2011 and concluded in early 2012. This phase focused on understanding the region’s choices and produced the Strategy Toolbox, a comprehensive review of the latest research on greenhouse gas reduction strategies and their potential effectiveness and benefits. 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.

In addition, Metro evaluated a wide range of options for reducing greenhouse gas emissions by testing 144 different combinations of land use and transportation strategies to learn what it would take to meet
the region’s reduction target by 2035. Strategies we organized into six policy areas:

- Community design
- Pricing
- Marketing and incentives
- Roads
- Fleet
- Technology

Each of these policies areas included individual strategies that national research has shown to affect greenhouse gas emissions. Metro staff used a regionally tailored version of the Oregon Department of Transportation (ODOT) Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) model to conduct the scenario analysis – the same model used by state agencies to set the region’s greenhouse gas emissions reduction target and ODOT develop the Statewide Transportation Strategy for reducing greenhouse gas emissions. GreenSTEP accounts for the synergies between the policy areas and other variables, including vehicle miles traveled, fuel consumption, fleet mix, vehicle technology, amount of transit service and road expansion provided and the location of forecasted future growth.

The initial scenario analysis found more than 90 of the 144 scenarios tested met or exceeded the target. The findings are summarized in Understanding Our Land Use and Transportation Choices: Phase 1 Findings (January 2012).

The Phase 1 findings indicated that current adopted plans and policies – if realized – along with state assumptions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and other alternative fuel vehicles, provide a strong foundation for meeting the state target. Although current plans move the region in the right direction, current funding is not sufficient to implement adopted local and regional plans. As a result, the region concluded that a key to meeting the target would be the various governmental agencies working together to develop public and private partnerships to invest in communities in ways that support adopted local and regional plans and reduce greenhouse gas emissions.

PHASE 2: SHAPING OUR LAND USE AND TRANSPORTATION CHOICES (JAN. 2012 – OCT. 2013)

Phase 2 began in January 2012 and concluded in October 2013. This phase focused on shaping and evaluating future choices for supporting community visions and meeting the state GHG emissions reduction target. Staff conducted a sensitivity analysis of the policy areas tested during Phase 1 to better understand the GHG emissions reduction potential of individual strategies within each policy area.¹ The policies tested included pay-as-you-drive insurance, use of technology to actively manage the transportation system, expanded transit service, user-based

¹ Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012).
pricing of transportation, transportation demand management programs, increased bicycle travel, carsharing and advancements in clean fuels and vehicle technologies.

Assuming adopted community plans and national fuel economy standards, the most effective individual policies for reducing greenhouse gas emissions were found to be:

- Fleet and technology advancements
- Transit service expansion
- User-based pricing of transportation (e.g., fuel price, pay-as-you-drive insurance, parking fees, mileage-based road use fee, and carbon fee)

The information derived from the sensitivity analysis was used to develop a five-star rating system for communicating the relative climate benefit of different policies. The potential reductions found for each individual policy area, and the star rating assigned, represent the potential effect of individual policy areas in isolation and do not capture greenhouse gas emissions reductions that may occur from synergies between multiple policies if implemented together.

It should be noted that the potential reductions achieved from increased walking and biking are likely underestimated due to known limitations with GreenSTEP. It is also important to note that while some strategies did not individually achieve significant greenhouse gas emissions reductions, such as increasing walking or bicycle mode share or participation in marketing and incentives programs, they remain important elements to complement more effective strategies such as transit service expansion and building walkable downtowns and main streets as called for in adopted community plans and visions.

Metro also undertook an extensive consultation process by sharing the Phase 1 findings with cities, counties, county-level coordinating committees, regional advisory committees and state commissions. Staff also regularly convened a local government staff technical working group throughout 2012. The work group continued to provide technical advice to Metro staff, and assistance with engaging local government officials and senior staff.

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 from summer 2012 to winter 2013.

Eight case studies were produced to spotlight local government success stories related to strategies implemented to achieve their local community visions that also help to reduce greenhouse gas emissions. A video of local elected

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2 Metro staff used a regionally tailored version of ODOT’s Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) model to conduct the analysis. ODOT is currently working on enhancements to GreenSTEP to better account for pedestrian travel and address other limitations identified through the Climate Smart Communities Scenarios Project and development of the Statewide Transportation Strategy.
officials and other community and business leaders was produced as another tool for sharing information about the project and the range of strategies being considered.

Through these efforts, the Metro Council and regional advisory committees concluded that the region’s 2040 Growth Concept and the locally adopted land use and transportation plans that implement the growth concept should be the starting point for further scenario development and analysis.

**Figure 2** summarizes the three approaches evaluated in summer 2013. Each scenario was distinguished by an assumption of progressively higher levels of investment in adopted local and regional plans.

**Figure 2. Three approaches that were evaluated in 2013**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td><strong>RECENT TRENDS</strong>&lt;br&gt;This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.</td>
</tr>
<tr>
<td><strong>B</strong></td>
<td><strong>ADOPTED PLANS</strong>&lt;br&gt;This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td><strong>NEW PLANS &amp; POLICIES</strong>&lt;br&gt;This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.</td>
</tr>
</tbody>
</table>

A set of criteria were developed through the Phase 2 engagement process that would be used to evaluate and compare the scenarios considering costs and benefits across public health, environmental, economic and social equity outcomes. As unanimously recommended by MPAC and JPACT, Council approved a resolution on June 6, 2013 directing staff to move forward into the analysis and report back with the results in Fall 2013.


Phase 3, the final phase of the process, began in October 2013 with release of the Phase 2 analysis results. The results demonstrated that implementation of the 2040 Growth Concept and locally-adopted zoning, land use and transportation plans and policies make the state-mandated greenhouse gas emissions reduction target achievable – if the region is able to make the investments and take the actions needed to implement those plans. Scenario A fell short of the state mandated target, achieving a 12 percent reduction in per capita greenhouse gas emissions. Scenario B achieved a 24 percent reduction and Scenario C achieved a 36 percent reduction.

The analysis also demonstrated there are potentially significant long-term benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced congestion and delay and travel cost savings that come from driving more fuel efficient vehicles and traveling shorter distances.
Part of the analysis was conducted by the Oregon Health Authority through the Community Climate Choices Health Impact Assessment (HIA). The HIA built on a rapid HIA completed on a representative set of scenarios from Phase 1 and represents groundbreaking work to provide the region’s decision-makers with information about how the three scenarios may affect the health of people in the region before a final decision is made. The HIA found significant public health benefits from investments that increase physical activity, reduce air pollution and improve traffic safety. ³

The Phase 2 analysis demonstrated that if the region continues investing in transportation at current levels (as reflected in Scenario A) the region will fall short of the state greenhouse gas emissions reduction target and other outcomes the region is working together to achieve – healthy and equitable communities, clean air and water, transportation choices, and a strong economy.

Release of the Phase 2 findings in October 2013 initiated Phase 3 and a regional discussion aimed at identifying which policies, investments and actions should be included in a preferred approach.

SHAPING THE PREFERRED APPROACH IN 2014

In February 2014, MPAC and JPACT approved moving forward to shape and recommend a preferred approach for the Metro Council to adopt by the end of 2014. As recommended by both policy committees, development of the key components of the preferred approach began with the adopted 2040 Growth Concept, the 2014 Regional Transportation Plan (RTP) and the adopted plans of the region’s cities and counties including local zoning, capital improvement, comprehensive and transportation system plans.

During this time, the RTP was in the process of being updated to reflect changes to local, regional and state investment priorities, which were different from what was studied in Scenario B and Scenario C during Phase 2.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy priorities and possible trade-offs. The activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Interviews, discussion groups, and statistically valid public opinion research were used to gather input that was presented at a joint meeting of MPAC and JPACT on April 11, 2014. In addition, more detailed information about the policy areas under consideration was provided in a discussion guide, including estimated costs, potential benefits and impacts, and a comparison of the relative climate benefits and cost of six policy areas.⁴

³ The Community Choices Health Impact Assessment is available to download at www.healthoregon.org/hia.
⁴ Shaping the Preferred Approach: A Policymakers Discussion Guide is available to download from the project website at www.oregonmetro.gov/climatescenarios
The six policy areas discussed at the joint meeting are:

- Make transit convenient, frequent, accessible and affordable
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Make biking and walking safe and convenient
- Make streets and highways safe, reliable and connected
- Manage parking to make efficient use of land and parking spaces

After receiving additional information about the policy options and previous engagement activities, MPAC and JPACT discussed the six policy areas contained within the Scenarios A, B and C. The April 11 meeting concluded with a straw poll conducted of members to identify the desired levels of investment to assume in the region’s draft approach using a scale of 1 to 7, with 1 representing the level of investment in Scenario A and 7 representing the level of investment in Scenario C. Figure 3 summarizes the results of the straw poll.

Figure 3. April 11 MPAC/JPACT Straw Poll Results

April 11 JPACT/MPAC Straw poll results

Preferences for Scenarios A, B, C and in-Between Scenarios

Averages of all respondents (mean):

Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the straw poll results, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 12, a MTAC/TPAC workshop was held to begin shaping a recommendation to JPACT and MPAC on a draft approach, factoring cost, the region’s six desired outcomes, the April 11 straw poll results, and other input received from the public and county-level coordinating committees. MTAC and TPAC further refined their recommendation to JPACT and MPAC on May 21 and May 23, respectively. The refinements included more directly connecting their recommendations on the draft approach to the 2014 RTP in anticipation of the plan’s adoption on July 17, 2014.
On May 30, a joint meeting of the MPAC and JPACT was held to review additional cost information, public input, the April 11 straw poll results and recommendations from MTAC and TPAC on a draft approach for testing. After discussion of each recommendation, the committees took a poll to confirm the levels of investment to assume in the region’s draft approach – using a scale of 1 to 7, with 1 representing the level of investment in Scenario A and 7 representing the level of investment in Scenario C.

At the end of the meeting, both policy committees unanimously recommended forwarding the results of the May 30 poll to the Metro Council as the draft approach recommended for staff to study during the summer, 2014. The poll results are summarized in Figure 4.

Figure 4. May 30 MPAC/JPACT poll results on levels of investment recommended in the draft approach for testing

On June 19, 2014, the Metro Council directed staff to evaluate the draft approach as recommended by MPAC and JPACT on May 30, 2014. The draft approach recommended for study includes the following assumptions:

- **Growth** - adopted local and regional land use plans, including the 2040 Growth Concept, as assumed in the 2035 growth distribution adopted by the Metro Council in 2012.
- **State and federal actions related to advancements in fuels and vehicle fleet and technologies** - assumptions used by the state when adopting the region’s reduction target to account for

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5 The 2035 growth distribution reflects locally adopted comprehensive plans and zoning as of 2010 and assumes an estimated 12,000 acres of urban growth boundary expansion by 2035. Metro’s assumption about UGB expansion is not intended as a land use decision authorizing an amendment through this ordinance. Instead, the assumption about UGB expansion is included for purposes of analysis to assure that UGB expansion – if subsequently adopted by Metro and approved by LCDC – would be consistent with regional efforts to reduce greenhouse gas emissions. Review of any UGB expansion will occur through the UGB Amendment process provided for by ORS 197.626(a) and OAR Chapter 660, Division 24.
anticipated state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles

- **Transportation investments** - local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) on July 17, 2014 to address current and future transportation needs in the region, including:
  - the financially constrained 2014 RTP level of investment for streets, highways and active transportation
  - the financially constrained 2014 RTP assumptions for parking management, which link varying levels of parking management to the availability of high capacity transit, frequent bus service and active transportation in 2040 centers
  - the full 2014 RTP level of investment for transit service and related capital improvements needed to support increased service levels to be able to more fully implement community and regional transit service identified in transit service plans
  - the full 2014 RTP level of investment for transportation system management and operations technologies to actively manage the transportation system and reduce delay
  - a higher level of investment than assumed in the full 2014 RTP for travel information and incentive programs to increase carpooling, bicycling, walking and use of transit.

Metro staff worked with the project’s technical work group over the summer to develop modeling assumptions to reflect the draft approach. **Attachment 1** provides a summary of the key planning assumptions studied in the draft approach.

Staff completed the evaluation in August, 2014. Analysis shows the draft approach, if implemented, achieves a 29 percent per capita reduction in greenhouse gas emissions as shown in **Figure 5**. But the draft approach does more than just meet the target. It will deliver significant environmental and economic benefits to communities and the region, including:

- Less air pollution and run-off of vehicle fluids means fewer environmental costs. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods and a strong regional economy.
- Households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more.
- Reducing the share of household expenditures

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6 The assumptions were developed based on the best available information and current estimates about improvements in vehicle technologies and fuels and will be reviewed by LCDC in 2015.
for vehicle travel helps household budgets and allows people to spend money on other priorities; this is particularly important for households of modest means.

In addition, the Oregon Health Authority completed a third health impact assessment to evaluate the health impacts of the draft approach. The assessment found that the investments in land use and transportation under consideration in the draft approach not only protect health by reducing the risks of climate change, they will also deliver significant public health benefits to communities and the region, including:

- Reduced air pollution and increased physical activity can help reduce illness and save lives.
- Reducing the number of miles driven results in fewer traffic fatalities and severe injuries.

The HIA also monetized expected public health benefits to help demonstrate the economic benefits that can result from improved public health outcomes. Analysis found that by 2035 the region could save $100 – $125 million per year in healthcare costs related to illness from implementing the draft approach.

Staff also prepared cost estimates to implement the draft approach. At $24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP ($29 billion), but about $5 billion more than the financially constrained 2014 RTP ($19 billion). The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond existing and anticipated revenues.

While the recommended level of investment for transit service and related capital, transportation system management technologies and travel information and incentive programs is more than what is adopted in the financially constrained 2014 RTP, the estimated costs fall within the full 2014 RTP funding assumptions the region has agreed to work toward as part of meeting statewide planning goals. The cost to implement the draft approach is estimated to be $945 million per year, plus an estimated $480 million per year needed to maintain and operate the region’s road system. While this is about $630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the draft approach can help people live healthier lives and save households and businesses money providing a significant return on investment.

Attachment 2 to the staff report summarizes the results of the analysis.

**CLIMATE SMART COMMUNITIES STRATEGY**

After a four-year collaborative process informed by research, analysis, community engagement and discussion, community, business and elected leaders have shaped a draft Climate Smart Communities Strategy that meets the state mandate and supports the plans and visions that have already been adopted by communities and the region.
On September 15, 2014, Metro staff launched an online survey and released the results of the analysis and the preferred land use and transportation scenario under OAR 660-044-0040 for review and comment through October 30, 2014:

- **Draft Climate Smart Strategy** *(an overview of the draft approach as unanimously recommended for study by MPAC and JPACT on May 30, 2014)*

- **Draft Implementation Recommendations** *(recommended policy, possible actions and monitoring approach organized in three parts)*

  1. **Draft Regional Framework Plan Amendments** identify refinements to existing regional policies to integrate the key components of the Climate Smart Communities Strategy, including performance measures for tracking the region’s progress on implementing the strategy.

  2. **Draft Toolbox of Possible Actions (2015-2020)** identifies possible near-term (within the next 5 years) actions that the Oregon Legislature, state agencies and commissions, Metro, cities and counties and special districts can take to begin implementation of the Climate Smart Communities Strategy. The toolbox is a comprehensive menu of more than 200 policy, program and funding actions that can be tailored to best support local, regional and state plans and visions that, if implemented, will reduce greenhouse gas emissions in ways that support community and economic development goals.

  The toolbox does not mandate adoption of any particular policy or action. It builds on the research, analysis, community engagement and discussion completed during the past four years and was developed with the recognition that some tools and actions may work in some locations but not in others. It emphasizes the need for many diverse partners to work together to begin implementation of the Climate Smart Communities Strategy and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. Updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to implement the *Toolbox of Possible Actions* in ways that can be locally tailored.

  3. **Draft Performance Monitoring Approach** identifies measures and aspirational targets that reflect what was assumed in the strategy to evaluate and report on the region’s progress toward implementing key components of the Climate Smart Communities Strategy through scheduled updates to the RTP and Urban Growth Report, and in response to Oregon State Statutes ORS 197.301 and ORS 197.296. The monitoring approach builds on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements.

Metro sought and received comments on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach from MPAC, JPACT, MTAC, TPAC, state agencies and commissions, including the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Oregon Department of Land Conservation and Development, and the Land Conservation and Development Commission, local governments in the region, the Port of Portland; public, private and non-profit organizations; and the public. The Metro Council held public hearings on October 30 and December 18, 2014.

A report documenting comments received through October 30, 2014 is provided in Attachment 3.
WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION

Adoption of the preferred scenario under OAR 660-044-0040 – the Climate Smart Communities Strategy and supporting implementation recommendations – presents an opportunity for MPAC, JPACT and the Metro Council and others to work together to demonstrate leadership on climate change and address challenges related to transportation funding and implementing adopted local and regional plans, including transit service plans.

The preferred scenario adopted by this ordinance sets the foundation for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing local and regional efforts to create healthy, equitable communities and a strong economy. The ordinance recommends local regional and state implementation actions and allows for local flexibility to support the differences among the region’s cities and counties. The ordinance also acknowledges that implementation of adopted local and regional plans, including transit service plans, as called for in the Climate Smart Communities Strategy and supporting implementation recommendations, will require new resources and active participation from a full range of partners over the long-term. MPAC and JPACT have agreed to work together with the Metro Council and other public and private partners to begin implementation in 2015 and recommend three priority actions as a starting point.

The preferred scenario will initially be implemented through amendments to Metro’s Regional Framework Plan in December 2014 and the three priority actions. Implementation through Metro’s Regional Transportation Plan, functional plans, local comprehensive plans, land use regulations and transportation system plans will occur through future actions as defined by administrative rules adopted by LCDC.7

ANALYSIS/INFORMATION

1. **Known Opposition** None known. MPAC and JPACT unanimously recommended the Climate Smart Communities Strategy (attached to this ordinance as Exhibit A) for study on May 30, 2014.

2. **Legal Antecedents** Several state and regional laws and actions relate to this action.

**Metro Council actions**

- Resolution No. 08-3931 (For the Purpose of Adopting a Definition of Sustainability to Direct Metro's Internal Operations, Planning Efforts, and Role as a Regional Convener), adopted on April 3, 2008.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010.
- Ordinance No. 10-1244B (For the Purpose of Making the Greatest Place and Providing Capacity for Housing and Employment to the Year 2030; Amending the Regional Framework Plan and the Metro Code; and Declaring an Emergency), adopted on December 16, 2010.
- Resolution No. 12-4324 (For the Purpose of Accepting the Climate Smart Communities Scenarios Project Phase 1 findings and Strategy Toolbox for the Portland Metropolitan Region to Acknowledge the Work Completed to Date and Initiate Phase 2 of the Climate Smart Communities Scenarios Project), adopted on January 26, 2012.

7 OAR 660-044-0040 and OAR 660-044-0045.
• Ordinance No. 12-1292A (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2035 to Traffic Analysis Zones in the Region Consistent With the Forecast Adopted By Ordinance No. 11-1264B in Fulfillment of Metro's Population Coordination Responsibility Under ORS 195.036), adopted on November 29, 2012.
• Resolution No. 13-4338 (For the Purpose of Directing Staff to Move Forward With the Phase 2 of the Climate Smart Communities Scenarios Project Evaluation), adopted on June 6, 2013.
• Resolution No. 14-4539 (For the Purpose of Directing Staff to Test a Draft Approach and Complete Phase 3 of the Climate Smart Communities Scenarios Project), adopted June 19, 2014.
• Ordinance No. 14-1340 (For the Purpose of Amending the 2035 Regional Transportation Plan to Comply With Federal and State Law; and to Amend the Regional Framework Plan), adopted July 17, 2014.

State of Oregon actions
• Oregon House Bill 3543, the Climate Change Integration Act, passed by the Oregon Legislature in 2007, codifies state greenhouse gas reduction goals and establishes the Oregon Global Warming Commission and the Oregon Climate Research Institute in the Oregon University System.
• Oregon House Bill 2001, the Jobs and Transportation Act, passed by the Oregon Legislature in 2009, directs Metro to conduct greenhouse gas emissions reduction scenario planning and LCDC to adopt reduction targets for each of Oregon’s metropolitan planning organizations.
• Oregon House Bill 2186, passed by the Oregon Legislature in 2009, directs work to be conducted by the Metropolitan Planning Organization Greenhouse Gas Emissions Task Force.
• Oregon Senate Bill 1059, passed by the Oregon Legislature in 2009, directs planning activities to reduce greenhouse gas emissions in the transportation sector and identifies ODOT as the lead agency for implementing its requirements. This work is being conducted through the Oregon Sustainable Transportation Initiative.

3. Anticipated Effects
• Staff will transmit a final report and the decision record, including this ordinance, exhibits to the ordinance, the staff report to the ordinance and attachments to the staff report, to the Land Conservation and Development Commission in the manner of periodic review by January 31, 2015.
• The preferred scenario under OAR 660-044-0040, adopted by this ordinance and reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, will be further implemented through the next scheduled update to the Regional Transportation Plan by December 31, 2018. Staff will begin scoping the work plan for the next update to the Regional Transportation Plan, and identify by September 30, 2015, a schedule and outline of policy decisions and resources needed.

4. Budget Impacts This phase of the project is funded in the current budget through Metro and ODOT funds. Implementation of the Climate Smart Communities Strategy will be determined through future budget actions.

RECOMMENDED ACTION
Staff recommends approval of Ordinance 14-1346.
**Phase 2: 2010 base year and alternative scenario inputs**

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

<table>
<thead>
<tr>
<th>Strategy</th>
<th>2010</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Base Year</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reflects existing conditions</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Scenario A</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recent trends</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Scenario B</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adopted plans</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Scenario C</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New plans and policies</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Households in mixed use areas (percent)       | 26%        | 36%        | 37%        |
| Urban growth boundary expansion (acres)       | 2010 UGB   | 28,000 acres | 12,000 acres | 12,000 acres |
| Drive alone trips under 10 miles that shift to bike (percent) | 9%        | 10%        | 15%        | 17%        | 20%        |
| Transit service (daily revenue hours)         | 4,900      | 5,600      | 6,200      | 9,400      | 11,200     |
| Work/non-work trips in areas with parking management (percent) | 13% / 8%  | 13% / 8%   | 30% / 30%  | 50% / 50%  |

| Pricing                                       |            |            |
| Pay-as-you-drive insurance (percent of households participating) | 0%        | 20%        | 40%        | 100%       |
| Gas tax (cost per gallon 2005$)               | $0.42      | $0.48      | $0.73      | $0.18      |
| Road user fee (cost per mile)                 | $0         | $0         | $0         | $0.03      |
| Carbon emissions fee (cost per ton)           | $0         | $0         | $0         | $50        |

Note: Gas tax assumption to be held in constant 2005$ to be consistent with Oregon’s revenue forecast scenario recommended for metropolitan transportation plans (Feb. 2011) and Statewide Transportation Strategy analysis.
Shaping the preferred approach

A discussion guide for policymakers

Households participating in eco-driving (percent)
Households participating in individualized marketing programs (percent)
Workers participating in employer-based commuter programs (percent)
Carsharing in high density areas (participation rate)
Freeway and arterial expansion (lane miles added)
Marketing and incentives
Fleet turnover rate
Fleet mix (percent)
Carsharing in medium density areas (participation rate)
Delay reduced by traffic management strategies (percent)
Roads
Fleet
Technology
Plug-in hybrid electric/all electric vehicles (percent)

<table>
<thead>
<tr>
<th>Strategy</th>
<th></th>
<th>2010</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Households participating in eco-driving (percent)</td>
<td></td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Households participating in individualized marketing programs (percent)</td>
<td></td>
<td>9%</td>
<td>30%</td>
</tr>
<tr>
<td>Workers participating in employer-based commuter programs (percent)</td>
<td></td>
<td>20%</td>
<td>20%</td>
</tr>
<tr>
<td>Carsharing in high density areas (participation rate)</td>
<td></td>
<td>One carshare per 5000 vehicles</td>
<td>Twice the number of carshare vehicles available</td>
</tr>
<tr>
<td>Carsharing in medium density areas (participation rate)</td>
<td></td>
<td>One carshare per 5000 vehicles</td>
<td>Same as today</td>
</tr>
<tr>
<td>Freeway and arterial expansion (lane miles added)</td>
<td></td>
<td>N/A</td>
<td>12/31 9 miles</td>
</tr>
<tr>
<td>Delay reduced by traffic management strategies (percent)</td>
<td></td>
<td>10%</td>
<td>10%</td>
</tr>
<tr>
<td>Fleet turnover rate</td>
<td></td>
<td>10 years</td>
<td>8 years</td>
</tr>
<tr>
<td>Fuel economy (miles per gallon)</td>
<td></td>
<td>auto: 29.2 mpg light truck: 20.9 mpg</td>
<td>auto: 68.5 mpg light truck: 47.7 mpg</td>
</tr>
<tr>
<td>Carbon intensity of fuels</td>
<td></td>
<td>90 g CO₂e/megajoule</td>
<td>72 g CO₂e/megajoule</td>
</tr>
<tr>
<td>Plug-in hybrid electric/all electric vehicles (percent)</td>
<td></td>
<td>auto: 0% / 1% light truck: 0% / 1%</td>
<td>auto: 8% / 26% light truck: 2% / 26%</td>
</tr>
</tbody>
</table>

Note: [1] Freeway and arterial lane miles added were incorrectly reported and have been updated to reflect what was tested in Phase 2. The difference between the 2010 RTP FC and 2014 RTP FC lane miles is largely due to the addition of the Sunrise Corridor Project and ODOT auxiliary lane projects.
WHAT DID WE LEARN?
We can meet the 2035 target if we make the investments needed to build the plans and visions that have already been adopted by communities and the region. However, we will fall short if we continue investing at current levels.

The region has identified a draft approach that does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

WHAT KEY POLICIES ARE INCLUDED IN THE DRAFT APPROACH?
- Implement adopted plans
- Make transit convenient, frequent, accessible and affordable
- Make biking and walking safe and convenient
- Make streets and highways safe, reliable and connected
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Manage parking to make efficient use of land and parking spaces

KEY RESULTS
The Climate Smart Communities Scenarios Project responds to a state mandate to reduce greenhouse gas emissions from cars and small trucks by 2035. Working together, community, business and elected leaders are shaping a strategy that meets the goal while creating healthy and equitable communities and a strong economy. On May 30, 2014, Metro’s policy advisory committees unanimously recommended a draft approach for testing that relies on policies and investments that have already been identified as priorities in communities across the region. The results are in and the news is good.

Reduced greenhouse gas emissions

<table>
<thead>
<tr>
<th>Scenario A: Recent Trends</th>
<th>Scenario B: Adopted Plans &amp; New Policies</th>
<th>DRAFT APPROACH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>29%</td>
</tr>
<tr>
<td>20% REDUCTION BY 2035</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The reduction target is from 2005 emissions levels after reductions expected from cleaner fuels and more fuel-efficient vehicles.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help reduce illness and save lives.

- Reducing the number of miles driven results in fewer traffic fatalities and severe injuries.

- Less air pollution and run-off of vehicle fluids means fewer environmental costs. This helps save money that can be spent on other priorities.

- Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods and a strong regional economy.

- Households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more.

- Reducing the share of household expenditures for vehicle travel helps household budgets and allows people to spend money on other priorities; this is particularly important for households of modest means.

In 2010, our region spent $5-6 billion on healthcare costs related to illness alone. By 2035, the region can save $100 million per year from implementing the draft approach.

By 2035, the region can save more than $1 billion per year from the lives saved each year by implementing the draft approach.

Cumulative savings calculated on an annual basis. The region can expect to save $2.5 billion by 2035, compared to A, by implementing the draft approach.
WHAT IS THE RETURN ON INVESTMENT?

Local and regional plans and visions are supported. The draft approach reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to address current and future transportation needs in the region. At $24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP ($29 billion), but about $5 billion more than the financially constrained 2014 RTP ($19 billion).*

More transportation options are available. As shown in the chart to the right, investment levels assumed in the draft approach are similar to those in the adopted financially constrained RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce greenhouse gas emissions while improving access to jobs and services and supporting other community goals.

Households and businesses experience multiple benefits. The cost to implement the draft approach is estimated to be $945 million per year, plus an estimated $480 million per year needed to maintain and operate our road system. While this is about $630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the draft approach can help people live healthier lives and save households and businesses money.

* The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated new revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond currently anticipated revenues.
HOW DO WE MOVE FORWARD?

We’re stronger together. Local, regional, state and federal partnerships and legislative support are needed to secure adequate funding for transportation investments and address other barriers to implementation.

Building on existing local, regional and statewide activities and priorities, the project partners have developed a draft toolbox of actions with meaningful steps that can be taken in the next five years. This is a menu of actions that can be locally tailored to best support local, regional and state plans and visions. Reaching the state target can best be achieved by engaging community and business leaders as part of ongoing local and regional planning and implementation efforts.

WHAT CAN LOCAL, REGIONAL AND STATE PARTNERS DO?

Everyone has a role. Local, regional and state partners are encouraged to review the draft toolbox to identify actions they have already taken and prioritize any new actions they are willing to consider or commit to as we move into 2015.

WHAT’S NEXT?

The Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation are working to finalize their recommendation to the Metro Council on the draft approach and draft implementation recommendations.

September 2014 Staff reports results of the analysis and draft implementation recommendations to the Metro Council and regional advisory committees

Sept. 15 to Oct. 30 Public comment period on draft approach and draft implementation recommendations

Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

December 2014 MPAC and JPACT make recommendation to Metro Council

December 2014 Metro Council considers adoption of preferred approach

January 2015 Metro submits adopted approach to Land Conservation and Development Commission for approval

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline

WHERE CAN I FIND MORE INFORMATION?

The draft toolbox and other publications and reports can be found at oregonmetro.gov/climatescenarios.

For email updates, send a message to climatescenarios@oregonmetro.gov.
Public Engagement Report

To be finalized following the Oct. 30 close of comment period

xx, 2014
About Metro

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together we’re making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/climatescenarios

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Tom Hughes

Metro Councilors
Shirley Craddick, District 1
Carlotta Collette, District 2
Craig Dirksen, District 3
Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor
Suzanne Flynn
OCTOBER 23, 2014
Revised Straw Proposal for TPAC Discussion
A SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016

BACKGROUND
The Climate Smart Communities project responds to a 2009 legislative mandate to develop and implement a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After a four-year collaborative effort, community leaders have shaped a Climate Smart strategy that meets the state mandate while supporting local city and county plans that have already been adopted in the region. When implemented, the strategy will also deliver significant public health, environmental and economic benefits to households and businesses in the region.

WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION
Building on existing activities and priorities in our region, the project partners have developed a Toolbox of Possible Actions that recommends immediate steps that can be taken individually by local, regional and state governments to implement the Climate Smart strategy. The toolbox does not mandate adoption of any particular policy or action, and instead was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target and some tools and actions may work better in some locations than others. The toolbox emphasizes the need for diverse partners to work together in pursuing those strategies most appropriate to local needs and conditions.

The toolbox includes some regional actions that require local and regional officials to work together. Seeing the opportunity to act quickly, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have identified three toolbox actions that are key for the region to work together on now:

CLIMATE SMART ACTIONS FOR 2015 AND 2016

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Action 1</td>
<td>Advocate for increased federal, state, regional and local transportation funding for all transportation modes as part of a diverse coalition, with a top priority of maintaining and preserving existing infrastructure. This action will advance efforts to implement adopted local city and county plans, transit service plans, and the 2014 Regional Transportation Plan.</td>
</tr>
<tr>
<td>Action 2</td>
<td>Advocate for federal and state governments to implement actions and legislative changes to advance Oregon’s transition to cleaner, low carbon fuels, and more fuel-efficient vehicle technologies. This action will accelerate the fuel and vehicle technology trends assumed in the state target.</td>
</tr>
<tr>
<td>Action 3</td>
<td>Seek opportunities to advance existing local projects that best combine the most effective greenhouse gas emissions reduction strategies. This action will implement adopted city and county plans and identify locally tailored approaches that integrate transit and active transportation investments with the use of technology, parking and transportation demand management strategies.</td>
</tr>
</tbody>
</table>

PARTNERSHIPS TO IMPLEMENT EARLY ACTIONS CAN DRIVE POSITIVE CHANGE
Adoption of the Climate Smart Communities Strategy presents an opportunity for the region to work together to demonstrate leadership on climate change while addressing the need to step up funding to implement our adopted local and regional plans. Working together on these early actions presents an opportunity to lay a foundation for addressing our larger shared challenges through a collaborative approach. The actions recommended are achievable, but require political will and collaboration among regional partners to succeed.

This collaborative effort will require full participation from not only MPAC, JPACT, and the Metro Council, but also the region’s cities and counties, transit agencies, port districts, parks providers, businesses, non-profits as well as state agencies, commissions and the Oregon Legislature. Coordinated work plans for addressing these priority actions will be developed by MPAC and JPACT and the Metro Council in 2015.
MEMORANDUM

DATE: October 23, 2014
TO: WCCC Transportation Advisory Committee
FROM: Dyami Valentine, Senior Planner
SUBJECT: MSTIP Opportunity Fund Requests

As part of the MSTIP 3d program adopted in July 2012, the Board established a $5 million Opportunity Fund for the purpose of leveraging federal, state and other funding opportunities as they arise. The Opportunity Fund is flexible and can be applied to a variety of different projects and activities, including (but not limited to) pedestrian, bicycle, transit and travel demand management projects. The next major round of competitive funds available for matching opportunities is the 2015-2017 Regional Travel Options grant. Grant applications are due December 19, 2014.

Request
Both Washington County in partnership with Westside Transportation Alliance and City of Tigard will be seeking WCCC endorsement for matching funds from the MSTIP Opportunity Fund. Summaries of each request are below. The WCCC TAC at its October 30 meeting will take action for WCCC consideration.

<table>
<thead>
<tr>
<th>Sponsor(s)</th>
<th>Project</th>
<th>Total Cost</th>
<th>RTO Request</th>
<th>MSTIP Request</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington County</td>
<td>TDM Project Implementation</td>
<td>$253,500</td>
<td>$203,500</td>
<td>$50,000</td>
<td>Continue the strong support to implement countywide TDM strategies. Fund a portion of Westside Transportation Alliance 2015-2017 budget ($25K/year).</td>
</tr>
<tr>
<td>City of Tigard</td>
<td>Safe Routes to School Program Coordinator</td>
<td>$275,000</td>
<td>$246,750</td>
<td>$28,250</td>
<td>Fund a Safe Routes to School Coordinator position in the City of Tigard for fiscal years 2016 and 2017</td>
</tr>
</tbody>
</table>

Opportunity Fund Guiding Principles
The following guiding principles help the WCCC and Board allocate Opportunity Funds:
1. Allocate no more than $1.5 million per year to keep funds available for future opportunities.
2. Consider opportunities to enhance and/or include innovative design with the intent of constructing a “signature” project.
3. Take into account the amount of local match when considering and soliciting projects.
4. Illustrate the project benefits to the countywide transportation system.
5. Improve transportation mobility.
**Procedures**
The MSTIP Opportunity Fund is available on a continual basis through Fiscal Year 2017-18; there is no official "call for projects" to spend the funds. Project applicants work with county staff to schedule a presentation before the WCCC. For a project to move forward, the WCCC must endorse it by formal vote. The Board then endorses the project by entering into an intergovernmental agreement (IGA) with the project applicant at the appropriate time. Direct participation in the program is limited to the county and cities, but other entities (such as park districts, transit agencies and non-profits) can partner with a city or county “sponsor.”

**Recent Successes**
A number of recent successful grant awards highlight the benefit of having the Opportunity Fund and the important role WCCC’s strong leadership and coordination plays in securing these awards.

- The US Department of Transportation announced September 9, 2014 that ODOT and Washington County were jointly awarded $10.1 million to implement a series of advanced transportation management system (ATMS) improvements on several state highways and major arterial roads. The $1.5 million in MSTIP Opportunity Fund, endorsed by the WCCC in April 2014, leverages a total of $12.1 million in state and federal funds towards this regionally significant project.

- The City of Tualatin was awarded $1.585 million in Connect Oregon funds for the Tualatin River Greenway Trail. The project successfully leverages both public and private funds, including $750,000 in MSTIP Opportunity Funds.

One measure of the program’s success is that for every $1 in Opportunity Fund, WCCC members are capturing over $7 in private, state and federal funding.

**Opportunity Fund Usage**
The MSTIP 3d Opportunity Fund is available on a continual basis through Fiscal Year 2017-18. To date a total of $2.868 million in Opportunity Funds have been used to leverage over $20 million in regional, state, federal and private dollars. The remaining Opportunity Fund balance is $2,132,000.

**Attachments**

- MSTIP Opportunity Fund Match Request for a City of Tigard RTO Grant
City of Tigard
Memorandum

To: Washington County Coordinating Committee TAC
From: Kenny Asher, Director of Community Development
Re: MSTIP Opportunity Fund Match Request for a City of Tigard RTO Grant
Date: October 22, 2014

Summary

The City of Tigard is preparing a Regional Transportation Options (RTO) Program grant application to fund a Safe Routes to School Coordinator position in the City of Tigard for fiscal years 2016 and 2017.

The City has been working with four elementary schools and one middle school in the Tigard-Tualatin School District (TTSD), all in the City of Tigard, to reestablish walking and biking to school as a way of life in Tigard. Between 1969 and 2004, the percentage of school-age children who walked or biked to school dropped from roughly 50 to 15 percent, nationally. Tigard is not unusual in having schools near arterials and collectors that are difficult to cross, and local streets around schools with inadequate sidewalks, signage, pedestrian and bicycle safety devices and bike parking. Neither have education or incentive programs been explored for their ability to shift the travel behavior of Tigard families.

This situation is incompatible with Tigard’s strategic vision to become the most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives.

Tigards’ schools are its community centers and most heavily used neighborhood destinations. The City is hoping it can demonstrate leadership and new models to prove that the SRTS Program can be effectively leveraged to achieve local, regional and state transportation and land use objectives.

Request

The City is requesting an MSTIP Opportunity Fund allocation to provide the local match for an RTO funded limited term staff position. The position would coordinate with partners at Washington County, TTSD, the City of Tualatin, the National Partnership for SRTS and the schools themselves, to establish programs, amend capital improvement plans, and measure outcomes. The grant request and budget are still under development. The city estimates approximately $275,000 in new costs to establish the SRTS program in all nine City of Tigard TTSD schools within two years. The RTO Program requires a 10.27 percent cash or in-kind local match. Guidance from the WCCC TAC on program design, partnership opportunities and a specific match request would be welcome at the October 30 meeting.

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