



133 SW Second Ave., Suite 201 • Portland, OR 97204 • (503) 497-1000 • fax (503) 223-0073 • www.friends.org  
Southern Oregon Office • PO Box 2442 • Grants Pass, OR 97528 • (541) 474-1155 • fax (541) 474-9389  
Willamette Valley Office • PO Box 51252 • Eugene, OR 97405 • (541) 520-3763 • fax (503) 575-2416

Land Conservation and Development Commission  
635 Capitol Street NE, Suite 150  
Salem, OR 97301

EXHIBIT: A AGENDA ITEM: 6  
LAND CONSERVATION & DEVELOPMENT  
COMMISSION  
DATE: 5.21.15  
SUBMITTED BY: 1,000 Friends

Re: Metropolitan Greenhouse Gas Target Rule, OAR 660-044

Dear Chair Macpherson and Commission Members:

Thank you for the opportunity to comment on the greenhouse gas reduction target rule for metropolitan areas. 1000 Friends of Oregon has been actively involved with this effort since 2009, including the passage of HB 2001 and SB 1059, which, among other things, directed the Commission to adopt the target rule. We have also participated in the implementation of the greenhouse gas reduction target in the Portland Metro area. The successful work done by Metro to date provides experience and information for this Commission to use in evaluating the target rule.

1000 Friends has reviewed the full Target Rule Report and your staff report, and agrees with the staff recommendation to engage in rulemaking to amend the targets. We highlight here several reasons why.

1. "Scenario planning" for greenhouse gas reduction, as this program has come to be known, is simply conducting comprehensive land use and transportation planning that includes the objective of reducing (light) vehicle miles travelled by arranging land use types, densities, and transportation systems to reduce the need to use a car or to drive as far. Many of the most effective tools available to achieve the target reductions are the same ones cities are considering to achieve livable communities, provide diverse and affordable housing in the right locations, and meet transportation goals, including: better sidewalk connectivity; denser, mixed-use development; increased transit service; multi-modal transportation system plans; bikeways; parking management, and others. All these land use and transportation planning and implementation efforts – both state and to the extent possible federal - should be coordinated in timing and integrated in objectives and results. There is tremendous potential to achieve multiple local objectives with the same set of tools.
2. The targets should be updated to reflect new information and legislation about vehicle efficiency, fuels, fleet turnover, and other technical information.
3. Oregon has gained two new urban areas that qualify as Metropolitan Transportation Organizations (MPOs) – the Albany and Grants Pass areas. This rulemaking would provide the opportunity to develop greenhouse gas reduction targets for those areas.

We concur with your staff's recommendation to undertake a process to amend the Metropolitan greenhouse Gas Target Rule to meet these objectives. Thank you for consideration of our comments.

Sincerely,

*Mary Kyle McCurdy*

Mary Kyle McCurdy  
Policy Director and Staff Attorney



Oregon  
Environmental  
Council  
It's Your Oregon

EXHIBIT: B AGENDA ITEM: 6  
LAND CONSERVATION & DEVELOPMENT  
COMMISSION  
DATE: 5.21.15  
SUBMITTED BY: OEC

222 NW Davis Street  
Suite 309  
Portland, OR 97209-3900  
503.222.1963  
www.oeconline.org

## Public Comment to the Land Conservation & Development Commission Agenda Item 6: Metropolitan Greenhouse Gas (GHG) Targets Rule

May 21, 2015

**Chris Hagerbaumer, Deputy Director  
Oregon Environmental Council**

Founded in 1968, the Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative solutions to Oregon's environmental challenges for today and future generations.

Oregon Environmental Council supports DLCD's recommendation that the greenhouse gas (GHG) reduction targets in OAR 660-044 be reviewed and amended.

We also urge state, local and federal entities to work to streamline transportation planning efforts so that it becomes second nature for metropolitan areas to consider GHG impacts as they plan transportation programs, policies and investments for the future.

Cities have a very important role to play in addressing Oregon's carbon footprint. Better vehicle technology and lower-carbon fuels will help reduce Oregon's contribution to global warming, but in growing parts of the state, population growth will outpace vehicle technology. More people driving more miles will cancel out some of the benefits of cleaner cars and fuels. Therefore, it is imperative for Oregon's fast-growing urban areas to plan carefully to ensure that future development and transportation investments increase residents' ability to get around with fewer or shorter driving trips than today.

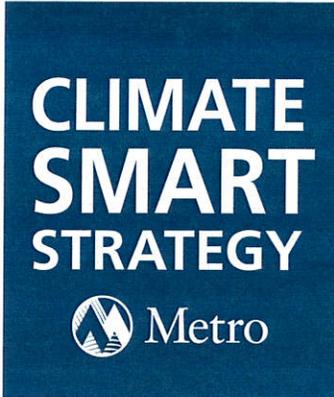
As demonstrated in the presentation you received about Metro's Climate Smart Strategy, scenario planning will not only reduce GHG emissions from transportation, but also result in a variety of co-benefits, such as:

- Lower infrastructure costs
- Lower household costs
- Protected farm and forestlands
- Improved public health
- And more!

However, OEC is worried about the future of scenario planning given that POP 106 in DLCD's budget was not recommended for funding. This POP would have funded two positions in the department to work on the Oregon Sustainable Transportation Initiative. Now is not the time to cut state efforts to tackle climate change. Now is the time to double down on this moral imperative, capitalizing on the opportunity to lead our state to a climate friendly future. Oregon must be intent about "growing cooler" to benefit residents today and to protect future generations. We therefore urge you in your capacity as commissioners to advocate for funding for these positions.

Thank you for your consideration.





# CLIMATE SMART STRATEGY

The Climate Smart Strategy responds to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After working together with community, business and elected leaders across the region for four years, the Metro Council adopted the strategy in December 2014 with broad support. Adoption of the strategy affirms the region’s shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities and grow our economy – all while reducing greenhouse gas emissions.

EXHIBIT: \_\_\_\_\_ AGENDA ITEM: U  
 LAND CONSERVATION & DEVELOPMENT  
 COMMISSION  
 DATE: \_\_\_\_\_  
 SUBMITTED BY: \_\_\_\_\_

### CLIMATE SMART STRATEGY POLICY AREAS

1. Implement adopted local and regional land use plans
2. Make transit convenient, frequent, accessible and affordable
3. Make biking and walking safe and convenient
4. Make streets and highways safe, reliable and connected
5. Use technology to actively manage the transportation system
6. Provide information and incentives to expand the use of travel options
7. Make efficient use of vehicle parking and land dedicated to parking
8. Support Oregon’s transition to cleaner fuels and more fuel-efficient vehicles
9. Secure adequate funding for transportation investments
10. Demonstrate leadership on reducing greenhouse gas emissions

---

The Climate Smart Strategy is built around these ten policy areas to help the region reduce greenhouse gas emissions from cars and small trucks while making our transportation system safer, healthier and more reliable. The strategy also includes supporting actions that can be taken by the state, Metro, cities, counties and others in the next five years to begin implementation and performance targets for monitoring our progress.

**WHERE CAN I FIND MORE INFORMATION?**

The Climate Smart Strategy and related publications and reports can be found at [oregonmetro.gov/climatestrategy](http://oregonmetro.gov/climatestrategy)

For email updates, send a message to [rtp@oregonmetro.gov](mailto:rtp@oregonmetro.gov)

## WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

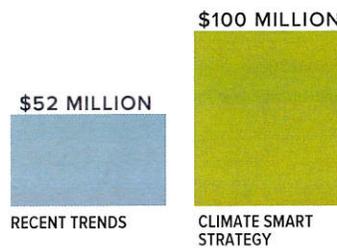
By 2035, the Climate Smart Strategy can help people live healthier lives and save businesses and households money through benefits like:

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



### Our economy benefits from improved public health

ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS BY 2035 (MILLIONS, 2010\$)

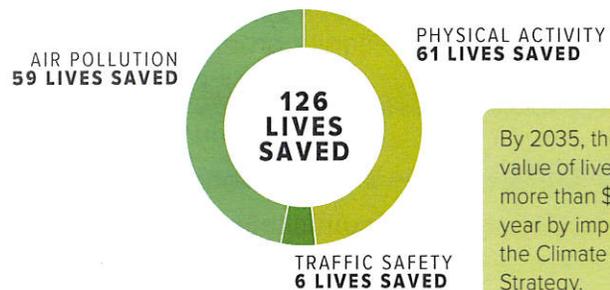


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. By 2035, the region can save \$100 million per year by implementing the Climate Smart Strategy.



### More physical activity and less air pollution

LIVES SAVED EACH YEAR BY 2035

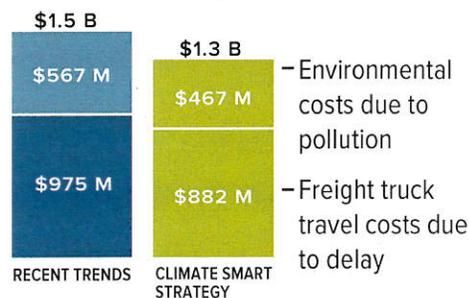


By 2035, the societal value of lives saved is more than \$1 billion per year by implementing the Climate Smart Strategy.



### Our economy benefits from reduced emissions and delay

ANNUAL ENVIRONMENTAL AND FREIGHT TRUCK TRAVEL COSTS BY 2035 (MILLIONS, 2005\$)

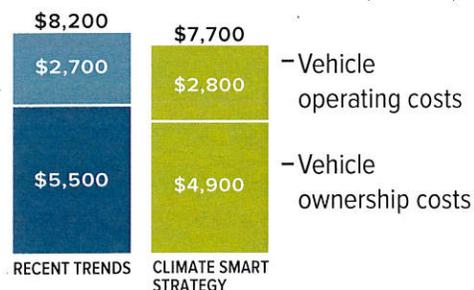


Cumulative savings calculated on an annual basis. The region can expect to save \$2.5 billion by 2035, compared to recent trends, by implementing the Climate Smart Strategy.



### Household budgets benefit from reduced driving costs

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS BY 2035 (2005\$)



By 2035, households in the region can expect to save more than \$400 million per year, compared to recent trends, by implementing the Climate Smart Strategy.





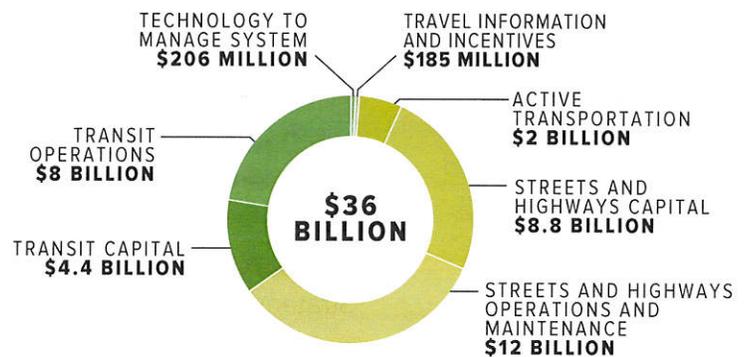
## WHAT IS THE RETURN ON INVESTMENT?

**Local and regional plans and visions are supported.** The Climate Smart Strategy reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to maintain our existing transportation system and address other transportation needs in the region. At \$36 billion over 25 years, the overall cost of the strategy is less than the full 2014 RTP (\$41 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$31 billion).\*

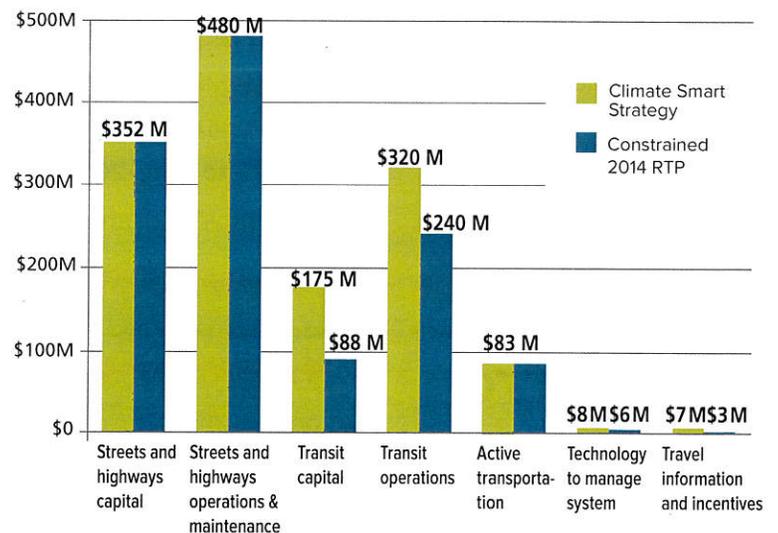
**More transportation options are available.** As shown in the chart to the right, investment levels assumed in the Climate Smart Strategy are similar to those in the adopted financially constrained 2014 RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis 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 Climate Smart Strategy is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate our street and highway 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 strategy can help people live healthier lives and save households and businesses money.

## \$ Total estimated investment by 2035 (2014\$)



## \$ Annual cost of implementation through 2035 (millions, 2014\$)



\* 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.

## 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.

### Metro Council President

Tom Hughes

### Metro Council

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

Brian Evans



## MOVING FORWARD

Adopted with broad support from local, regional and state partners, the Climate Smart Strategy is now under review by the Oregon Land Conservation and Development Commission for approval. If approved, the strategy will be implemented through ongoing local and regional efforts to build healthy and equitable communities and a strong economy.

**February to May 2015** LCDC reviews and considers approval of Climate Smart Strategy

**Throughout 2015 and 2016** Metro works with partners to implement short list of climate smart actions

**May to Fall 2015** Metro works with partners to shape work plan and engagement process for the next required update to the Regional Transportation Plan (due in 2018) to further implement the Climate Smart Strategy and meet state and federal planning requirements

**Fall 2015** Metro Council approves work plan and engagement process for the 2018 RTP update

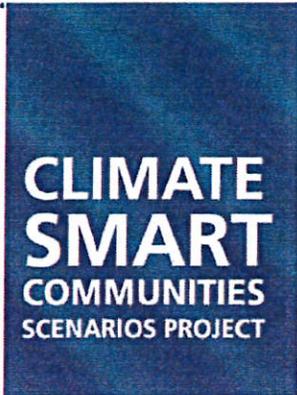
**Fall 2015 to Late-2017** Metro works with partners to update the RTP

**Mid-2018** JPACT and Metro Council consider adoption of 2018 RTP

### SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016

Adoption of the strategy also included broad support to pursue three actions in 2015 and 2016 to demonstrate the region's shared commitment to immediately begin implementing the strategy.

1. Advocate for increased transportation funding for all modes.
2. Advocate for federal and state actions that lead to cleaner, low carbon fuels and more fuel-efficient vehicles in Oregon.
3. Seek resources and technical assistance to advance community and regional demonstration projects that combine the most effective greenhouse gas emissions reduction strategies.



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

EXHIBIT: \_\_\_\_\_ AGENDA ITEM: 6  
LAND CONSERVATION & DEVELOPMENT  
COMMISSION  
DATE: \_\_\_\_\_  
SUBMITTED BY: \_\_\_\_\_

**Regional  
Framework Plan  
Amendments**

**Recommended Draft**

*This document reflects changes recommended to respond to public comments and subsequent advisory committee review*

**December 9, 2014**

**MAKING A  
GREAT  
PLACE**



## **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](http://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

**Recommended changes (December 9, 2014)**

All of Chapter 2 of the Regional Framework Plan is provided for reference. Changes shown in ~~single strikethrough~~ and single underscore were included in the Sept. 15, 2014 public review draft. Changes shown in ~~double strikethrough~~ and double underscore reflect additional recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

# Chapter 2 Transportation

**REGIONAL FRAMEWORK PLAN  
CHAPTER 2 TRANSPORTATION**

**TABLE OF CONTENTS**

**CHAPTER 2 TRANSPORTATION ..... 2**

**Introduction ..... 3**

**Goal 1: Foster Vibrant Communities and Efficient Urban Form..... 4**

    Objective 1.1 Compact Urban Form and Design ..... 4

    Objective 1.2 Parking Management ..... 4

    Objective 1.3 Affordable Housing..... 4

**Goal 2: Sustain Economic Competitiveness and Prosperity..... 4**

    Objective 2.1 Reliable and Efficient Travel and Market Area Access ..... 4

    Objective 2.2 Regional Passenger Connectivity ..... 4

    Objective 2.3 Metropolitan Mobility ..... 4

    Objective 2.4 Freight Reliability..... 4

    Objective 2.5 Job Retention and Creation ..... 4

**Goal 3: Expand Transportation Choices ..... 5**

    Objective 3.1 Travel Choices ..... 5

    Objective 3.2 Vehicle Miles of Travel..... 5

    Objective 3.3 Equitable Access and Barrier Free Transportation ..... 5

    Objective 3.4 Shipping Choices ..... 5

**Goal 4: Emphasize Effective and Efficient Management of the Transportation System 5**

    Objective 4.1 Traffic Management ..... 5

    Objective 4.2 Traveler Information ..... 5

    Objective 4.3 Incident Management..... 5

    Objective 4.4 Demand Management..... 5

    Objective 4.5 Value Pricing ..... 5

**Goal 5: Enhance Safety and Security ..... 6**

    Objective 5.1 Operational and Public Safety..... 6

    Objective 5.2 Crime..... 6

    Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents..... 6

**Goal 6: Promote Environmental Stewardship ..... 6**

    Objective 6.1 Natural Environment ..... 6

    Objective 6.2 Clean Air ..... 6

    Objective 6.3 Water Quality and Quantity ..... 6

Objective 6.4 Energy and Land Consumption..... 6  
 Objective 6.5 Climate Change ..... 6

**Goal 7: Enhance Human Health..... 6**  
 Objective 7.1 Active Living ..... 6  
 Objective 7.2 Pollution Impacts..... 6

**Goal 8: Ensure Equity..... 6**  
 Objective 8.1 Environmental Justice ..... 7  
 Objective 8.2 Coordinated Human Services Transportation Needs..... 7  
 Objective 8.3 Housing Diversity ..... 7  
 Objective 8.4 Transportation and Housing Costs..... 7

**Goal 9: Ensure Fiscal Stewardship ..... 7**  
 Objective 9.1 Asset Management ..... 7  
 Objective 9.2 Maximize Return on Public Investment..... 7  
 Objective 9.3 Stable and Innovative Funding..... 7

**Goal 10: Deliver Accountability ..... 7**  
 Objective 10.1 Meaningful Input Opportunities ..... 7  
 Objective 10.2 Coordination and Cooperation ..... 7

**Goal 11. Demonstrate Leadership on Reducing Greenhouse Gas Emissions..... 8**  
Objective 11.1 Land Use and Transportation Integration ..... 8  
Objective 11.2 Clean Fuels and Clean Vehicles..... 8  
Objective 11.3 Regional and Community Transit Access..... 8  
Objective 11.4 Active Transportation Network..... 8  
Objective 11.5 Transportation Systems Management and Operations..... 8  
Objective 11.6 Transportation Demand Management..... 8  
Objective 11.7 Parking Management..... 8  
Objective 11.8 Streets and Highways Network..... 8  
Objective 11.9 Metro Actions..... 9  
Objective 11.10 Partner Actions..... 9

## 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 in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light-duty vehicle travel.

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 through system and demand management strategies, such as by expanding the use of technology to actively manage the transportation system, and 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 seniorsolder adults and disabled people with disabilities and people with low income.
- 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 biking and walking the most safe and convenient, safe and enjoyable transportation choices for short trips.
- Limit dependence on any single mode of drive alone travel, and increasing the use of transit, bikingbicycling, walking, and carpooling, and vanpooling and the use of transit.
- Make streets and highways safe, reliable and connected to pProvideinge for the movement of people and goods through an interconnected system of street, 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 vehicle parking and land dedicated to vehicle and parking spaces.~~
- ~~Demonstrate leadership on climate change reducing greenhouse gas emissions.~~

### **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 local 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.

~~11.45 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.~~

\*\*\*\*\*

**The following is a clean version of the updated Goal 11 (and objectives) to help readability:**

**Goal 11: Demonstrate Leadership on Reducing Greenhouse Gas Emissions**

It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.

**Objective 11.1 Land Use and Transportation Integration**

Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.

**Objective 11.2 Clean Fuels and Clean Vehicles**

Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.

**Objective 11.3 Regional and Community Transit Network and Access**

Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.

**Objective 11.4 Active Transportation Network**

Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.

**Objective 11.5 Transportation Systems Management and Operations**

Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.

**Objective 11.6 Transportation Demand Management**

Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.

**Objective 11.7 Parking Management**

Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.

**Objective 11.8 Streets and Highways Network**

Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.

**Objective 11.9 Metro Actions**

Take actions to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel, such as:

- i. Maintain and periodically update the *Toolbox of Possible Actions* and encourage local, state and federal governments and special districts to implement the toolbox actions in locally tailored ways.
- ii. Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy, including securing adequate funding for transportation and other investments needed to implement the strategy.
- iii. Provide technical assistance, best practices and grant funding to local governments and other business and community partners to encourage and support implementation of the strategy.
- iv. Report on the potential light-duty vehicle greenhouse gas emissions impacts of Metro's major land use and RTP policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions.
- v. Monitor and measure the progress of local and regional efforts to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel as described in Chapter 7 of the Regional Framework Plan, 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 regularly scheduled updates to the Regional Transportation Plan.

**Objective 11.10 Partner Actions**

Encourage local, state and federal governments and special districts to consider implementing actions in the *Toolbox of Possible Actions* in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.

**Recommended changes (December 9, 2014)**

All of Chapter 7 of the Regional Framework Plan is provided for reference. Changes shown in ~~double strikethrough~~ and double underscore reflect recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

# Chapter 7 Management

TABLE OF CONTENTS

<b>CHAPTER 7</b>	<b>MANAGEMENT</b> .....	<b>1</b>
<b>Introduction</b> .....		<b>1</b>
<b>Policies</b> .....		<b>1</b>
7.1	Citizen Participation .....	1
7.2	Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation .....	2
7.3	Applicability of Regional Framework Plan Policies .....	2
7.4	Urban Growth Boundary Management Plan .....	3
7.5	Functional Plans .....	3
7.6	Periodic Review of Comprehensive Land Use Plans .....	5
7.7	Implementation Roles .....	5
7.8	Performance Measures .....	7
7.9	Monitoring and Updating .....	9
7.10	Environmental Education .....	9

- b. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.
- c. Review state plans, regulations, activities and related funding to consider changes in order to enhance implementation of the Plan and functional plans, and employ state agencies and programs to promote and implement these goals and objectives and the Regional Framework Plan.
- d. Participate in the review and refinement of these goals and objectives.

7.7.7 Recognize the role of Metro to:

- a. Identify and designate areas and activities of metropolitan concern.
- b. Provide staff and technical resources to support the activities of MPAC within the constraints established by Metro Council.
- c. Serve as a technical resource for cities, counties, school districts and other jurisdictions and agencies.
- d. Facilitate a broad-based regional discussion to identify appropriate strategies for responding to those issues of metropolitan concern.
- e. Adopt functional plans necessary and appropriate for the implementation of the Regional Framework Plan.
- f. Coordinate the efforts of cities, counties, special districts and the state to implement adopted strategies.
- g. Amend the Future Vision for the region, consistent with Objective 9. (See Ordinance No. 95-604A "For the Purpose of Adopting a Future Vision for the Region," adopted June 15, 1995.)

**7.8 Performance Measures**

It is the policy of the Metro Council to:

- 7.8.1 Develop performance measures designed for considering the policies of this Plan in consultation with MPAC and the public.
- 7.8.2 Use state benchmarks for performance measures to the extent possible or develop, in consultation with MPAC and the Metro Committee for Citizen Involvement, new performance measures.
- 7.8.3 Measure performance for Chapters ~~2~~1-6 of this Plan by using several different geographies, including by region, jurisdiction, 2040 design type and market area.

7.8.4 Include the following performance measures for Chapters ~~21~~-6 of this Plan:

- a. Vacant land conversion;
- b. Housing development, density, rate and price;
- c. Job creation;
- d. Infill and redevelopment;
- e. Environmentally sensitive lands;
- f. Price of land;
- g. Residential vacancy rates;
- h. Access to open spaces;
- i. ~~Transportation measures~~ Vehicle miles traveled;
- j. Motor vehicle, bicycle and pedestrian fatal and serious injury crashes;
- k. Transit revenue hours;
- l. Transit affordability;
- m. Transit ridership;
- n. Access to transit;
- o. Travel time and reliability in regional mobility corridors, including incident response clearance times;
- p. Air quality, including PM 2.5 and ozone precursors.

7.8.5 Direct these measures to be ~~completed~~ reported every two years.

7.8.6 In addition to the measures identified in 7.8.4, monitor the following performance measures as part of regularly scheduled updates to the Regional Transportation Plan to assess whether key strategies or actions that make up the regional strategy for reducing greenhouse gas emissions from light-duty vehicles are being implemented:

- a. Households living in walkable, mixed-use areas;
- b. Light-duty vehicle greenhouse gas emissions;
- c. Household transportation and housing cost burden;
- d. Registered light-duty vehicles by fuel/energy source;

- e. Workforce participation in employer-based commuter programs;
- f. Household participation in individualized marketing programs;
- g. Bicycle and pedestrian miles traveled;
- h. Bikeways, sidewalks and trails completed;
- i. Parking management.

7.8.67 Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment.

### 7.9 Monitoring and Updating

It is the policy of the Metro Council to:

- 7.9.1 Review this Plan and all functional plans every seven years, or at other times as determined by the Metro Council after consultation with or upon the advice of MPAC.
- 7.9.2 Involve a broad cross-section of citizen and jurisdictional interests, and MPAC consistent with Policy 7.1 Citizen Participation, of this Plan in any review and amendment process.
- 7.9.3 Provide for broad public and local government review of proposed amendments prior to final Metro Council action.
- 7.9.4 Determine whether amendments to adopted this Plan, functional plans or the acknowledged regional UGB are necessary. If amendments prove to be necessary, the Metro Council will:
  - a. Act on amendments to applicable functional plans.
  - b. Request recommendations from MPAC before taking action.
  - c. Include date and method through which proposed amendments will become effective if adopted.
  - d. Consider amendments to the UGB under UGB amendment procedures in the Metro Code.
- 7.9.5 Inform, in writing, any affected cities and counties of any amendment to this Plan or a functional plan, including amendments that are advisory in nature, that recommend changes in comprehensive land use plans, and that require changes in plans, and the effective date of amendments.

### 7.10 Environmental Education

It is the policy of the Metro Council to: