



Oregon

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September 11, 2014

TO: Land Conservation and Development Commission

FROM: Robert Cortright, Scenario Planning Coordinator
Ali Turiel, Land Use and Transportation Planner

SUBJECT: **Agenda Item 3, September 25-26, 2014, LCDC Meeting**

METRO CLIMATE SMART COMMUNITIES SCENARIO PLANNING PROJECT BRIEFING

I. AGENDA ITEM SUMMARY

The commission will receive an update from Metro officials and staff on the final phase of work by the Portland metropolitan region to adopt a land use and transportation scenario that meets State of Oregon (state)-adopted targets for reducing greenhouse gas emissions from light vehicle travel. This update provides an informal opportunity for the commission to provide comments and suggestions for Metro to consider as it moves toward the conclusion of its scenario planning work.

If you have questions regarding this report please contact Bob Cortright, Scenario Planning Coordinator at 503.934.0020; bob.cortright@state.or.us or Ali Turiel, Land Use and Transportation Planner at 503.934.0064; ali.turiel@state.or.us.

II. RECOMMENDED ACTION

No formal action by the commission is required or recommended at this time. The commission will be responsible for reviewing and approving Metro's preferred scenario, which is scheduled to be adopted by Metro in December 2014 and transmitted to the commission next January.

The department has identified three topics where additional discussion would be helpful:

1. Funding for public transit
2. Parking management and pricing, and how parking programs will be implemented
3. Performance measures and targets

These topics are discussed further on page 7 of this report. The department recommends that the commission discuss these topics with Metro and identify any additional issues or questions it wishes Metro to address before finalizing the preferred scenario.

III. BACKGROUND

A. Legislation and Rules

The state has established a statewide goal to reduce greenhouse gas (GHG) emissions to 75 percent below 1990 levels by 2050. GHG reduction scenario planning by the Portland metropolitan area is part of a broader effort by the state, in cooperation with metropolitan areas, to evaluate changes to land use and transportation plans that will significantly reduce GHG emissions from light vehicle travel.

House Bill 2001 (HB 2001), adopted by the 2009 Legislature, requires Metro and local governments in the Portland metropolitan area to prepare and cooperatively select a preferred land use and transportation scenario for achieving greenhouse gas emission reductions. The commission is responsible for reviewing and approving Metro's preferred scenario. Once the scenario is approved by the commission, Metro and area local governments are required to amend regional and local plans to carry out the preferred scenario. The process for development, evaluation, approval and implementation of a preferred scenario is guided by administrative rules adopted by the commission in November 2012.¹

B. Commission's Role

HB 2001 assigns the commission responsibilities related to scenario planning for the Portland metropolitan area. The key steps in selecting and implementing a preferred scenario and the commission's role in each step are summarized in Attachment A.

- ◆ Target Rules: HB 2001 and Senate Bill 1059 (2010 legislature) directed the commission to set greenhouse gas reduction targets to guide metropolitan areas as they conduct scenario planning. In 2011, the commission adopted GHG reduction targets for the state's metropolitan areas, including the Portland metropolitan area. (OAR 660-044). Targets represent the reduction in GHG emissions from light vehicle travel that each metropolitan area is to achieve through scenario planning efforts. Targets set the per capita reduction to be achieved by 2035. The adopted target calls for the Portland metropolitan area to achieve a 20 percent reduction in light vehicle emissions per capita below 2005 levels.
- ◆ Review and approval of Metro's preferred scenario: HB 2001 charges the commission with reviewing and approving Metro's preferred land use and transportation scenario. In November 2012, the commission adopted rules to guide Metro's evaluation, selection and implementation of a preferred land use and transportation scenario. The rule requires Metro to adopt the preferred scenario by December 2014. The rule also identifies factors that Metro is to consider as it develops alternatives. The commission is to review and approve the preferred scenario "in the manner of periodic review."
- ◆ Review and approval of changes to the Metro Functional Plan to implement the preferred scenario: Within one year of the commission's approval of its preferred scenario, Metro is required to adopt implementing amendments to regional functional plans, including

¹ http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660_044.html

requirements guiding changes to local comprehensive plans and transportation system plans if needed. The commission is responsible for review and approval of any new or amended functional plans.

- ◆ Reviewing Metro's progress in implementing the preferred scenario: Metro is required to adopt performance measures to track implementation of the preferred scenario, and report progress to the commission. The commission reviews these reports and either determines that Metro is making satisfactory progress or provides recommendations for corrective action.

This briefing is the final in a series of updates that Metro agreed to provide to the commission as it conducts scenario planning. This update is an opportunity for Metro and the commission to identify questions or issues that should be considered further as Metro concludes local review of the preferred scenario identified in May 2014. Summaries of the two prior briefing sessions with the commission follow:

C. May 2013 LCDC Briefing and Feedback

In May 2013, Metro officials and staff briefed the commission on the region's three proposed alternatives and proposed evaluation criteria. The commission provided informal guidance to Metro on several points:

- ◆ The commission was impressed with the breadth of Metro's public involvement effort. Metro's short video presentation demonstrates that the region has engaged a broad range of community groups and interests in framing this project.
- ◆ The commission expressed concern that the complexity of the planning work may be overwhelming to some segments of the public. Commissioners encouraged Metro to continue to seek ways to explain the project's goals and choices in a simple, straight-forward way to promote public understanding and engagement in the process.
- ◆ The commission agreed with Metro's approach to consider a diverse set of actions focusing on local needs and aspirations, rather than a narrow emphasis on greenhouse gas emissions. Consequently, the commission expressed support for Metro's decision to use a broad set of evaluation criteria and measures to help inform development of a preferred scenario.
- ◆ The commission accepted Metro's approach of focusing on the level of public investment as a key driver defining alternative scenarios, but encouraged Metro to consider different types or mix of investments (i.e. how funds would be invested) rather than simply varying the overall level of funding.
- ◆ The commission agreed with the range of alternatives that honor local visions by assuming that zoning remains largely unchanged, but encouraged Metro to keep the door open for additional creative solutions to arise as the preferred scenario is developed in 2014.

- ◆ The commission also agreed with three department recommendations to guide Metro's evaluation of scenarios, including encouragement to:
 - Clarify how land use patterns and outcomes vary among the three scenarios.
 - Coordinate with affected state agencies Metro's assumptions about state policies, programs and actions expected to be in place by 2035.
 - Evaluate how alternative scenarios affect development patterns, commuting, and travel from nearby areas and communities outside the Metro region.

D. February 2014 LCDC Briefing and Feedback

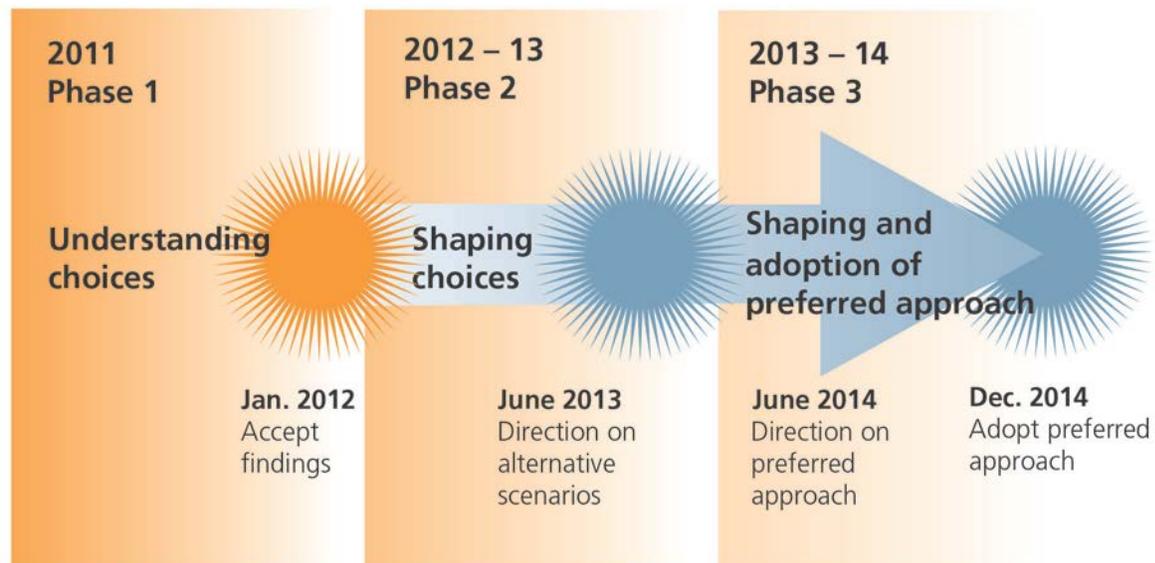
In February 2014, Metro officials and staff briefed the commission on the region's progress in completing Step 2 of the three-part scenario planning process. The commission provided informal guidance to Metro on several points:

- ◆ The commission was impressed with the comprehensiveness of Metro's effort, technical work to date and ambitious schedule, expressing respect for the inclusiveness of the Climate Smart Communities process.
- ◆ The commission noted it can be difficult to keep diverse constituencies together through discussion of options, and even more challenging to achieve consensus on a preferred scenario to test.
- ◆ The commission noted that the Climate Smart Communities work has verified the many benefits of building good communities, and expressed support for Metro's approach. Metro Councilor Collette noted that the work completed to date has demonstrated Metro can make a case for Climate Smart Communities from a GHG reduction, public health and public safety perspective.
- ◆ The commission inquired about parking management and options being explored. Metro CSC Project Manager Kim Ellis and Councilor Dirksen described a range of regulatory and parking pricing strategies that could be used throughout the region, emphasizing that local governments will apply different solutions depending on market and other conditions.
- ◆ The commission agreed with Metro that an effort to fund the level of public investment needed to achieve outcomes that meet GHG reduction and other community goals is needed.
- ◆ Past-Chair Worrix requested a presentation with additional details on the GreenSTEP tool used for scenario planning. The department and the Oregon Department of Transportation staff provided a "look under the hood" of the GreenSTEP/Regional Strategic Planning Model at the commission's May 23, 2014, meeting in Salem.

E. Status of Metro's Work

Metro is currently completing the final phase of a three phase process to develop and cooperatively select a preferred land use and transportation scenario. Additional information about the Climate Smart Communities Scenarios project is available on Metro's website at: www.oregonmetro.gov/public-projects/climate-smart-communities-scenarios; and www.oregonmetro.gov/climatescenarios.

Climate Smart Communities Scenarios Project timeline



The first phase began in 2011 and concluded in 2012. As part of the first phase, Metro staff researched strategies to reduce emissions in communities across the nation and around the world. This work resulted in a toolbox describing the range of potential strategies, their effectiveness at reducing emissions and other benefits they could bring to the region, if implemented.

Metro found that most of the strategies identified are already being implemented to varying degrees across the region as communities implement the Region 2040 vision and work to realize other important economic, social and environmental goals. Examples include providing schools, services and shopping near where people live, improving transit service, building new street connections, using technology to manage traffic flow, facilitating electric car infrastructure and providing safer routes for walking and biking.

Metro then tested a broad range of strategies to identify the policies and actions most likely to be effective in reducing emissions. This work helped Metro area stakeholders understand what it might take to meet the state greenhouse gas emissions reduction target.

The second phase began in 2012 and concluded in October 2013. In this phase, Metro worked with local government officials, community and business leaders, and the Metro Council to shape three approaches – Scenarios A, B and C. Locally-adopted land use and transportation

plans across the region served as the foundation for each scenario. The results of the analysis were released in November 2013. The analysis indicated that adopted local and regional plans can meet the region's target for reducing greenhouse gas emissions – if the region is able to fund the investments and take the actions needed to implement those plans.

The third phase, which began in November 2013, has focused on developing a preferred scenario and determining how best to implement it. Based on evaluation of Phase 2 scenarios, which included extensive public outreach, Metro identified key elements for consideration by regional policy makers. Metro held two joint regional policy advisory committee workshops in April and May 2014. The briefing materials prepared for those sessions, “Shaping the Preferred Approach: Policy Makers Discussion Guide,” is included as Attachment B. Following the workshops the Metropolitan Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) unanimously recommended a preferred scenario to the Metro Council. (Attachment C).

In June 2014 the Metro Council directed staff to test the draft preferred scenario. Staff completed the evaluation in August and determined the preferred scenario achieves a 29 percent reduction in per capita greenhouse gas emissions – nine percent more than the minimum called for by the target rule – if modeled inputs and assumptions apply region wide. The draft approach builds on adopted local and regional plans, relying on ten policies and a toolbox of possible early actions by the state of Oregon, Metro, local governments, Tri-Met, the South Metro Area Rapid Transit District and the Port of Portland (Attachments D and E).

A 45-day public comment period on the preferred scenario is being held between September 15 and October 30, 2014. The public review period is providing an opportunity to refine the draft approach and actions needed to support implementation. Metro staff has also prepared draft amendments to the Regional Framework Plan for review during the public comment period.

The results of the evaluation and key elements of the preferred scenario will be summarized in a Metro report that provides an overview of the project and collaborative process that shaped the preferred scenario and implementation approach. The report will be discussed at a third joint MPAC/JPACT meeting planned for November 7, 2014 – approximately a month before final MPAC/JPACT recommendations are transmitted to the Metro Council for final action on December 18, 2014. (Attachment F).

IV. DEPARTMENT ANALYSIS

Metro is making excellent progress in preparing a land use and transportation scenario as called for by HB 2001 and the Target Rule. The draft preferred scenario is comprehensive, well thought out, and builds on existing plans. Metro has conducted an extensive and exemplary process to involve and engage the public and decision makers. The effort has addressed a broad range of goals and issues of importance to the region and state, including public health and equity. Moreover, the work demonstrates that, with additional effort, GHG reduction targets are within reach.

While the department believes that Metro is substantially on-track to develop a preferred scenario that will meet the target rule, there are three areas where additional detail is warranted.

1. Funding for public transit

Expansion of public transit is a key element of Metro's draft preferred scenario, and a powerful factor in helping accomplish greenhouse gas emission reductions. The draft preferred scenario calls for a significant increase in transit service that will require substantial new revenue. The Target Rule requires that Metro evaluate the feasibility of major new investments or funding sources included in the preferred scenario.² While Metro has identified the general level of funding needed, additional information is needed to assess the feasibility of this level of funding.

2. Parking management and pricing, and how parking programs will be implemented

Like public transit, parking management is a key element of Metro's draft preferred scenario and an effective measure in helping reduce greenhouse gas emissions. The draft preferred scenario anticipates a significant increase in efforts to manage or price parking in the region over the next 20 years; however, it is unclear how the level of parking management that is assumed in the draft preferred scenario would be achieved. The preferred scenario includes a "toolbox" of possible programs (Attachment E), but implementation appears to rely largely on voluntary efforts by local governments, special districts and others. As Metro refines the preferred scenario, it should provide an explanation of how the level of parking management called for in the preferred scenario will be achieved.

3. Performance measures and targets

As part of the preferred scenario, Metro is required to adopt performance measures and targets to guide implementation.³ The performance measures and targets will enable Metro to monitor implementation. Performance measures are particularly important because several key elements in the preferred scenario are described in general terms – identifying broad courses of action or expected outcomes.

Metro's proposed performance monitoring and reporting approach is summarized in Attachment G. The proposed performance measures include a combination of existing measures and new measures. Metro has developed an extensive set of performance measures and has begun to identify targets that will provide a measurable basis for determining whether subsequent plans provide a sufficient level of effort to achieve the preferred scenario.

² OAR 660-044-0040(1)(i) If the preferred scenario relies on new investments or funding sources to achieve the target, [Metro shall] evaluate the feasibility of the investments or funding sources including:

(A) A general estimate of the amount of additional funding needed;
(B) Identification of potential/likely funding mechanisms for key actions, including local or regional funding mechanisms; and,
(C) Coordination of estimates of potential state and federal funding sources with relevant state agencies (i.e. the Oregon Department of Transportation for transportation funding)

³ (3) The preferred land use and transportation scenario shall include:
(e) Performance measures and targets to monitor and guide implementation of the preferred scenario. Performance measures and targets shall be related to key elements, actions and expected outcomes from the preferred scenario. The performance measures shall include performance measures adopted to meet requirements of OAR 660-012-0035(5)

Several of the draft performance measures defer decisions about specific programs or actions that will carry out the preferred scenario. For example, the draft preferred scenario calls for a significant expansion of public transit and parking management measures, but leaves decisions about how these broad policy outcomes will be accomplished to be addressed in later plans. While this approach is appropriate and gives the region flexibility to craft a reasonable and effective combination of actions, it also makes it challenging to measure whether subsequent plans and actions will achieve the level of effort called for in the preferred scenario.

V. RECOMMENDATION

Metro's informal briefings on the Climate Smart Communities Scenarios project are an opportunity for the commission to identify issues or questions for consideration by Metro staff and Council as they move toward adoption of the preferred scenario.

A. Decision-Making Criteria and Procedures

No formal commission action is required at this time.

B. Department Recommendation

The department recommends that the commission:

1. Endorse the advice to Metro outlined in the "Department Analysis" section of this report.
2. Identify any additional issues or questions the commission wishes Metro to consider further as Metro adopts the preferred scenario.

4. ATTACHMENTS

- A. Portland Metropolitan Area Scenario Planning, DLCD, May 2013
- B. Briefing packet from Metro staff, Shaping the Preferred Approach: Policy Makers Discussion Guide, April 2014
- C. MPAC/JPACT and MTAC/JPAC recommended preferred draft scenario assumptions, June 2014
- D. Climate Smart Communities Scenarios Project Update, July 2014
- E. Climate Smart Communities Strategies Scoping, Toolbox of Proposed Early Actions (2015-2020), August 2014
- F. Climate Smart Communities Scenarios Project 2014 Decision Milestones, August 2014
- G. Climate Smart Strategy Scoping, Initial Ideas for Performance Monitoring and Reporting, August 2014

ATTACHMENT A

Portland Metropolitan Area Scenario Planning⁴						
STEP	Selection of Preferred Scenario	Regional Implementation	Local Implementation		Monitoring	Update of Preferred Scenario
Responsible Agency	Metro		Cities & Counties		Metro	
Action	Amendment to Regional Framework Plan; Growth Concept	Adopt or amend Functional Plans, including the Regional Transportation System Plan	Update / Amend Comprehensive Plans and Transportation System Plans (TSPs)	Other Plan Amendments	Performance Measure Report to LCDC	Amendment to Regional Framework Plan
Timing (Estimated)	By December 2014	Within 1 year of LCDC Approval of Preferred Scenario (Early 2016)	Within two years of Metro adoption of Functional Plan amendments or as otherwise specified in Metro's Functional Plans (Early 2018)	Starting 1 year from Metro adoption of preferred scenario (December 2015)	Every two years (December 2017)	In conjunction with Urban Growth Report, UGB review (2020)
Standards	Land use and transportation concept map, policies programs that achieves GHG reduction targets; sets performance measures and targets for implementation	Amendments consistent with and adequate to implement relevant parts of the preferred scenario including requirements and timelines for local comp plan and TSP amendments	<u>Comp Plans</u> Consistent with and implements preferred scenario, including <ul style="list-style-type: none"> - population and employment by design types - plan and zone changes to implement design types <u>TSPs</u> Implement relevant regional policies for transportation: <ul style="list-style-type: none"> - street connectivity - street design - parking management - TDM - Transit 	Consistent with preferred scenario	<ul style="list-style-type: none"> - Evaluates progress in implementing preferred scenario and performance measures - Assesses whether additional or corrective actions are needed 	<ul style="list-style-type: none"> - Revise preferred scenario to meet updated targets for new planning period - Focus on additional actions and programs to implement growth concept in the preferred scenario
Review	By LCDC "in manner of periodic review"		Local amendments reviewable as provided by Metro in functional plans and to LUBA		Reports to LCDC	
Link to existing regional process	Scenario planning is new, but Regional Framework Plan is to be updated every 7 years.	Functional plans are Metro's method to implement framework plan, provide direction to local govts.	Process and timeline for local implementation corresponds with existing arrangement for implementation of functional plan amendments		Expands scope of report currently required by ORS 197.301	Ties review and update of preferred scenario to UGB monitoring and update required by ORS 197.299

⁴ This table summarizes requirements in OAR 660-044 that guide scenario planning for the Portland Metropolitan area as required by HB 2001 (2009).

EXCERPTS from
OAR 660-44-0040 – Cooperative Selection of a Preferred Scenario; Initial Adoption

- (3) The preferred land use and transportation scenario shall include:
- (a) A description of the land use and transportation growth concept providing for land use design types;
 - (b) A concept map showing the land use design types;
 - (c) Policies and strategies intended to achieve the target reductions in greenhouse gas emissions in OAR 660-044-0020;
 - (d) Planning assumptions upon which the preferred scenario relies including:
 - (A) Assumptions about state and federal policies and programs;
 - (B) Assumptions about vehicle technology, fleet or fuels, if those are different than those provided in OAR 660-044-0010;
 - (C) Assumptions or estimates of expected housing and employment growth by jurisdiction and land use design type; and
 - (D) Assumptions about proposed regional programs or actions other than those that set requirements for city and county comprehensive plans and land use regulations, such as investments and incentives;
 - (e) Performance measures and targets to monitor and guide implementation of the preferred scenario. Performance measures and targets shall be related to key elements, actions and expected outcomes from the preferred scenario. The performance measures shall include performance measures adopted to meet requirements of OAR 660-012-0035(5); and
 - (f) Recommendations for state or federal policies or actions to support the preferred scenario.
- (4) When amending the regional framework plan, Metro shall adopt findings demonstrating that implementation of the preferred land use and transportation scenario meets the requirements of this division and can reasonably be expected to achieve the greenhouse gas emission reductions as set forth in the target in OAR 660-044-0020. Metro's findings shall:
- (a) Demonstrate Metro's process for cooperative selection of a preferred alternative meets the requirements in subsections (2)(a)-(j);
 - (b) Explain how the expected pattern of land use development in combination with land use and transportation policies, programs, actions set forth in the preferred scenario will result in levels of greenhouse gas emissions from light vehicle travel that achieve the target in OAR 660-044-0020;
 - (c) Explain how the framework plan amendments are consistent with and adequate to carry out the preferred scenario, and are consistent with other provisions of the Regional Framework Plan; and,
 - (d) Explain how the preferred scenario is or will be made consistent with other applicable statewide planning goals or rules.

**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

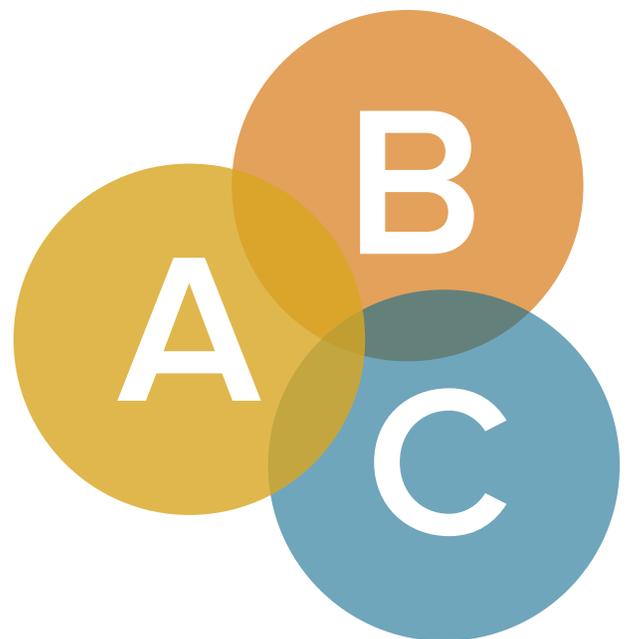


SHAPING THE PREFERRED APPROACH

.....
A DISCUSSION GUIDE FOR POLICYMAKERS
.....

PORTLAND METROPOLITAN REGION

APRIL 2014



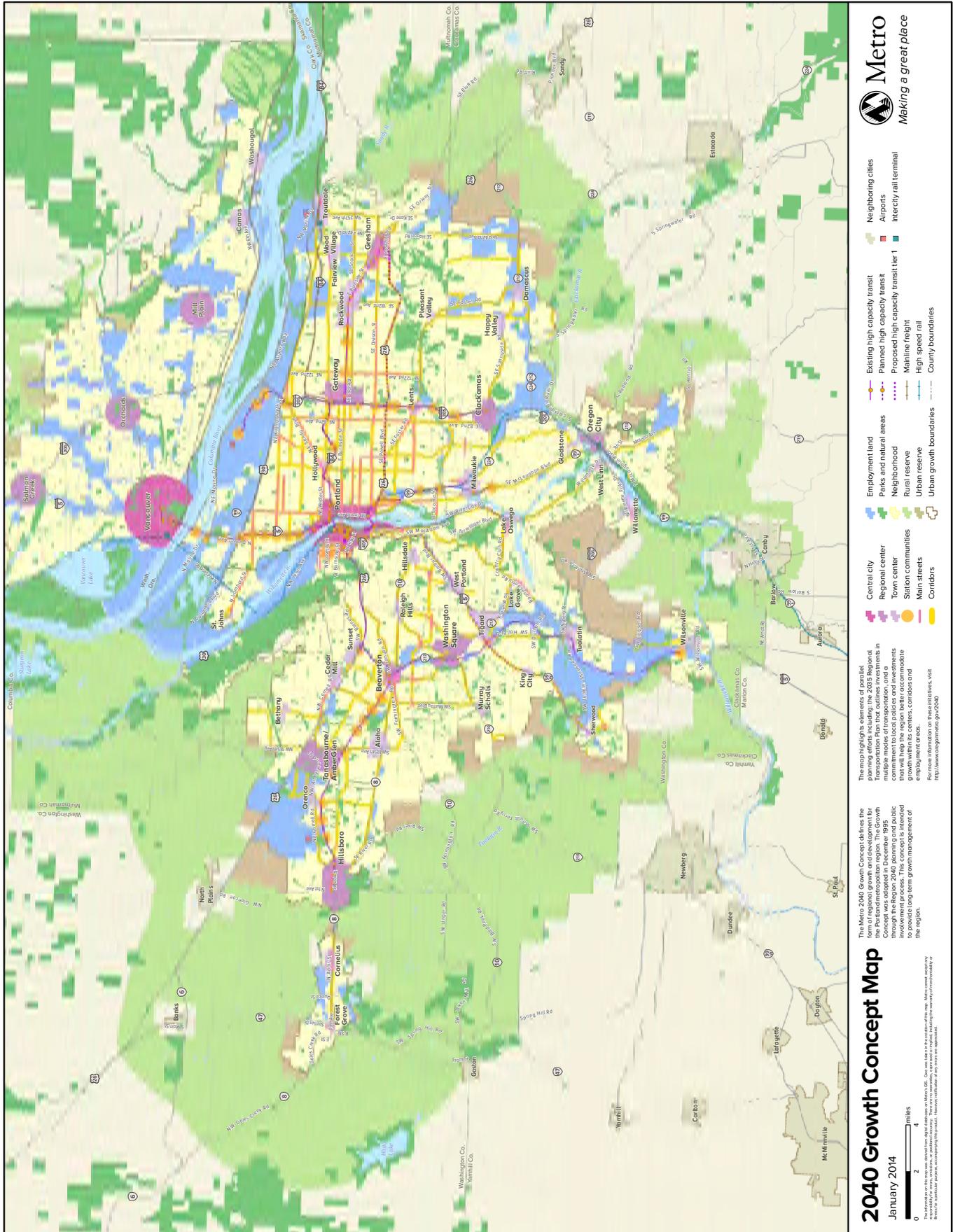
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OUR SHARED VISION: THE 2040 GROWTH CONCEPT

An integrated land use and transportation vision for building healthy, equitable communities and a strong economy while reducing greenhouse gas emissions.



INTRODUCTION

The Climate Smart Communities Scenarios Project was initiated in response to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that supports local plans for downtowns, main streets and employment areas; protects farms, forestland, and natural areas; creates healthy, livable neighborhoods; increases travel options; and grows the regional economy while reducing greenhouse gas emissions from cars and small trucks.



ABOUT THIS GUIDE

This discussion guide for policymakers is designed to help elected, business, and community leaders and residents better understand the challenges and choices facing the Portland metropolitan region. It will be used by members of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) to help shape a preferred approach for the Metro Council to consider for adoption in December 2014.

This guide brings together the results of the analysis completed in late 2013 and background information on the choices facing policymakers as the Climate Smart Communities Scenarios Project moves forward to shape a preferred approach that supports the region's shared values and helps make local and regional plans a reality.

The desired outcome for this discussion guide is that together, cities, counties and regional partners will be prepared to decide which investments and actions from each scenario should be included in the preferred approach.

What the future might look like in 2035

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO



Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

The scenarios are tested for research purposes only and do not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

DESIRED REGIONAL OUTCOMES

ATTRIBUTES OF GREAT COMMUNITIES

The six desired outcomes for the region endorsed by the Metro Policy Advisory Committee and approved by the Metro Council:

Vibrant communities

People live and work in vibrant communities where their everyday needs are easily accessible.

Economic prosperity

Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Safe and reliable transportation

People have safe and reliable transportation choices that enhance their quality of life.

Leadership on climate change

The region is a leader in minimizing contributions to global warming.

Clean air and water

Current and future generations enjoy clean air, clean water, and healthy ecosystems.

Equity

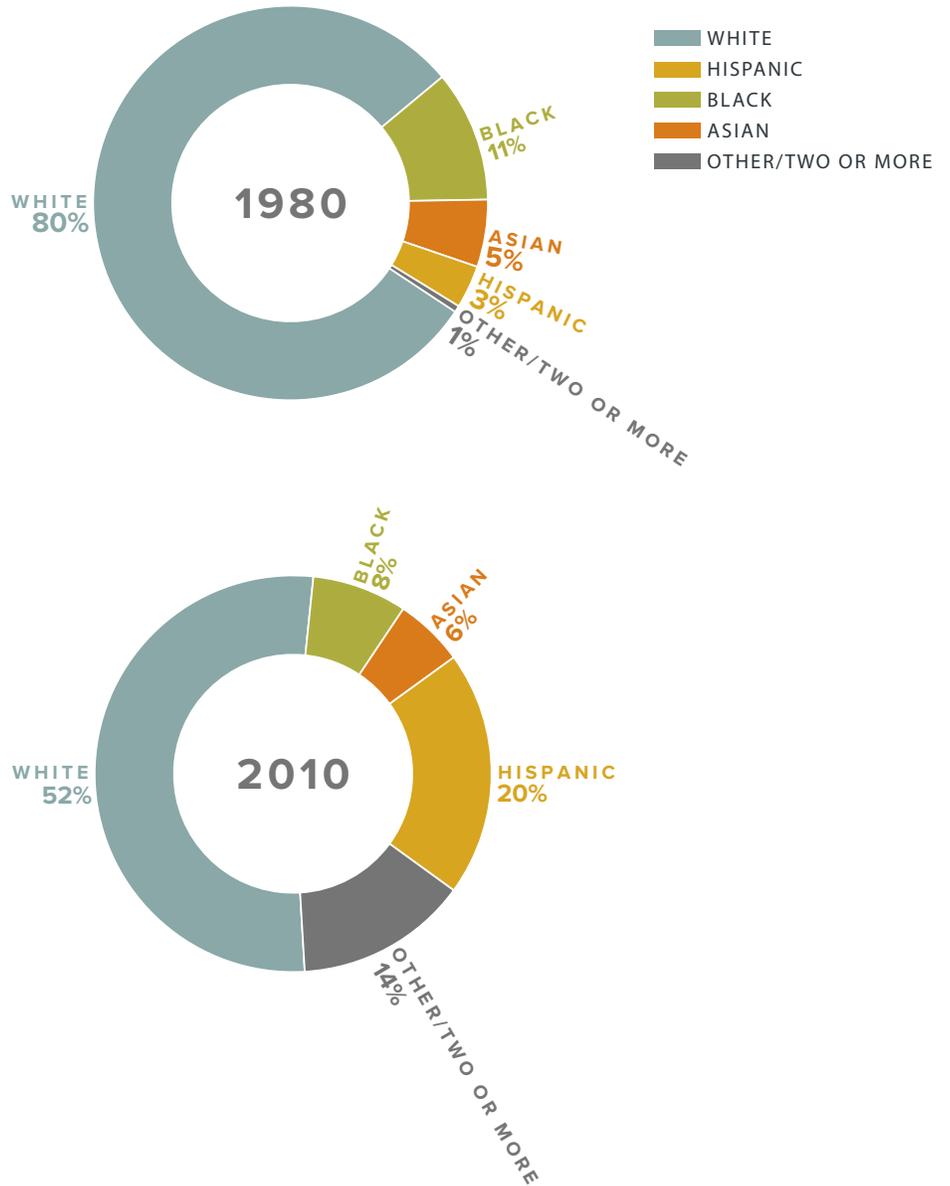
The benefits and burdens of growth and change are distributed equitably.





People of color are an increasingly significant percentage of the Portland metropolitan region's population. Areas with high poverty rates and people of color are located in all three of the region's counties – often in neighborhoods with limited transit access to family wage jobs and gaps in walking and bicycling networks.

RACE AND ETHNICITY IN THE PORTLAND METROPOLITAN REGION



REGIONAL CONTEXT

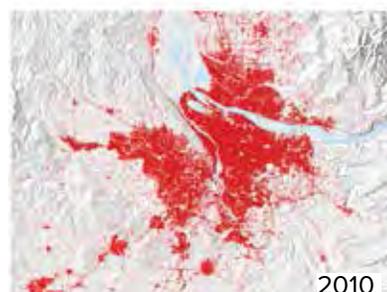
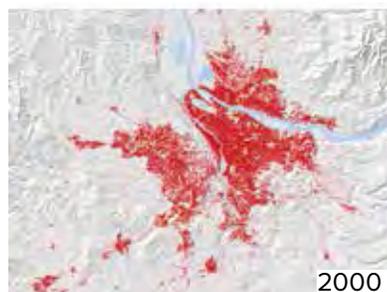
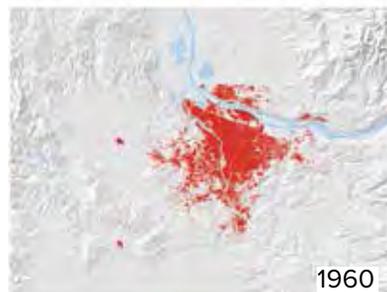
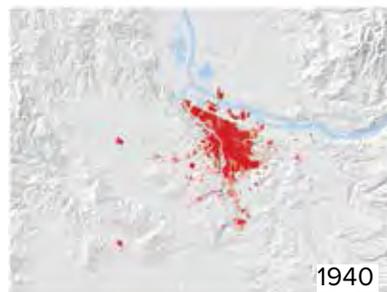
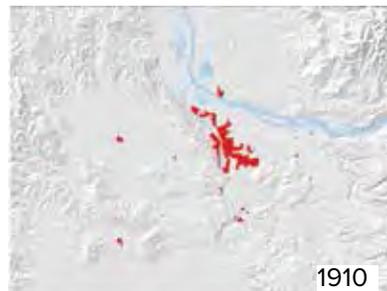
OUR REGION IS CHANGING

The Portland metropolitan region is an extraordinary place to call home. Our region has unique communities with inviting neighborhoods, a diverse economy and a world-class transit system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and wild places within a walk, bike ride or transit stop from home. Over the years, the communities of the Portland metropolitan region have taken a collaborative approach to planning that has helped make our region one of the most livable in the country.

Because of our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth – but times are challenging. With a growing and increasingly diverse population and an economy that is still in recovery, residents of the region along with the rest of the nation have reset expectations for financial and job security.

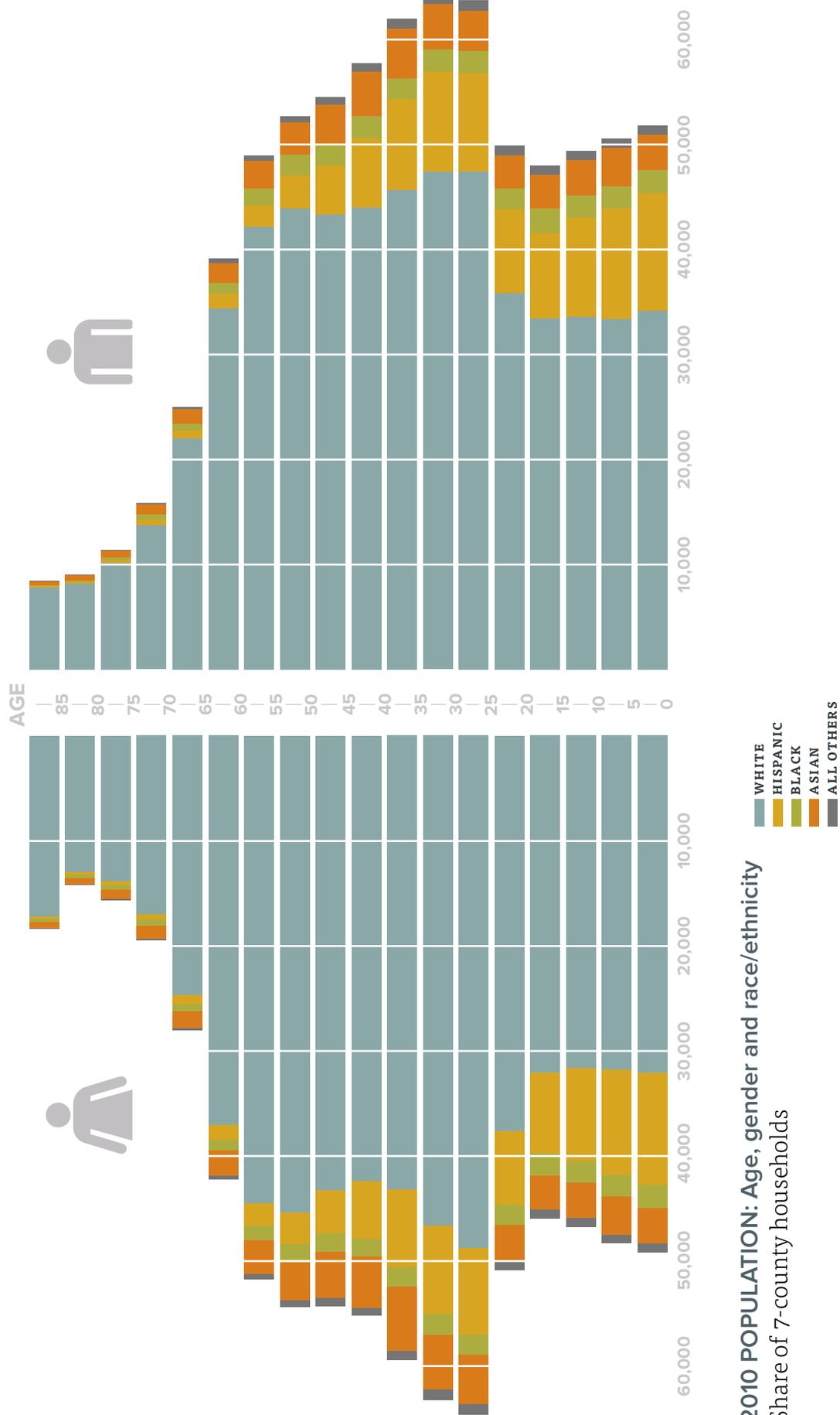
Aging infrastructure, rising energy costs, a changing climate, and global economic and political tensions demand new kinds of leadership, innovation and thoughtful deliberation and action to ensure our region remains a great place to live, work and play for everyone.

In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these challenges.



Source: 1910, 1940, 1960: Metro Metropolitan Planning Commission; 2000, 2010: NOAA/COP Landcover

The region expects to welcome nearly 500,000 new residents and more than 365,000 new jobs within the urban growth boundary by 2035.



2010 POPULATION: Age, gender and race/ethnicity
Share of 7-county households

INVESTING IN OUR COMMUNITIES

Oregon has been a leader among a handful of states in addressing climate change, with an ambitious goal to reduce greenhouse gas (GHG) emissions from all sources to 75 percent below 1990 levels by the year 2050. In 2009, the Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Because our community visions focus development and investment where it makes sense – in downtowns, main streets and employment areas – and support transportation options for getting to work, school, and destinations across the region, we already drive 20 percent fewer miles every day than residents of other regions of similar size.

While our existing local and regional plans for growth can get us to the 2035 target, we still have work to do to make those plans a reality.

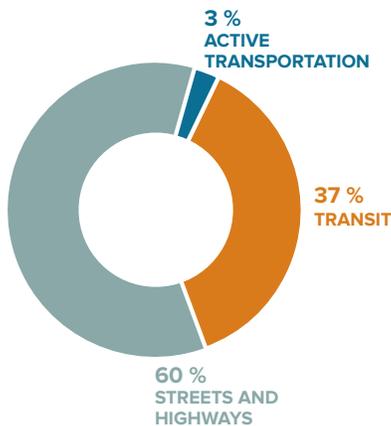
We know that investing in quality infrastructure is essential to a functioning, vibrant economy and healthy, livable communities. Investment in infrastructure is also needed to reduce greenhouse gas emissions. Past experience and analysis indicate that investments in centers, corridors and employment areas are an effective means of attracting growth to these areas, supporting community visions and values, and reducing greenhouse gas emissions.

Investments can take the form of expanding transit service; building new sidewalks, bikeways or street connections; using technology to actively manage the transportation system; managing parking; providing travel option programs; expanding existing roads; and other tools. Removing barriers to more efficient use of land and existing infrastructure can also help communities achieve their vision for the future while reducing greenhouse gas emissions as called for by the state.



The Oregon Legislature has required the Portland region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

SHARE OF FEDERAL AND STATE CAPITAL INVESTMENTS IN THE PORTLAND METROPOLITAN REGION BY MODE (1995 – 2010)



AVERAGE ANNUAL AMOUNT OF STATE AND FEDERAL FUNDING SPENT ON CAPITAL INVESTMENTS IN THE PORTLAND METROPOLITAN REGION (1995 – 2010)

\$10 million per year
active transportation

\$141 million per year
transit

\$225 million per year
streets and highway

Source: Metro 2010

PAYING FOR NEEDED INVESTMENTS

Our nation is investing less in infrastructure today than at any time in our history. The Portland metropolitan region is falling behind on making the investments needed to support our growing population and achieve community visions. Research in 2008 estimated the cost of building needed public and private infrastructure to be \$27 to \$41 billion by 2035. Traditional funding sources are expected to cover only half that amount.

Funding for transportation investments comes from many sources, including the U.S. Congress, the Federal Highway Administration, the Federal Transit Administration, the Oregon Legislature, ODOT, Metro, cities, counties, TriMet, South Metro Region Rapid Transit (SMART), the Port of Portland and developers.

Transportation funding has long been primarily a state and federal obligation, financed largely through gas taxes and other user fees. The purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded because the gas tax is not indexed to inflation. These monies are also largely dedicated to streets and highways – primarily maintenance and preservation – and to a limited extent, system expansion.

We also need to complete gaps in our region’s transit, walking and biking networks to help expand affordable travel options, yet active transportation currently lacks a dedicated funding source. Expansion and operation of the transit system has relied heavily on payroll taxes for operations and competitive federal funding for high capacity transit. But the region’s demand for frequent and reliable transit service exceeds the capacity of the payroll tax to support it.

Until the 2009 passage of the Jobs and Transportation Act (House Bill 2001) raised the state gas tax in 2011 by six cents, this revenue source had not increased since 1993. Similarly, the federal gas tax has not increased since 1993. This failure of fundraising to keep pace with infrastructure needs has been particularly acute in Oregon, as most states have turned to increased sales tax levies to cope with the decrease in purchasing power of federal transportation funding. Lacking a sales tax or other tools, Oregon has focused on bonding strategies based on future revenue at the state level and therefore has not developed a long-term strategy.

As the region's economy and its labor and housing markets continue to recover from the Great Recession, resources remain limited for making the investments needed to support our growing communities. Diminished resources mean reduced ability to maintain, improve and expand existing transportation infrastructure.

As a result, the existing transportation system is incomplete, overburdened and underfunded. Because federal and state funding is not keeping pace with infrastructure operation and maintenance needs, a substantial share of funding for future regional transportation investments has shifted to local revenue sources. Local governments in the Portland metropolitan region (like others in Oregon) have turned to increased tax levies, road maintenance fees, system development charges and traffic impact fees in attempt to keep pace, although some communities have been more successful than others.

The adopted Regional Transportation Plan calls for stabilizing existing transportation revenue sources 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 a time when local, state and federal resources needed to address our aging infrastructure are limited, we have a unique opportunity to find a better way to support our communities, attract new business, and grow the economy.

The Climate Smart Communities Scenarios Project has shown that the same kinds of investments that can help address these infrastructure needs can also help achieve our greenhouse gas emissions reduction goals. These kinds of investments will also help communities grow in ways that will support local economies for decades to come. Working together, we can develop the local, regional, state and federal partnerships needed to invest in our communities and realize our plans.

TODAY'S CHOICES SHAPE THE FUTURE

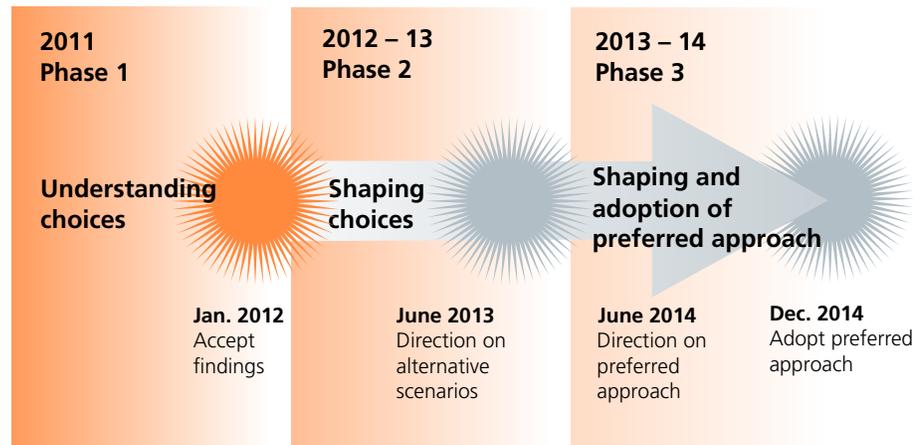
The region's charge from the state is to identify and adopt a preferred approach for meeting the target by December 2014. The choices we make today about how we live, work and get around will shape the future of the region for generations to come. The project is being completed in three phases – and has entered the third and final phase.

The first phase began in 2011 and concluded in early 2012. This phase consisted of testing strategies on a regional level to understand which strategies can most effectively help the region meet the state greenhouse gas emissions reduction mandate.

Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals.

As part of the first phase, Metro staff researched strategies used to reduce emissions in communities across the region, nation and around the world. This work resulted in a toolbox describing the range of potential strategies, their effectiveness at reducing emissions and other benefits they could bring to the region, if implemented.

Climate Smart Communities Scenarios Project timeline



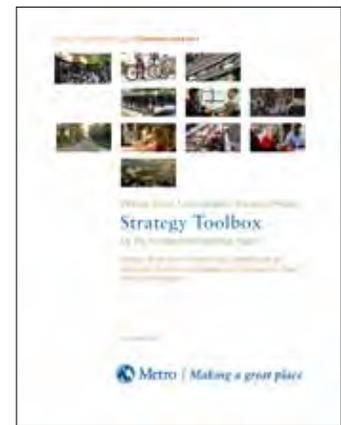
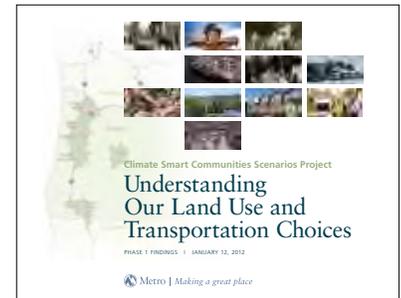
We found there are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy, but no single solution will enable the region to meet the state’s target.

Investing in communities in ways that support local visions for the future will be key to reducing greenhouse gas emissions. Providing schools, services and shopping near where people live, improving bus and rail transit service, building new street connections, using technology to manage traffic flow, encouraging electric cars and providing safer routes for walking and biking all can help.

The second phase began in 2012 and concluded in October 2013. In this phase, Metro worked with community leaders to shape three approaches – or scenarios – and the criteria to be used to evaluate them. In the summer, 2013, Metro analyzed the three approaches to investing in locally adopted land use and transportation plans and policies.

The purpose of the analysis was to better understand the impact of those investments to inform the development of a preferred approach in 2014. Each scenario reflects choices about how and where the region invests to implement locally adopted plans and visions. They illustrate how different levels of leadership and investment could impact how the region grows over the next 25 years and how those investments might affect different aspects of livability for the region.

The results of the analysis were released in fall 2013.



Three approaches that we evaluated in 2013

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO



Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan which relies on increased revenue.

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

WHAT WE'VE LEARNED SO FAR

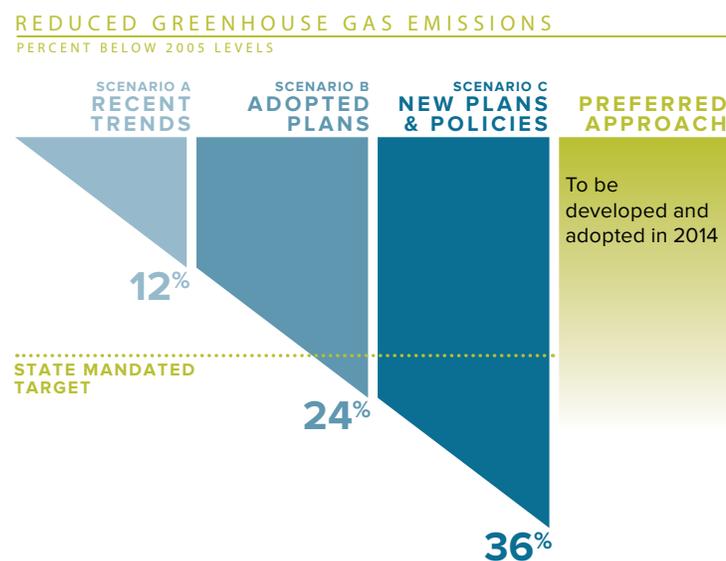
WE FOUND GOOD NEWS

Our Phase 2 analysis indicates that adopted local and regional plans can meet the state target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans and make them a reality.

The analysis also identified potentially significant 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 shorter distances and using more fuel efficient vehicles.

The analysis showed that if we continue investing at our current levels (Scenario A) we will fall short of what has been asked of our region, as well as other outcomes we are working to achieve – healthy communities, clean air and water, reliable travel options, and a strong regional economy.

More results are provided in the “Supplemental Materials” section of this guide.



The reduction target is from 2005 emissions levels after reductions expected from cleaner fuels and more fuel-efficient vehicles.

BUT THERE IS MORE WORK TO BE DONE

We're all in this together Local, regional, state and federal partnerships are needed to make the investments and take the actions needed to implement adopted local and regional plans and meet the state target. Our findings can help the region make the case for the increased investment and new partnerships that will be needed to implement the preferred approach the Metro Council considers for adoption in December 2014.

Implementation goes hand in hand with community engagement and participation We must continue working with community leaders to build capacity of organizations and their members to participate in ongoing local and regional planning and implementation efforts. This will help ensure meaningful opportunities for participation of public health, social equity and environmental justice leaders and the communities they represent as we move forward to eliminate disparities.

A transition to cleaner fuels and more fuel-efficient vehicles is essential Oregon cannot achieve its greenhouse gas emissions reduction goals without the significant advancements in fleet and technology committed to by the state. It is critical for the Oregon Legislature and state commissions to prioritize investments and actions that will catalyze this transition to ensure assumptions used to set our region's emissions reduction target are realized.

Prioritizing investments that achieve multiple goals in combination with more funding will help us get there The greatest barrier to implementation is the lack of sufficient funding to make the investments needed for our local and regional plans to become a reality. More state funding is needed to leverage local and regional funding and assist future planning and implementation. With limited funding, it is even more important to prioritize investments that support healthy, equitable communities and a strong economy, while reducing greenhouse gas emissions to create the future we want for the region.

But first, the Metro Council is asking cities, counties, regional partners and the public to weigh in on which investments and actions from each of the three scenarios should go forward into a preferred approach and how we should pay for the needed investments.



A one-size-fits-all approach won't meet the needs of our diverse communities. A combination of all of the investments and actions under consideration is needed to help us realize our shared vision for making this region a great place for generations to come.

.....



The Portland metropolitan region pioneered approaches to land use and transportation planning that make it uniquely positioned to address the state climate goals, due to the solid, well-integrated transportation and land-use systems in place and a history of working together to address complex challenges at a regional scale.

.....

MOVING FORWARD

In the 1990s, regional policy discussions centered on how and where the region should grow to protect the things that make this region a great place to live, work and play. Those discussions led to the adoption of the region's long-range strategy, the 2040 Growth Concept. This strategy reflects shared community values and desired outcomes that continue to resonate today.

The preferred approach will not replace the 2040 Growth Concept nor be a stand-alone plan. Instead, it will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.

THROUGH MAY 2014

Policymakers weigh in on which investments and actions should be included in the region's preferred approach

JUNE 2014

The Metro Council is asked to provide direction to staff on the draft preferred approach

SUMMER 2014

Evaluation of the preferred approach and development of a near-term implementation plan

SEPTEMBER 2014

Final public review of the preferred approach

DECEMBER 2014

Metro Council considers adoption of the preferred approach

JANUARY 2015

Submit adopted approach to Land Conservation and Development Commission for approval

WHAT IS THE PREFERRED APPROACH?

The preferred approach will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.

LEGISLATION The Metro Council will consider adoption of legislation signaling the region's commitment to the preferred approach through the ongoing implementation of the 2040 Growth Concept. The legislation will include:

POLICIES Regional Framework Plan (RFP) amendments

- Changes to refine existing RFP policies and/or add new policies to achieve the preferred approach.

ACTIONS Recommended actions

- Menu of investments and other tools needed to achieve the preferred approach that can be tailored by each community to implement local visions.
- Near-term actions needed to implement and achieve the preferred approach. This could include:
 - state and federal legislative agendas that request funding, policy changes or other tools needed to achieve preferred approach
 - identification of potential/likely funding mechanisms for key actions
 - direction to the 2018 Regional Transportation Plan update
 - direction to future growth management decisions
 - direction for functional plan amendments that guide local implementation, if needed.
- Monitoring and reporting system that builds on existing performance monitoring requirements per ORS 197.301 and updates to the Regional Transportation Plan.



Through this collaborative effort, we can identify how the region should work together to develop new kinds of leadership and the local, regional, state and federal partnerships needed to invest in communities to make local and regional plans a reality.

POLICY QUESTIONS FOR 2014

WHAT CHOICES HAVE BEEN MADE?

In February, the Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation approved a path for moving forward with an eight-step process to shape and adopt a preferred approach in 2014. As recommended by MPAC and JPACT, the preferred approach will start with the plans cities, counties and the region have already adopted – from local zoning, capital improvement, comprehensive, and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a vibrant economy.

This includes managing the urban growth boundary through regular growth management cycles (currently every six years). In addition, MPAC and JPACT agreed to include assumptions for cleaner fuels and more fuel-efficient vehicles as defined by state agencies during the 2011 target-setting process. A third component they recommended be included in the preferred approach is the Statewide Transportation Strategy assumption for vehicle insurance paid by the miles driven.

WHAT CHOICES HAVE BEEN MADE?

In January and February of 2014, MPAC, JPACT and the Metro Council agreed these elements should be included in the draft preferred approach as a starting point:

- Implement adopted regional and local plans**
Implement the 2040 Growth Concept and local zoning, comprehensive and transportation plans and manage the urban growth boundary through regular growth management cycles.
- Transition to cleaner fuels and fuel-efficient vehicles**
Rely on state fleet and technology assumptions used when setting our region's target.
- Support vehicle insurance paid by the miles driven**
Use state assumptions for pay-as-you-drive insurance.

WHAT CHOICES DO WE STILL NEED TO MAKE?

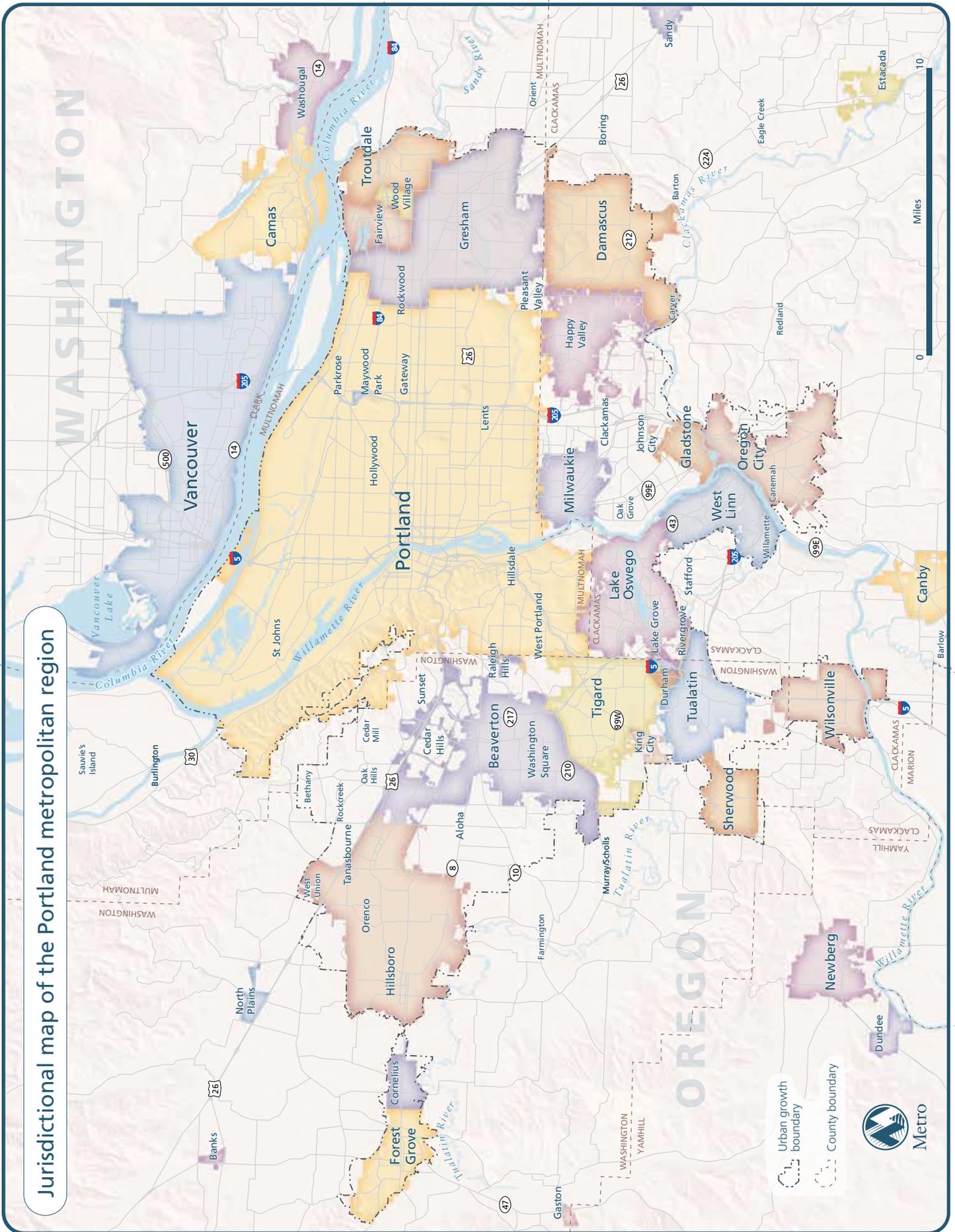
Since January 2014, the Metro Council has engaged community and business leaders, local governments and the public on what mix of investments and actions best support their community's vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions.

Through May 2014, policymakers will consider the results of the engagement activities and scenarios evaluation as they weigh in on these policy questions:

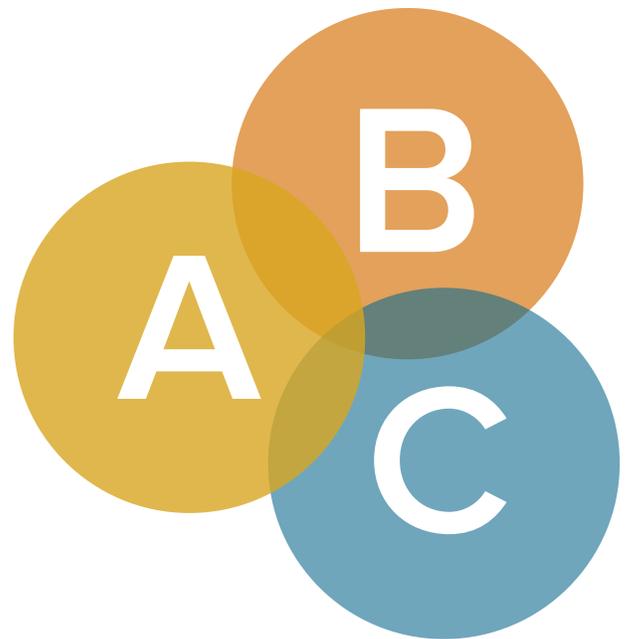
- How much transit should we provide by 2035?**
- How much should we use technology to actively manage the transportation system by 2035?**
- How much should we expand the reach of travel information programs by 2035?**
- How much of the planned active transportation network should we complete by 2035?**
- How much of the planned street and highway network should we complete by 2035?**
- How should local communities manage parking by 2035?**
- How should we pay for our investment choices by 2035?**



Jurisdictional map of the Portland metropolitan region



POLICY AREAS



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OVERVIEW OF POLICY AREAS

This section provides background information on the seven policy areas being considered by the region’s policymakers:

- Make transit more 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 more safe and convenient
- Make streets and highways more safe, reliable and connected
- Manage parking to make efficient use of parking resources
- Identify potential ways to pay for our investment choices

The first three pages include a description of the policy, its potential climate benefit, cost, implementation benefits and challenges, and a summary of the how the policy is implemented for each scenario. The last page of each description summarizes emerging themes and specific comments provided during project public engagement activities.

EXPLANATION OF THE CLIMATE BENEFIT RATINGS

In Phase 1 of the project, staff conducted a sensitivity analysis to better understand the greenhouse gas emissions reduction potential of individual policies. The information derived from the sensitivity analysis was used to develop a five-star rating system for communicating the relative climate benefits of different policies. The ratings represent the potential effects of individual policy areas in isolation and do not capture variations that may occur from synergies between multiple policies.

Estimated reductions assumed in climate benefits ratings

less than 1%	★ ★ ★ ★ ★
1 – 2%	★ ★ ★ ★ ★
3 – 6%	★ ★ ★ ★ ★
7 – 15%	★ ★ ★ ★ ★
16 – 20%	★ ★ ★ ★ ★

Source Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012)

EXPLANATION OF THE RELATIVE COST RATINGS

Like the relative climate benefit ratings, the cost ratings provide a quick reference for comparing the relative cost of investments between policy areas. The estimated cost of each policy area for each scenario is provided below.

The relative climate benefit and cost ratings are provided to simplify information presented for purposes of discussion.

ESTIMATED COSTS FOR EACH SCENARIO BY POLICY AREA (2014\$)

	SCENARIO A	SCENARIO B	SCENARIO C
Transit capital	\$590 million	\$1.9 billion	\$5.1 billion
Transit operations	\$4.8 billion	\$5.3 billion	\$9.5 billion
Technology	\$113 million	\$135 million	\$193 million
Information	\$99 million	\$124 million	\$234 million
Active transportation	\$57 million	\$948 million	\$3.9 billion
Streets and highways capital¹	\$162 million	\$8.8 billion	\$11.8 billion
Parking	n/a	n/a	n/a
Total costs¹	\$6 billion	\$17 billion	\$31 billion

¹Table note does not include road-related operations, maintenance and preservation costs.



RELATIVE CLIMATE BENEFIT



RELATIVE COST



Make transit more convenient, frequent, accessible and affordable

There are four key ways to make transit service more convenient, frequent, accessible and affordable. The effectiveness of each will vary depending on the mix of nearby land uses, the number of people living and working in the area, and the extent to which travel information, marketing and technology are used.

Frequency Increasing the frequency of transit service in combination with transit signal priority and bus lanes makes transit faster and more convenient.

System expansion Providing new community and regional transit connections improves access to jobs and community services and makes it easier to complete some trips without multiple transfers.

Transit access Building safe and direct walking and biking routes and crossings that connect to stops makes transit more accessible and convenient.

Fares Providing reduced fares makes transit more affordable; effectiveness depends on the design of the fare system and the cost.

Transit is provided in the region by TriMet and South Metro Area Rapid Transit (SMART) in partnership with Metro, cities, counties, employers, business associations and non-profit organizations.

BENEFITS

- improves access to jobs, the workforce, and goods and services, boosting business revenues
- creates jobs and saves consumers and employers money
- stimulates development, generating local and state revenue
- provides drivers an alternative to congested roadways and supports freight movements by taking cars off the road
- increases physical activity
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- transit demand outpacing funding
- enhancing existing service while expanding coverage and frequency to growing areas
- reduced revenue and federal funding, leading to increased fares and service cuts
- preserving affordable housing options near transit
- ensuring safe and comfortable access to transit for pedestrians, cyclists and drivers
- transit-dependent populations locating in parts of the region that are harder to serve with transit

How much transit should we provide by 2035?

TRANSIT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Daily revenue hours	5,600	6,200	11,200
Service expansion <i>(increase from 2010 level)</i>	14% increase	27% increase	129% increase
Rush hour frequency	10-minute service on 10 routes	10-minute service on 13 routes	10-minute service on 37 routes
Off-peak frequency	30-minute service on most routes	20-minute service on most routes	15 or 20-minute service on most routes
New high capacity transit connections	None	Planned connections completed, such as the extension to Vancouver, WA	All regional centers and more town centers served Priority high capacity transit system plan and Southwest Corridor completed
Other service enhancements	Westside Express Service (WES) and Portland streetcar operate at 2010 frequencies	Same as Scenario A, plus more planned Portland streetcar connections completed	WES operates all day with 15-minute service Locally-developed Service Enhancement Plans (SEPs) and the planned Portland Streetcar System Plan mostly completed
Public and private shuttles	Existing private shuttles continue to operate between large work sites and major transit stops	Additional major employers and some community-based organizations work with TriMet to operate shuttles	More major employers and some community-based organizations work with TriMet to operate shuttles
Fares	Reduced fares provided to youth, older adults and disabled persons	Same as Scenario A	Same as Scenario A, plus reduced fares provided to low-income families
Estimated capital cost* (2014\$)	\$590 million	\$1.9 billion	\$5.1 billion
Estimated service operating costs** (2014\$)	\$4.8 billion (\$187 million per year)	\$5.3 billion (\$207 million per year)	\$9.5 billion (\$374 million per year)

* Capital costs reflect HCT capital costs plus fleet replacement and expansion costs.

** Operating costs for TriMet service were calculated by annualizing the daily revenue hours proposed for each scenario and applying TriMet's average operating cost per revenue hour, with cost by mode weighted by the proportion of service provided on each mode. SMART operating costs were calculated by assuming SMART's FY 11-12 annual operating costs are maintained through 2035.

(See Supplemental materials section, Phase 2: Transit Access at a Glance.)

SCENARIO

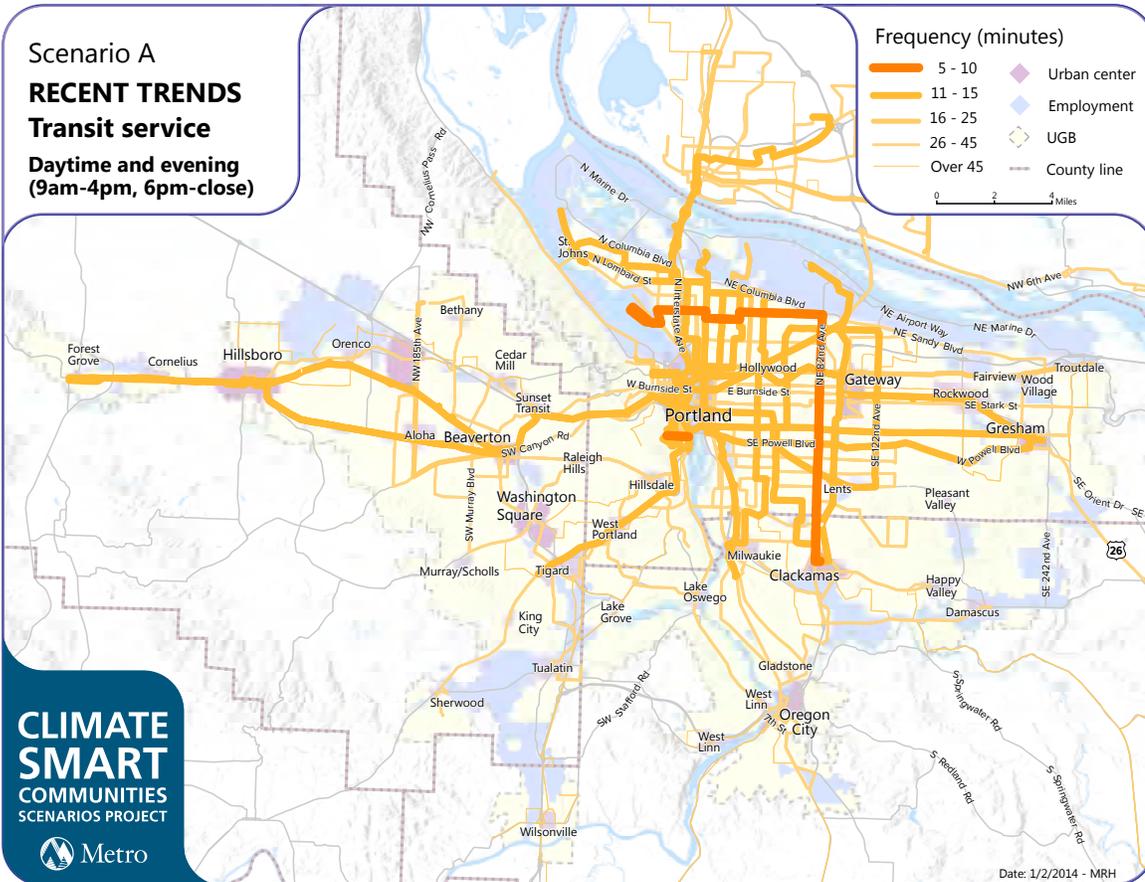
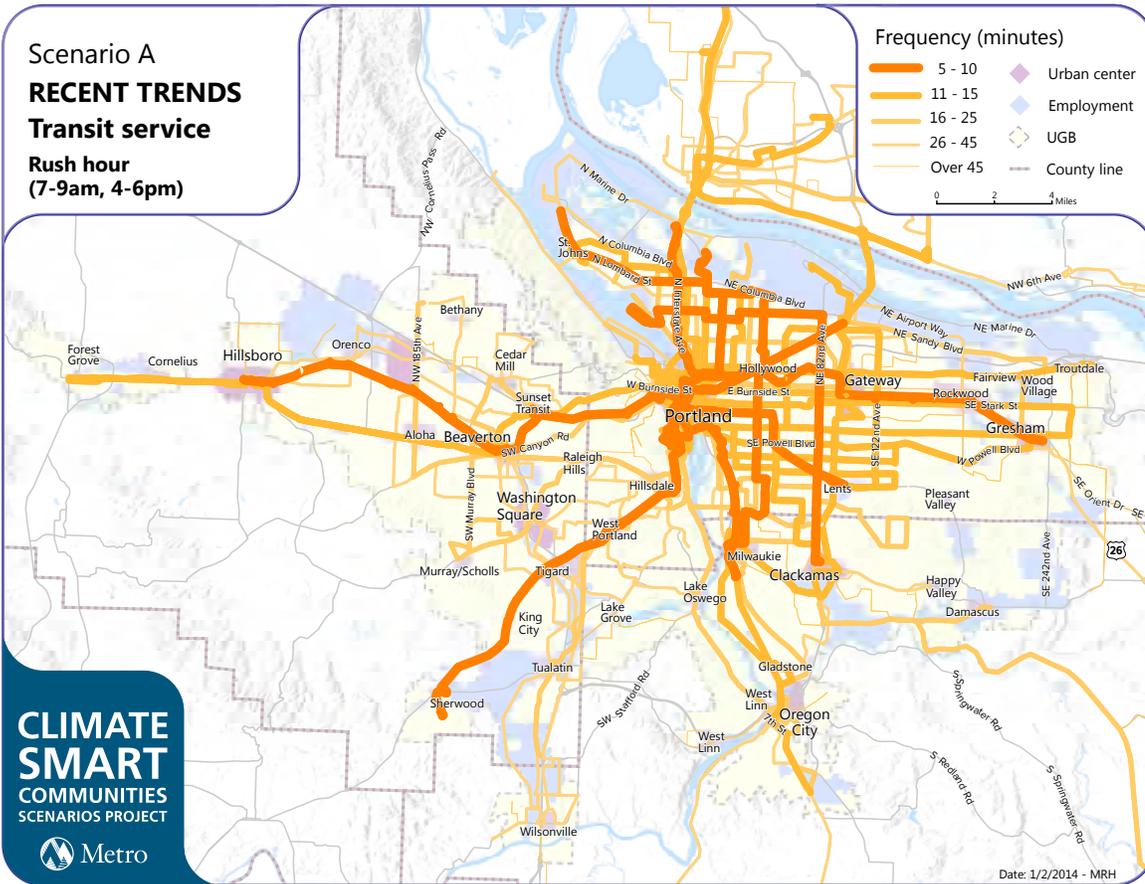


Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

31% jobs
24% households
31% low-income households

Estimated jobs and households within 1/4-mile of 10-minute or better service by 2035



6% jobs
4% households
5% low-income households

Estimated jobs and households within 1/4-mile of 10-minute or better service by 2035

Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

SCENARIO

B

Adopted Plans

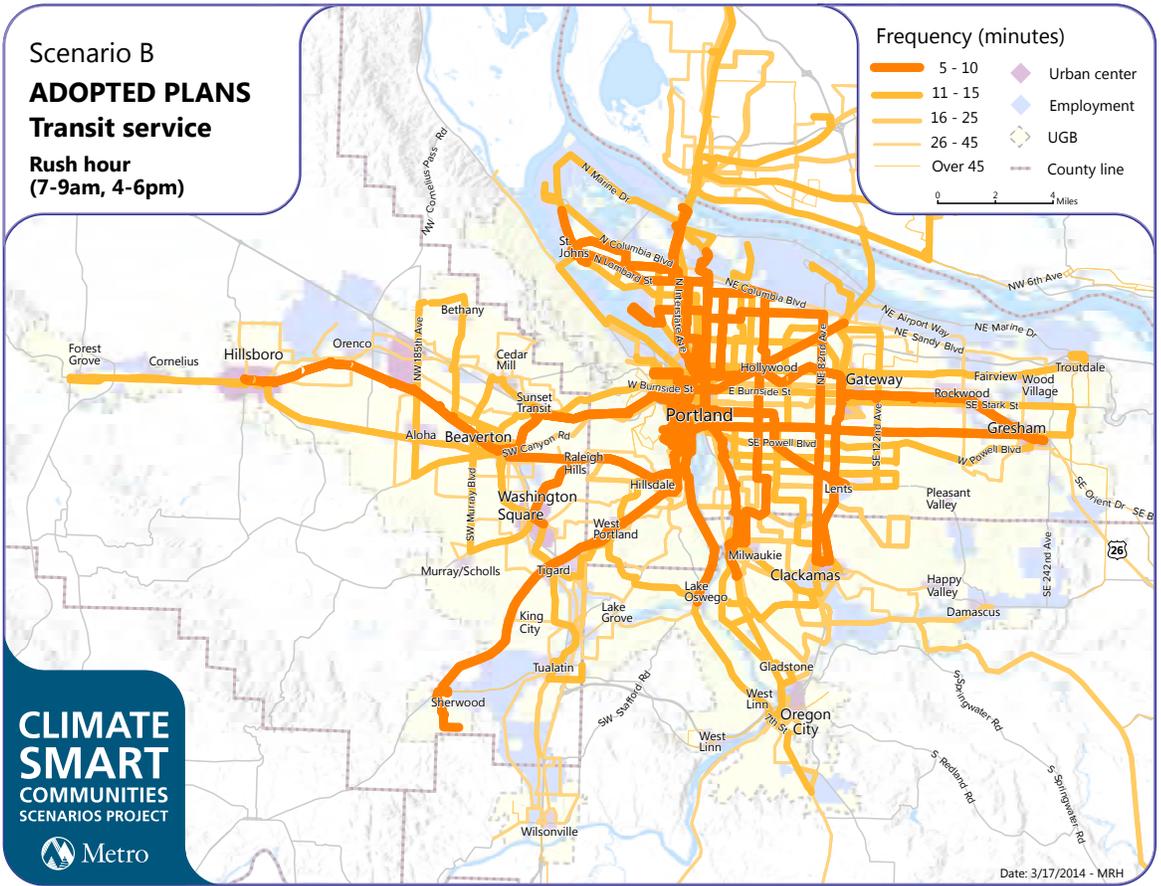
This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

33% jobs

27% households

34% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by

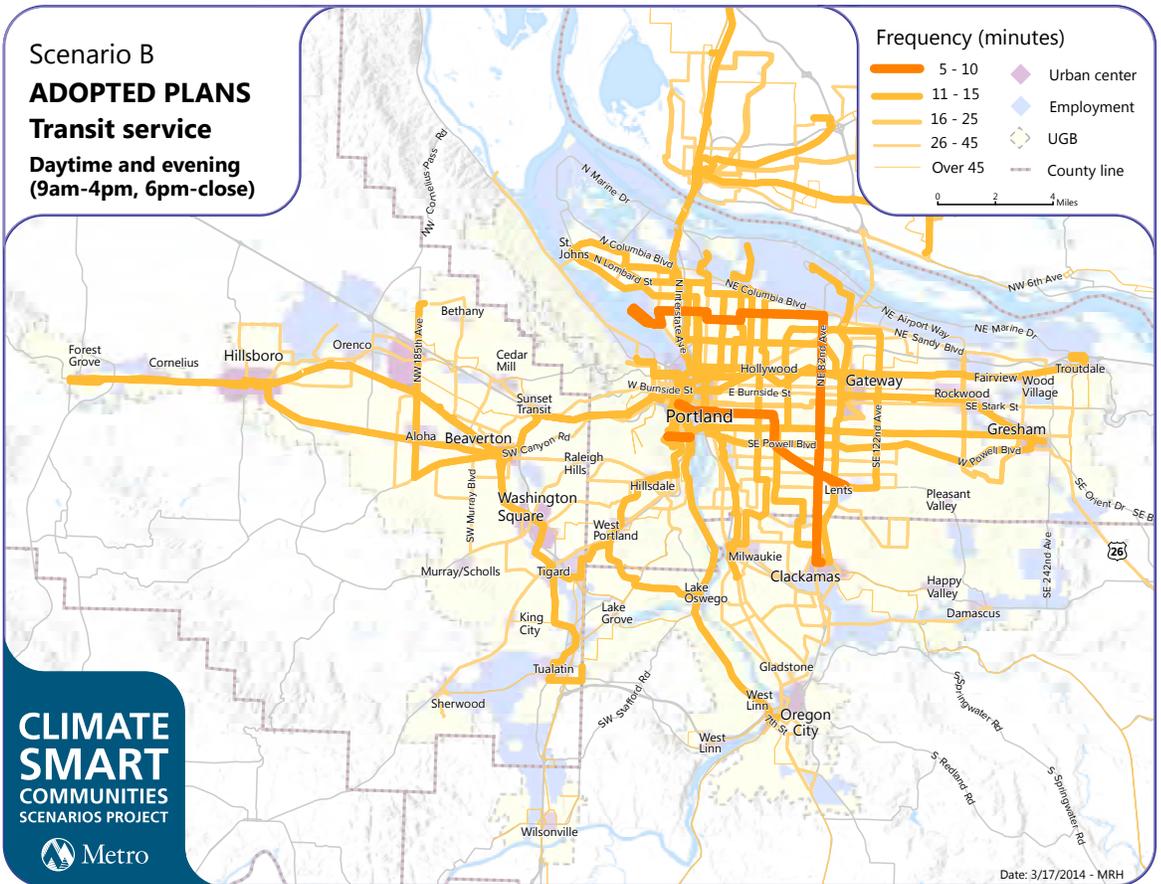


6% jobs

4% households

6% low-income households

Estimated jobs and households within ¼-mile of 10-minute or better service by 2035



SCENARIO



New Plans and Policies

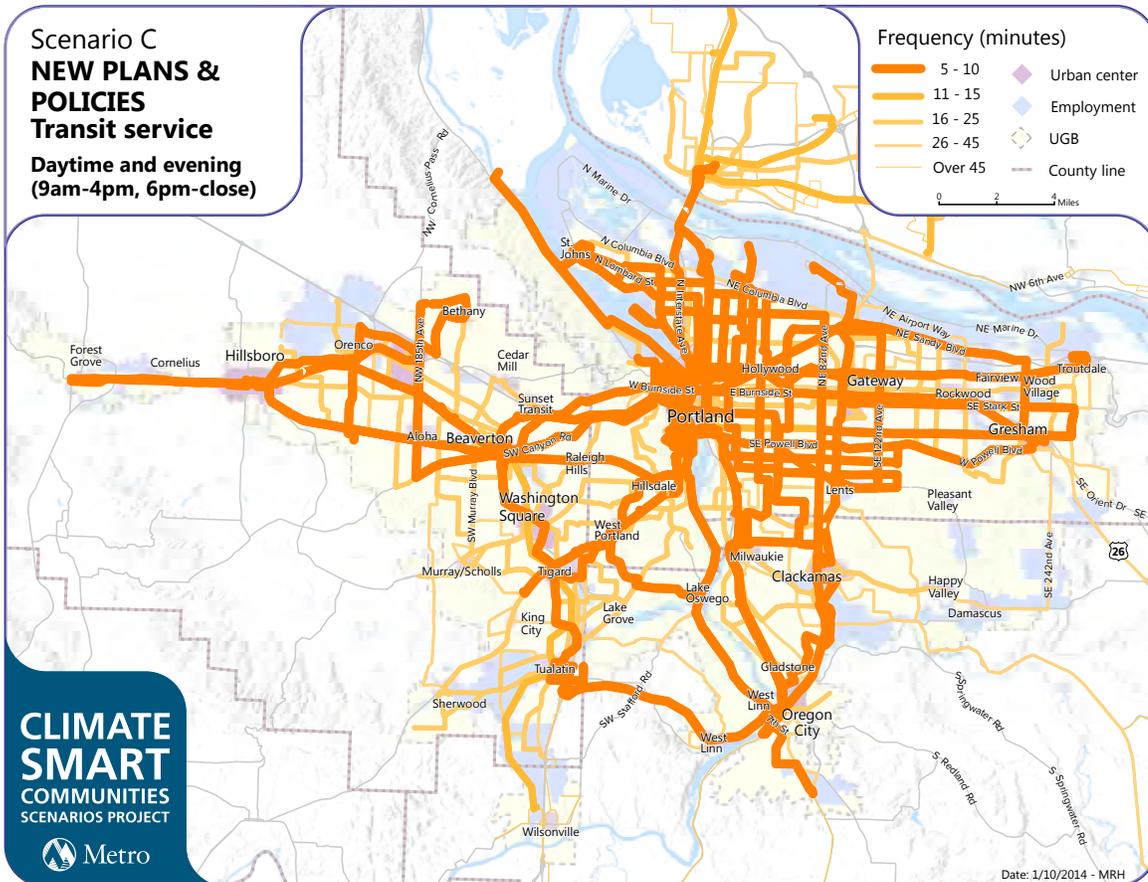
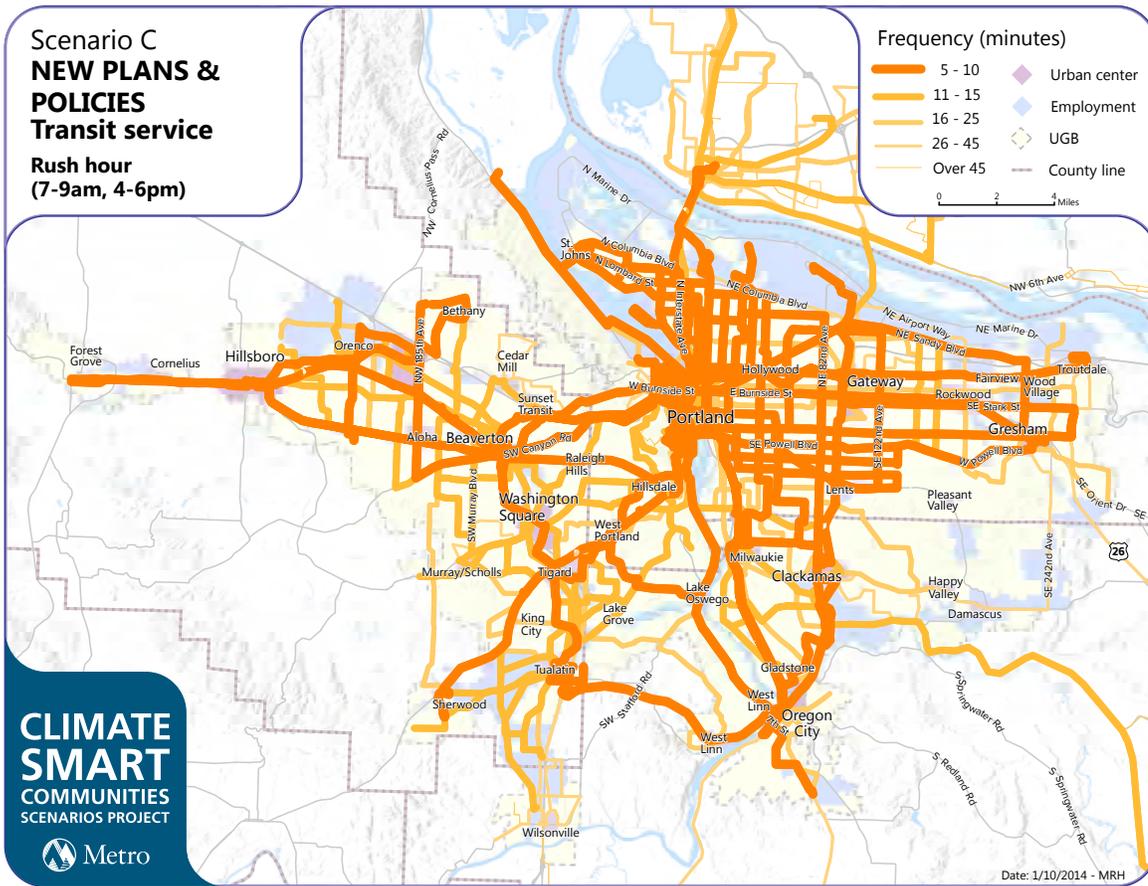
This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

42% jobs
32% households
40% low-income households

Estimated jobs and households within 1/4-mile of 10-minute or better service by 2035

23% jobs
20% households
26% low-income households

Estimated jobs and households within 1/4-mile of 10-minute or better service by 2035





RELATIVE CLIMATE BENEFIT
 ★★☆☆☆

RELATIVE COST
 \$\$\$

Use technology to actively manage the transportation system

Using technology to actively manage the Portland metropolitan region’s transportation system means using intelligent transportation systems (ITS) and services to reduce vehicle idling associated with delay, making walking and biking more safe and convenient, and helping improve the speed and reliability of transit. Nearly half of all congestion is caused by incidents and other factors that can be addressed using these strategies.

Local, regional and state agencies work together to implement transportation system technologies. Agreements between agencies guide sharing of data and technology, operating procedures for managing traffic, and the ongoing maintenance and enhancement of technology, data collection and monitoring systems.

Arterial corridor management includes advanced technology at each intersection to actively manage traffic flow. This may include coordinated or adaptive signal timing; advanced signal operations such as cameras, flashing yellow arrows, bike signals and pedestrian count down signs; and communication to a local traffic operations center and the centralized traffic signal system.

Freeway corridor management includes advanced technology to manage access to the freeways, detect traffic levels and weather conditions, provide information with variable message signs and variable speed limit signs, and deploying incident response patrols that quickly clear breakdowns, crashes and debris. These tools connect to a regional traffic operations center.

Traveler information includes using variable message and speed signs and 511 internet and phone services to provide travelers with up-to-date information regarding traffic and weather conditions, incidents, travel times, alternate routes, construction, or special events.

BENEFITS	CHALLENGES
<ul style="list-style-type: none"> • provides near-term benefits • reduces congestion and delay • makes traveler experience more reliable • saves public agencies, consumers and businesses time and money • reduces air pollution and air toxics • reduces risk of traffic fatalities and injuries 	<ul style="list-style-type: none"> • requires ongoing funding to maintain operations and monitoring systems • requires significant cross-jurisdictional coordination • workforce training gaps

How much should we use technology to actively manage the transportation system by 2035?

TECHNOLOGY AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Advanced traffic signal operations	Traffic signals on some major arterials	Traffic signals on many major arterials	All traffic signals are connected to a centralized system
Transit signal priority	Some bus routes with 10-minute service	All bus routes with 10-minute service	All bus routes with 10-minute service
Freeway ramp meters	Most urban interchanges	Same as Scenario A	All urban interchanges
Freeway variable speed signs	None	Deployed in most high incident locations	Deployed in all high incident locations
Incident response patrols	Some incident response patrols are deployed on area freeways	More incident response patrols are deployed on area freeways	Incident response patrols are deployed on area freeways and major arterials adjacent to freeways
Estimated cost (2014\$)	\$113 million	\$135 million	\$193 million

SCENARIO



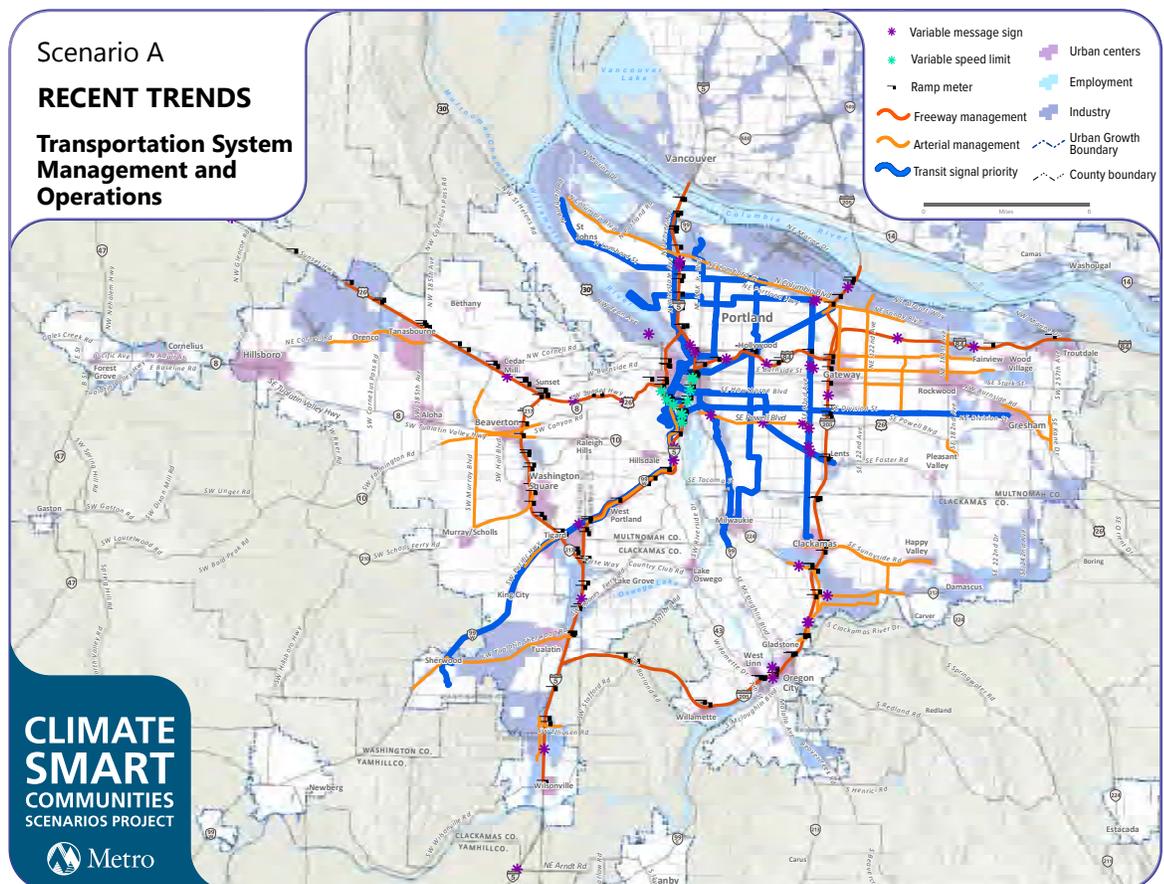
Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

10% on arterials and freeways

Estimated delay reduction by 2035

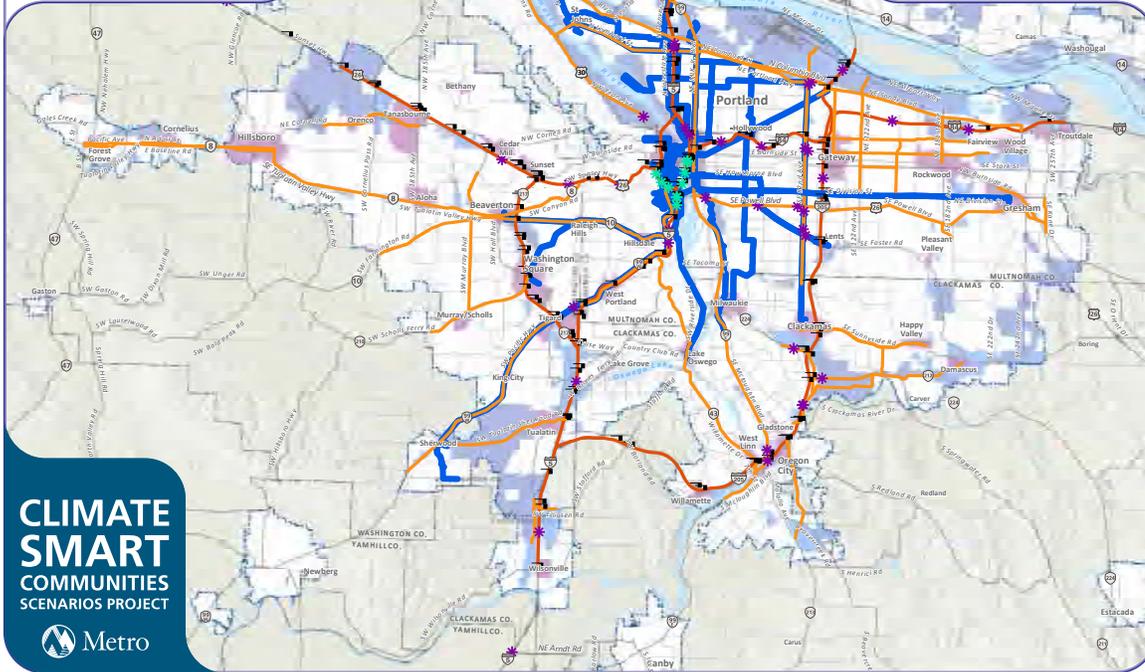
Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.



Scenario B

ADOPTED PLANS

Transportation System Management and Operations



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



SCENARIO



Adopted Plans

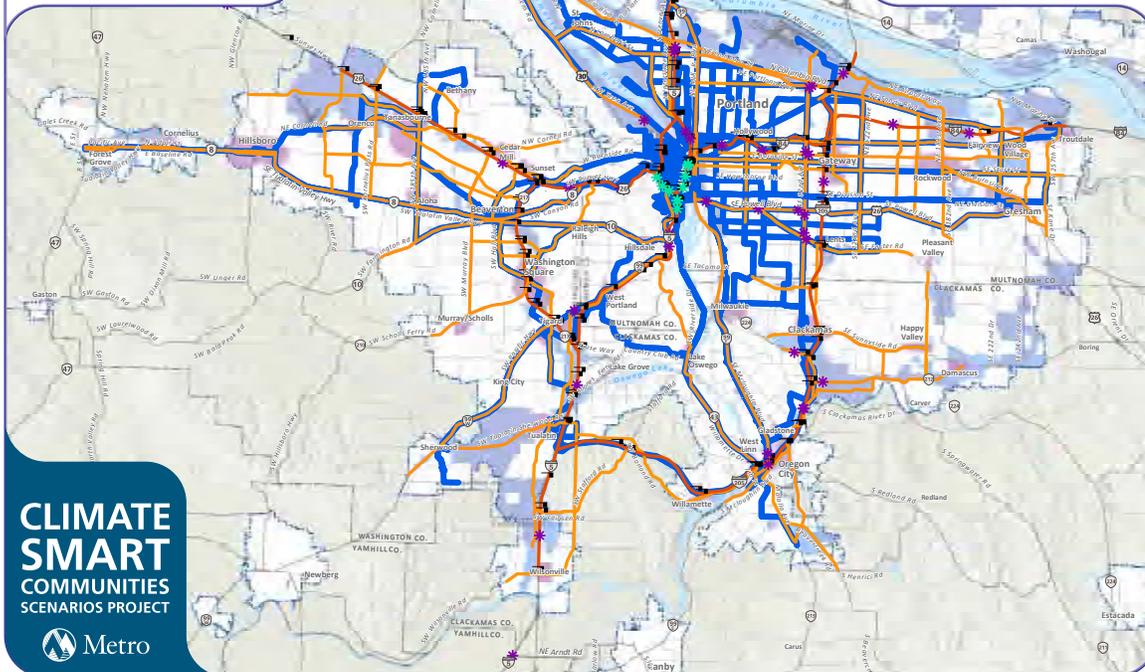
This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

20% on arterials and freeways
Estimated delay reduction by 2035

Scenario C

NEW PLANS & POLICIES

Transportation System Management and Operations



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

35% on arterials and freeways
Estimated delay reduction by 2035



RELATIVE CLIMATE BENEFIT



RELATIVE COST



Provide information and incentives to expand the use of travel options

Public awareness, education and travel options support tools are cost-effective ways to improve the efficiency of the existing transportation system through increased use of travel options such as walking, biking, carsharing, carpooling and taking transit. Local, regional and state agencies work together with businesses and non-profit organizations to implement programs in coordination with other capital investments. Metro coordinates partners' efforts, sets strategic direction, evaluates outcomes, and manages grant funding.

Public awareness strategies include promoting information about travel choices and teaching the public about eco-driving: maintaining vehicles to operate more efficiently and practicing driving habits that can help save time and money while reducing greenhouse emissions.

Commuter programs are employer-based outreach efforts that include (1) financial incentives, such as transit pass programs and offering cash instead of parking subsidies; (2) facilities and services, such as carpooling programs, bicycle parking, emergency rides home, and work-place competitions; and (3) flexible scheduling such as working from home or compressed work weeks.

Individualized Marketing (IM) is an outreach method that encourages individuals, families or employees interested in making changes in their travel choices to participate in a program. A combination of information and incentives is tailored to each person's or family's specific travel needs. IM can be part of a comprehensive commuter program.

Travel options support tools reduce barriers to travel options and support continued use with tools such as the *Drive Less. Connect.* online carpool matching; trip planning tools; wayfinding signage; bike racks; and carsharing.

BENEFITS

- increases cost-effectiveness of capital investments in transportation
- saves public agencies, consumers and businesses time and money
- preserves road capacity
- reduces congestion and delay
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics

CHALLENGES

- program partners need ongoing tools and resources to increase outcomes
- factors such as families with children, long transit times, night and weekend work shifts not served by transit
- major gaps exist in walking and biking routes across the region
- consistent data collection to support performance measurement

How much should we expand the reach of travel information programs by 2035?

TRAVEL INFORMATION PROGRAMS AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Individualized marketing participation	30% of households	Same as Scenario A	60% of households participate Same as Scenario B, plus the addition of Safe Routes to school and equity-based campaigns
Commuter program participation	20% of employees reached (same as 2010) Oregon Employee Commute Options (ECO) rules require work sites with more than 100 employees to have workplace programs	Same as Scenario A	40% of employees reached ECO rules now include work sites with more than 50 employees
Public awareness marketing campaign	50% of public reached Existing ongoing and short-term campaigns lead to more awareness of <i>DriveLess. Connect.</i>	Same as Scenario A, plus added resources promote new travel tools, regional efforts and safety education	60% of public reached Scenario B, plus regionally specific campaigns dedicated to safety and underserved communities
Eco-driving participation	0% of households reached (same as 2010) Statewide program is newly launched	30% of households reached	60% of households reached
Provisions of travel options support tools	2010 program funding levels allow for completion of several new wayfinding signage and bike rack projects	Same as Scenario A, plus public-private partnerships to create new online, print and on-street travel tools	Same as Scenario B, plus better public-private data integration and more resources for more support tools
Estimated cost (2014\$)	\$99 million	\$124 million	\$234 million

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO



Adopted Plans

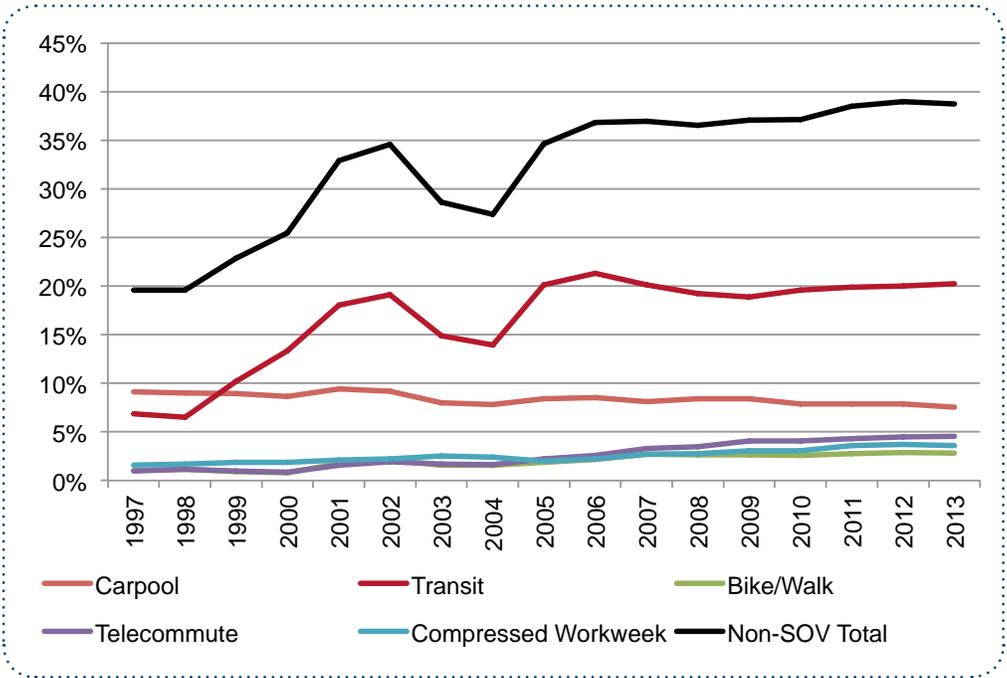
This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.



EFFECTIVENESS OF EMPLOYER COMMUTER PROGRAMS (1997 - 2013)

The TriMet, Wilsonville SMART and TMA employer outreach programs have made significant progress with reducing drive-alone trips. Since 1996, employee commute trips that used non-drive-alone modes (transit, bicycling, walking, carpooling/vanpooling and telecommuting) rose from 20% to over 39% among participating employers.

EFFECTIVENESS OF COMMUNITY AND NEIGHBORHOOD PROGRAMS

Community outreach programs such as Portland Sunday Parkways and Wilsonville Sunday Streets encourage residents to use travel options by exploring their neighborhoods on foot and bike without motorized traffic. Sunday Parkways events have attracted 400,000 attendees since 2008 and the Wilsonville Sunday Streets event attracted more than 5,000 participants in 2012.

Other examples of valuable community outreach and educational programs include the Community Cycling Center’s program to reduce barriers to biking and Metro’s Vámonos program, both of which provide communities across the region with the skills and resources to become more active by walking, biking, and using transit for their transportation needs.

In 2004, the City of Portland launched the Interstate TravelSmart individualized marketing project in conjunction with the opening of the MAX Yellow Line. Households that received individualized marketing made nearly twice as many transit trips compared to a similar group of households that did not participate in the marketing campaign. In addition, transit use increased nearly 15 percent during the SmartTrips project along the MAX Green Line in 2010. Follow-up surveys show that household travel behavior is sustained for at least two years after a project has been completed.





RELATIVE CLIMATE BENEFIT



RELATIVE COST



Make biking and walking more safe and convenient

Active transportation is human-powered travel that engages people in healthy physical activity while they go from place to place. Examples include walking, biking, pushing strollers, using wheelchairs or other mobility devices, skateboarding, and rollerblading. Active transportation is an essential component of public transportation because most of these trips begin and end with walking or biking.

Today, about 50 percent of the regional active transportation network is complete. Nearly 18 percent of all trips in the region are made by walking and biking, a higher share than many other places. Approximately 45 percent of all trips made by car in the region are less than three miles and 15 percent are less than one mile. With a complete active transportation network supported by education and incentives, many of the short trips made by car could be replaced by walking and biking. (See separate summary on providing information and incentives to expand use of travel options.)

For active travel, transitioning between modes is easy when sidewalks and bicycle routes are connected and complete, wayfinding is coordinated, and transit stops are connected by sidewalks and have shelters and places to sit. Biking to work and other places is supported when bicycles are accommodated on transit vehicles, safe and secure bicycle parking is available at transit shelters and community destinations, and adequate room is provided for walkers and bicyclists on shared pathways. Regional trails and transit function better when they are integrated with on-street walking and biking routes.

BENEFITS

- increases access to jobs and services
- provides low-cost travel options
- supports economic development, local businesses and tourism
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

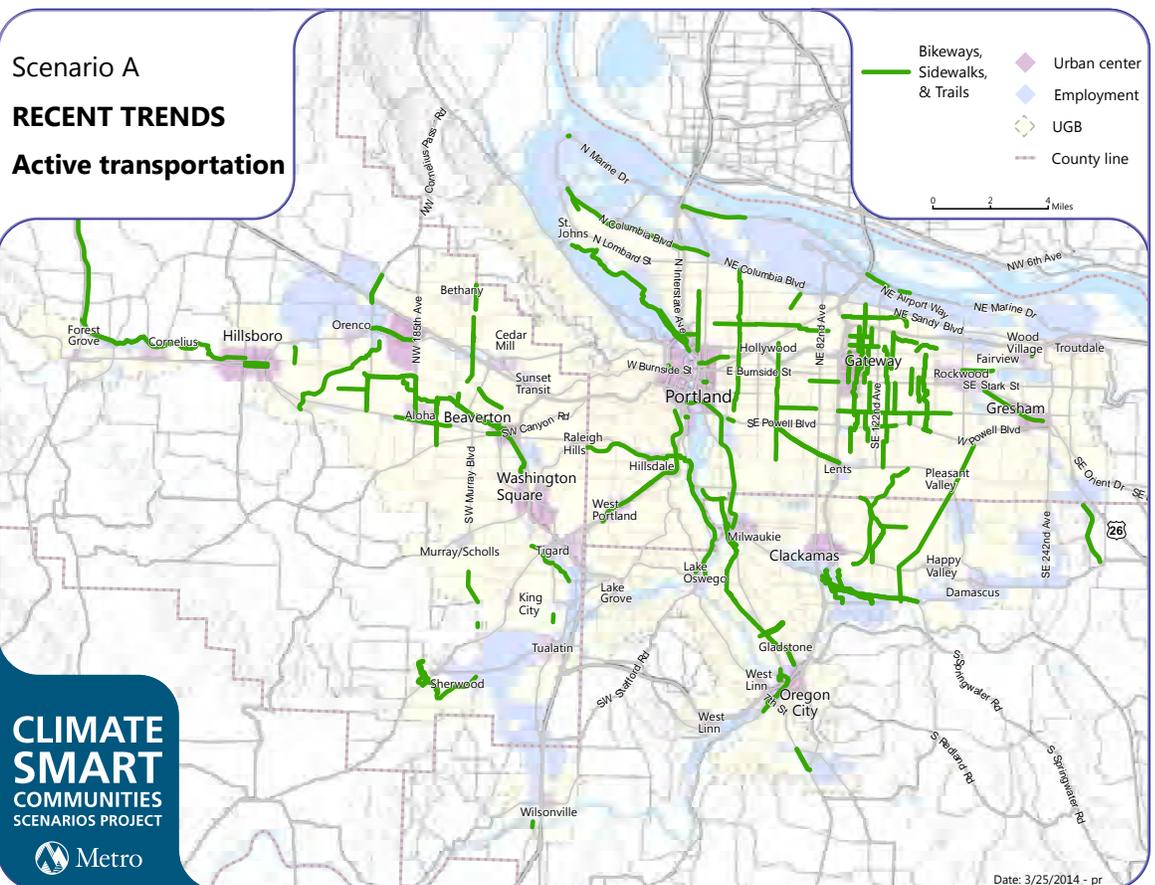
- major gaps exist in walking and biking routes across the region
- gaps in the active transportation network affect safety, convenience and access to transit
- many would like to walk or bike but feel unsafe
- many lack access to walking and biking routes
- limited dedicated funding is declining

How much of the planned active transportation network should we complete by 2035?

ACTIVE TRANSPORTATION AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Completion of regional active transportation network	Federally funded planning and capital projects reflecting existing funding are largely dedicated to transit and road investments	Same as Scenario A, plus planned off-street trails and on-street sidewalk and bikeway projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements included in financially constrained RTP	Same as Scenario B, plus full build-out of planned off-street trails, on-street sidewalk and bikeway projects, and improvements to existing facilities
Trails	38% completed	79% completed	100% completed
Bikeways	63% completed	84% completed	100% completed
Sidewalks	54% completed	62% completed	100% completed
Estimated cost (2014\$)	\$57 million	\$948 million	\$3.9 billion

SCENARIO



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

58

Estimated lives saved annually from increased physical activity by 2035

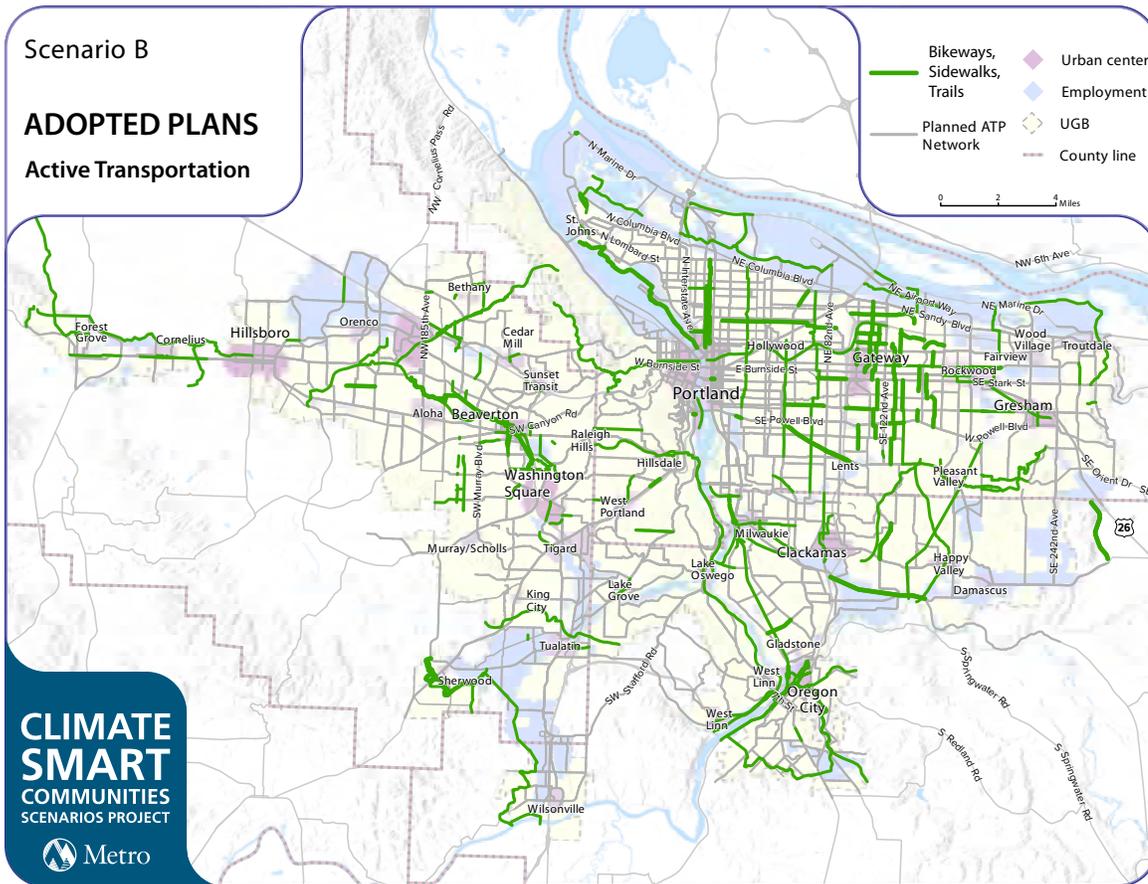
Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.



Date: 3/25/2014 - pr

Scenario B

ADOPTED PLANS
Active Transportation



CLIMATE SMART
COMMUNITIES
SCENARIOS PROJECT



SCENARIO



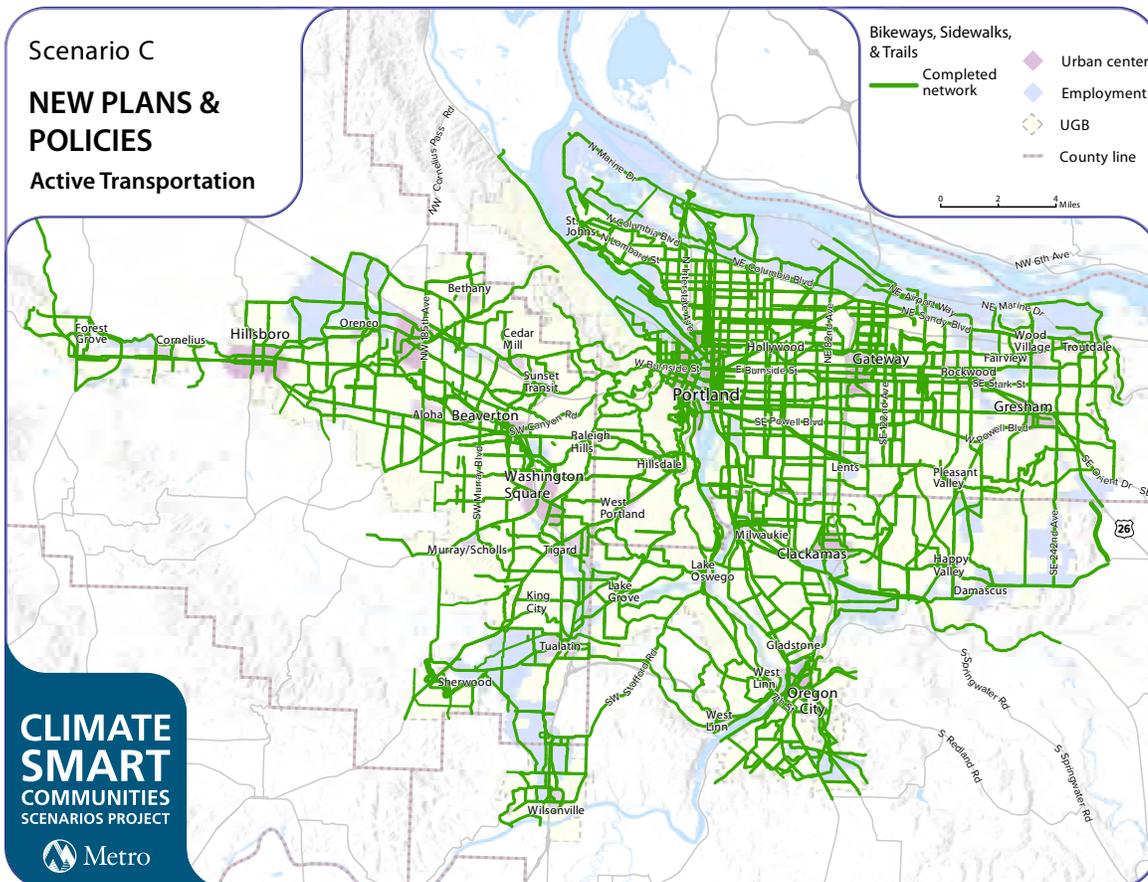
Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

89
Estimated lives saved annually from increased physical activity by 2035

Scenario C

NEW PLANS & POLICIES
Active Transportation



CLIMATE SMART
COMMUNITIES
SCENARIOS PROJECT



SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

116
Estimated lives saved annually from increased physical activity by 2035



RELATIVE CLIMATE BENEFIT



RELATIVE COST



Make streets and highways more safe, reliable and connected

Today, nearly 45 percent of all trips in the region made by car are less than three miles, and 15 percent are less than one mile. When road networks lack multiple routes serving the same destinations, short trips must use major travel corridors designed for freight and regional traffic, adding to congestion.

There are three key ways to make streets and highways more safe, reliable and connected to serve longer trips across the region on highways, shorter trips on arterial streets, and the shortest trips on local streets.

Maintenance and efficient operation of the existing road system Keeping the road system in good repair and using information and technology to manage travel demand and traffic flow help improve safety, and boost efficiency of the existing system. With limited funding, more effort is being made to maximize system operations prior to building new capacity in the region. (See separate summaries describing the use of technology and information.)

Street connectivity Building a well-connected network of complete streets including new local and major street connections shortens trips, improves access to community and regional destinations, and helps preserve the capacity and function of highways in the region for freight and longer trips. These connections include designs that support walking and biking, and, in some areas, provide critical freight access between industrial areas, intermodal facilities and the interstate highway system.

Network expansion Adding lane miles to relieve congestion is an expensive approach, and will not solve congestion on its own. Targeted widening of streets and highways along with other strategies helps connect goods to market and support travel across the region.

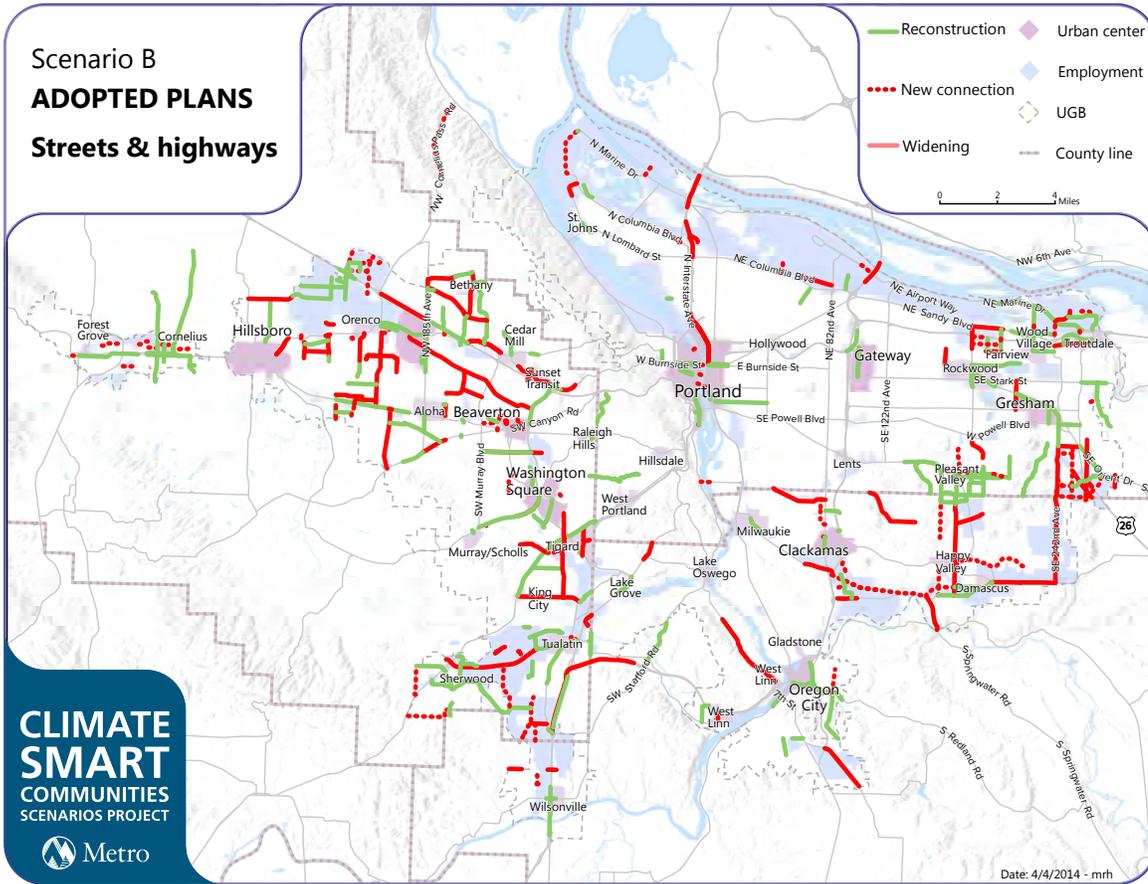
BENEFITS

- improves access to jobs, goods and services, boosting business revenue
- creates jobs and stimulates development, boosting the economy
- reduces delay, saving businesses time and money
- reduces risk of traffic fatalities and injuries
- reduces emergency response time

CHALLENGES

- declining purchasing power of existing funding sources, growing maintenance backlog, and rising construction costs
- may induce more traffic
- potential community impacts, such as displacement and noise
- concentration of air pollutants and air toxics in major travel corridors

Scenario B
ADOPTED PLANS
Streets & highways



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

SCENARIO

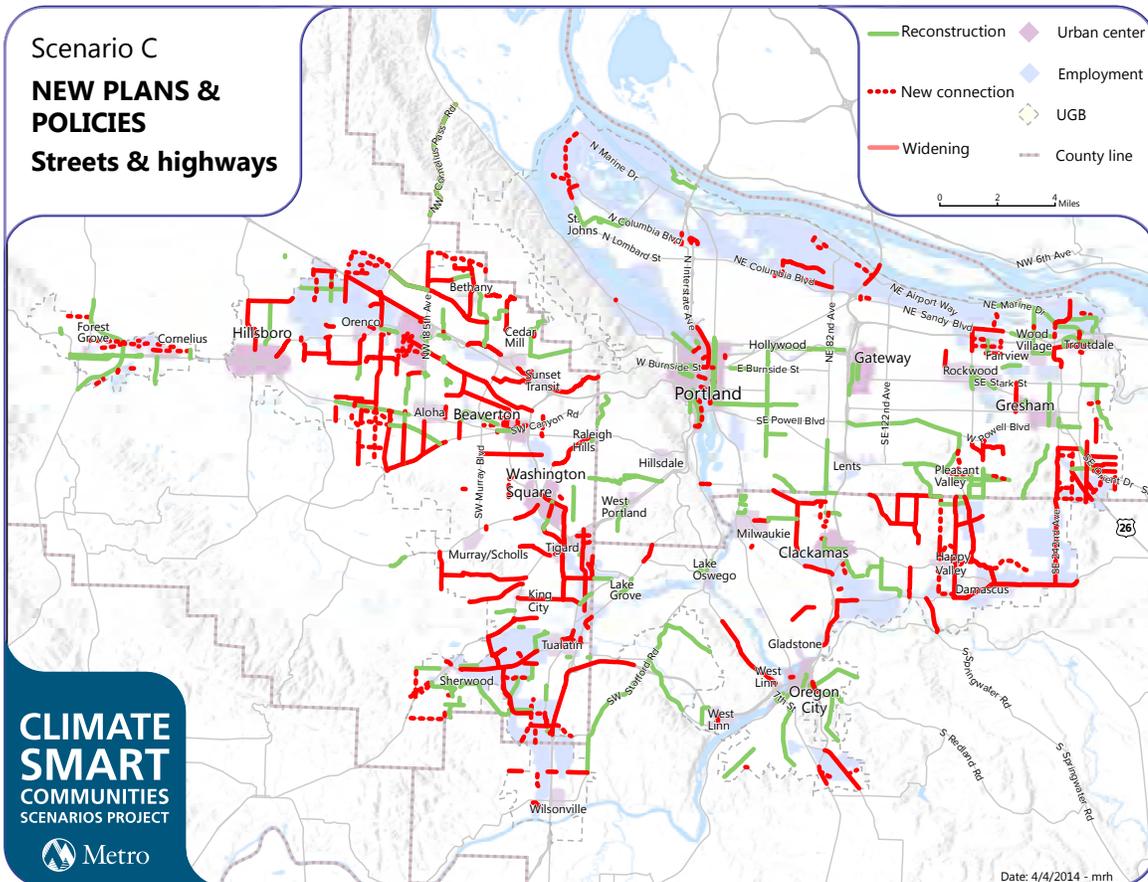


Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

81
 Lane miles added by 2035

Scenario C
NEW PLANS & POLICIES
Streets & highways



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

105
 Lane miles added by 2035



RELATIVE CLIMATE BENEFIT



RELATIVE COST



Manage parking to make efficient use of parking resources

Parking management refers to various policies and programs that result in more efficient use of parking resources. Parking management is implemented through city and county development codes. Managing parking works best when used in a complementary fashion with other strategies; it is less effective in areas where transit or bicycle and pedestrian infrastructure is lacking.

Planning approaches include conducting assessments of the parking supply to better understand needs. A typical urban parking space has an annualized cost of \$600 to \$1,200 to maintain, while structured parking construction costs averages \$15,000 per space.

On-street parking approaches include spaces that are timed, metered, designated for certain uses or have no restriction. Examples of these different approaches include charging long-term or short-term fees, limiting the length of time a vehicle can park, and designating on-street spaces for preferential parking for electric vehicles, carshare vehicles, carpools, vanpools, bikes, public use (events or café “Street Seats”) and freight truck loading/unloading areas.

Off-street parking approaches include providing spaces in designated areas, unbundling parking, preferential parking (for vehicles listed above), shared parking between land uses (for example, movie theater and business center), park-and-ride lots for transit and carpools/vanpools, and parking garages in downtowns and other mixed-use areas that allow surface lots to be developed for other uses.

BENEFITS

- allows more land to be available for development, generating local and state revenue
- reduces costs to governments, businesses, developers and consumers
- fosters public-private partnerships that can result in improved streetscape for retail and visitors
- generates revenues where parking is priced
- reduces air pollution and air toxics

CHALLENGES

- inadequate information for motorists on parking and availability
- inefficient use of existing parking resources
- parking spaces that are inconvenient to nearby residents and businesses
- scarce freight loading and unloading areas
- low parking turnover rate
- lack of sufficient parking
- parking oversupply, ongoing costs and the need to free up parking for customers

How should local communities manage parking by 2035?

PARKING MANAGEMENT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Parking management	<p>Existing locally-adopted development codes remain the same as 2010</p> <p>Large employers offer preferential parking</p> <p>Free parking is available in most areas</p>	<p>Same as Scenario A, plus communities expand the flexibility of development codes and develop parking plans for all downtown and centers served by high capacity transit as assumed in adopted RTP</p> <p>Parking facilities are sized and managed so spaces are frequently occupied, travelers have information on parking and travel options, and some businesses share parking</p> <p>Free and timed parking is available in many areas</p>	<p>Same as Scenario B, plus communities expand the flexibility of development codes to support public-private partnerships in areas served by 10-minute transit service</p> <p>Medium-size employers offer preferential parking</p> <p>Local codes allow for unbundled parking</p> <p>Free and timed parking is available in some areas</p>

SCENARIO



Scenario A

RECENT TRENDS Managing parking

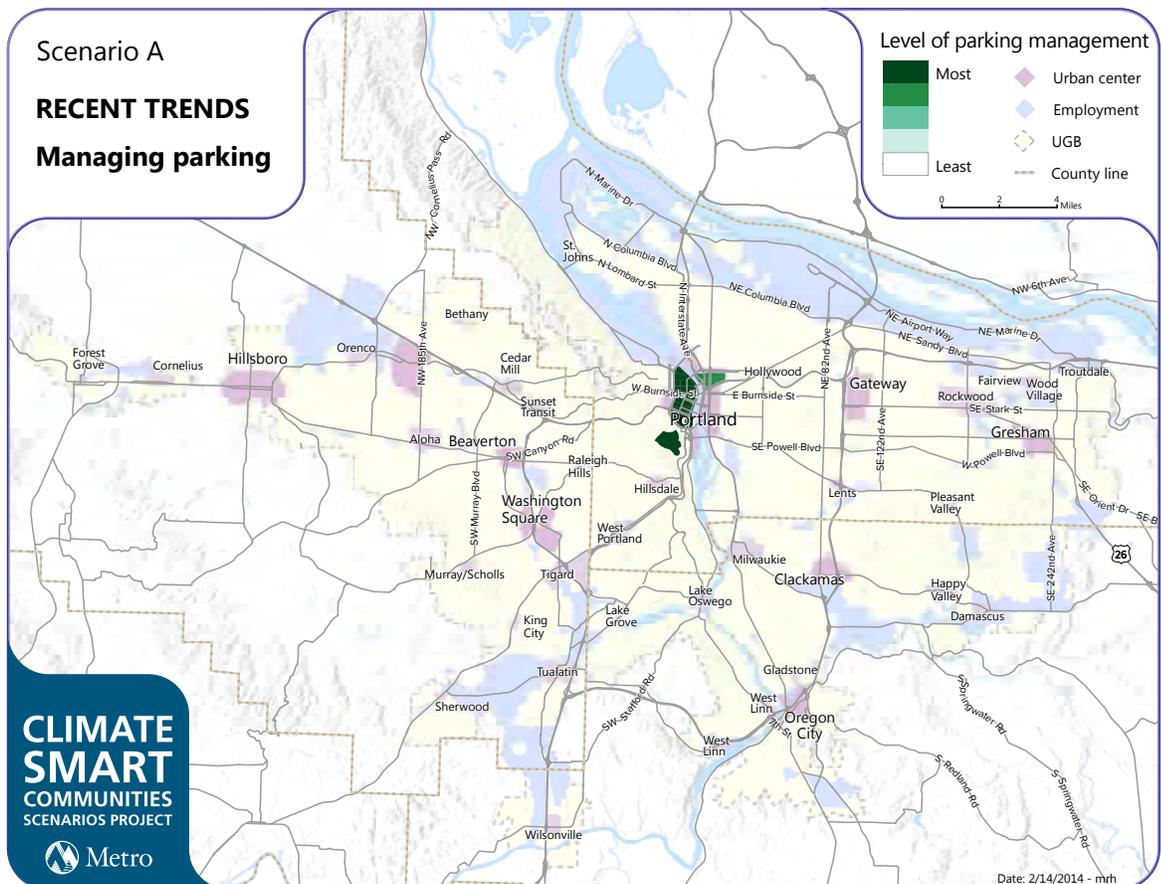
Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

13% work trips
8% other trips

Estimated share of trips to areas with actively managed parking

Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.



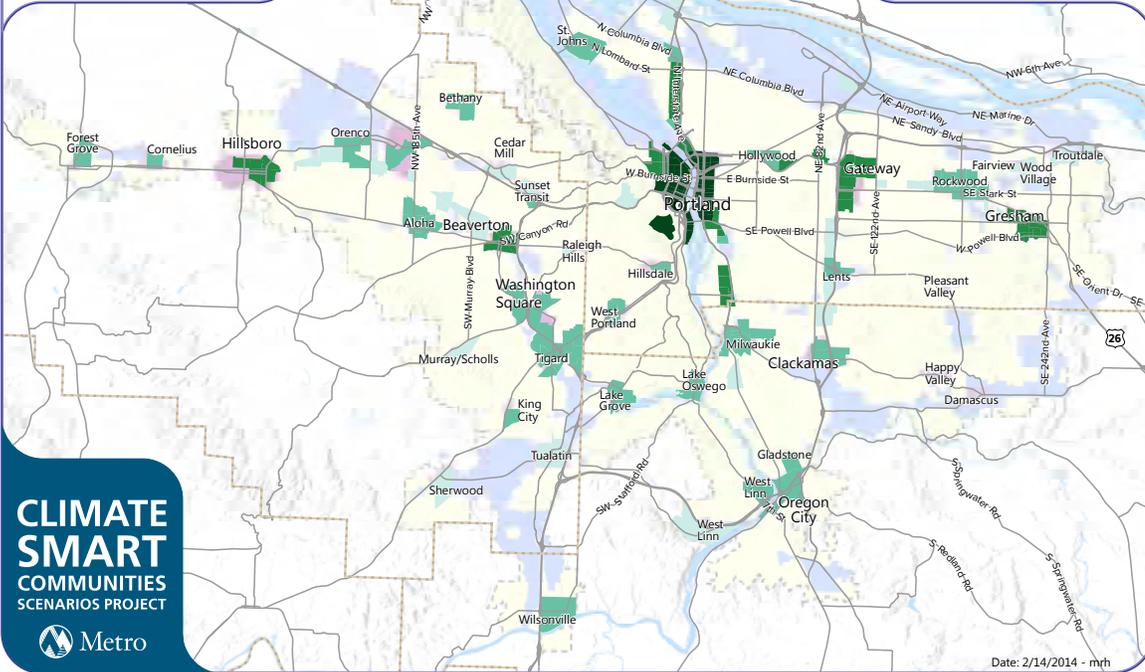
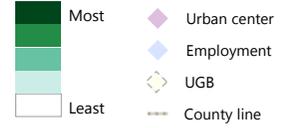
CLIMATE SMART COMMUNITIES
SCENARIOS PROJECT



Scenario B

ADOPTED PLANS
Managing parking

Level of parking management



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro

Date: 2/14/2014 - mjh

SCENARIO



Adopted Plans

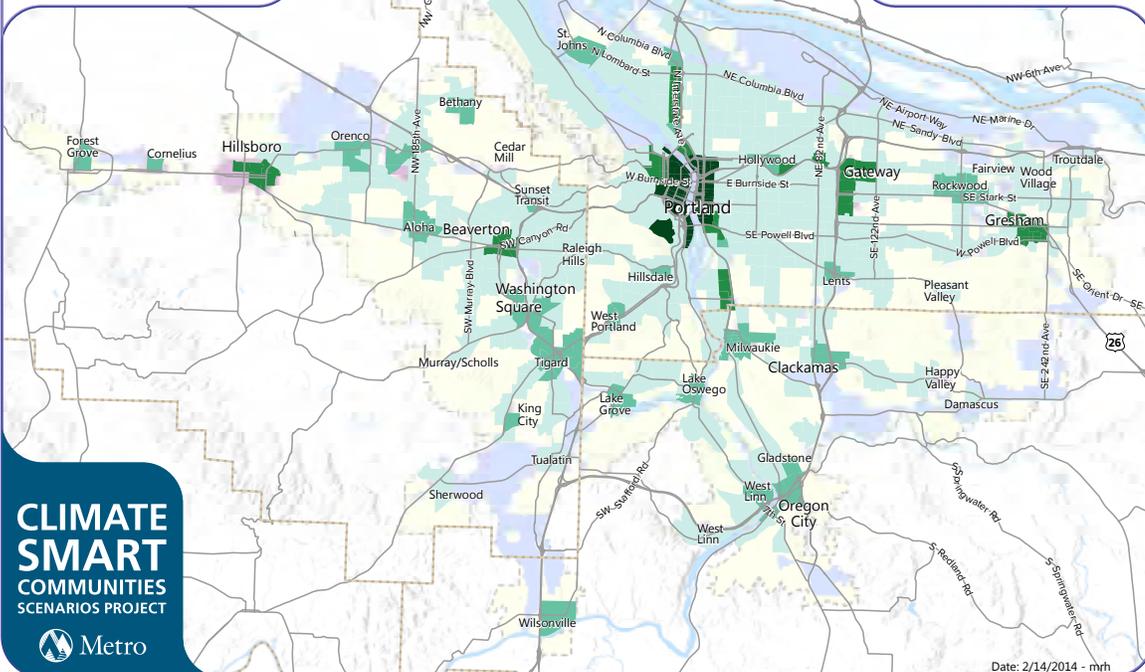
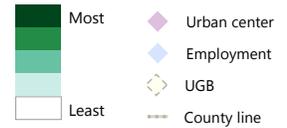
This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

30% work trips
30% other trips
Estimated share of trips to areas with actively managed parking

Scenario C

NEW PLANS & POLICIES
Managing parking

Level of parking management



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro

Date: 2/14/2014 - mjh

SCENARIO



New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

50% work trips
50% other trips
Estimated share of trips to areas with actively managed parking



RELATIVE CLIMATE BENEFIT

N/A

RELATIVE COST

N/A

Identify potential ways to pay for our investment choices

Transportation funding has long been primarily a federal and state responsibility, financed largely through gas taxes and other user fees. However, the purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded as the gas tax is not indexed to inflation.

Diminished resources mean reduced ability to expand, improve and maintain existing transportation infrastructure. Federal and state funding is not keeping pace with infrastructure operation and maintenance needs, so a substantial share of funding for future RTP investments has shifted to local revenue sources.

Local governments in Oregon have increasingly turned to tax levies, road maintenance fees, system development charges and traffic impact fees in attempt to keep pace, although some communities have been more successful than others. Expansion and operation of the transit system has relied heavily on payroll taxes and competitive federal funding for high capacity transit capital projects. But the region’s demand for frequent and reliable transit service exceeds the capacity of the payroll tax to support it.

The adopted Regional Transportation Plan calls for stabilizing existing transportation revenue sources 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.

BENEFITS

- transforms community visions into reality
- improves access to jobs, goods and services, boosting business revenues
- creates jobs and stimulates development, boosting the regional economy
- reduces delay, saving businesses time and money
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- declining purchasing power of existing funding sources due to inflation and improvement in fuel efficiency
- potential disproportionate impact of higher taxes and fees on drivers with limited travel options
- limited public support for higher fees and taxes
- patchwork of funding sources
- statutory or constitutional limitations on how different funding sources can be raised or used

How should we pay for our investment choices by 2035?

FUNDING MECHANISMS AT A GLANCE

	SCENARIO  Recent Trends	SCENARIO  Adopted Plans	SCENARIO  New Plans and Policies
Overview of revenue sources	Revenues from existing sources at 2012 levels	Same as Scenario A, plus additional federal, state and local revenues as assumed in the financially constrained RTP	Same as Scenario B, plus additional federal, state and local revenues assumed in the full RTP, plus new user-based fees
Gas tax	<p>Federal and state gas taxes are 18 cents and 30 cents per gallon, respectively</p> <p>Multnomah and Washington counties levy a per gallon gas tax and share revenue with the cities within their boundaries¹</p> <p>Four cities – Tigard, Milwaukie, Happy Valley and Cornelius – implement a gas tax that is predominately used for maintenance¹</p>	Same as Scenario A, plus the state gas tax increases by \$0.01 per year to cover growing operations, maintenance and preservation (OMP) costs at the state, regional and local level	Same as Scenario A, but state gas tax is replaced by a fee based on miles driven
Mileage-based road use fee	None	None	\$0.03 per mile (the equivalent of the Scenario B state gas tax assumption)
Carbon fee	None	None	\$50 per ton
Potential revenues generated (2014\$) from gas tax, road use fee and carbon fee	\$5.6 billion	\$6.5 billion	\$15.2 billion
Other potential revenues from RTP sources (capital only)	Existing federal, state and local revenues at 2012 levels	\$15 billion Scenario A, plus additional federal, state and local revenues at financially constrained RTP levels	\$22 billion Scenario B, plus additional federal, state and local revenues at full RTP levels

¹Not accounted for in potential revenues generated, but included in the Regional Transportation Plan financial assumptions for local road-related operations, maintenance and preservation.

FUNDING MECHANISMS ASSUMED IN 2014 REGIONAL TRANSPORTATION PLAN AND POTENTIAL NEW FUNDING MECHANISMS FOR CONSIDERATION

EXISTING FUNDING MECHANISM	SOURCE		
	Federal	State	Local
Federal Highway Trust Fund ¹	●		
Federal Transit Fund	●		
Gas tax	●	●	●
Vehicle fees (e.g. registration, licensing fees)		●	●
Heavy truck weight-mile fee		●	
Local portion of State Highway Trust Fund ²			●
Development-based fees ³			●
Payroll tax			●
Transit passenger fares			●
Special funds and levies ⁴			●
Tolls (I-5 Columbia River Crossing)		●	
POTENTIAL NEW FUNDING MECHANISM			
Carbon fee	●	●	
Mileage-based road user fee	●	●	

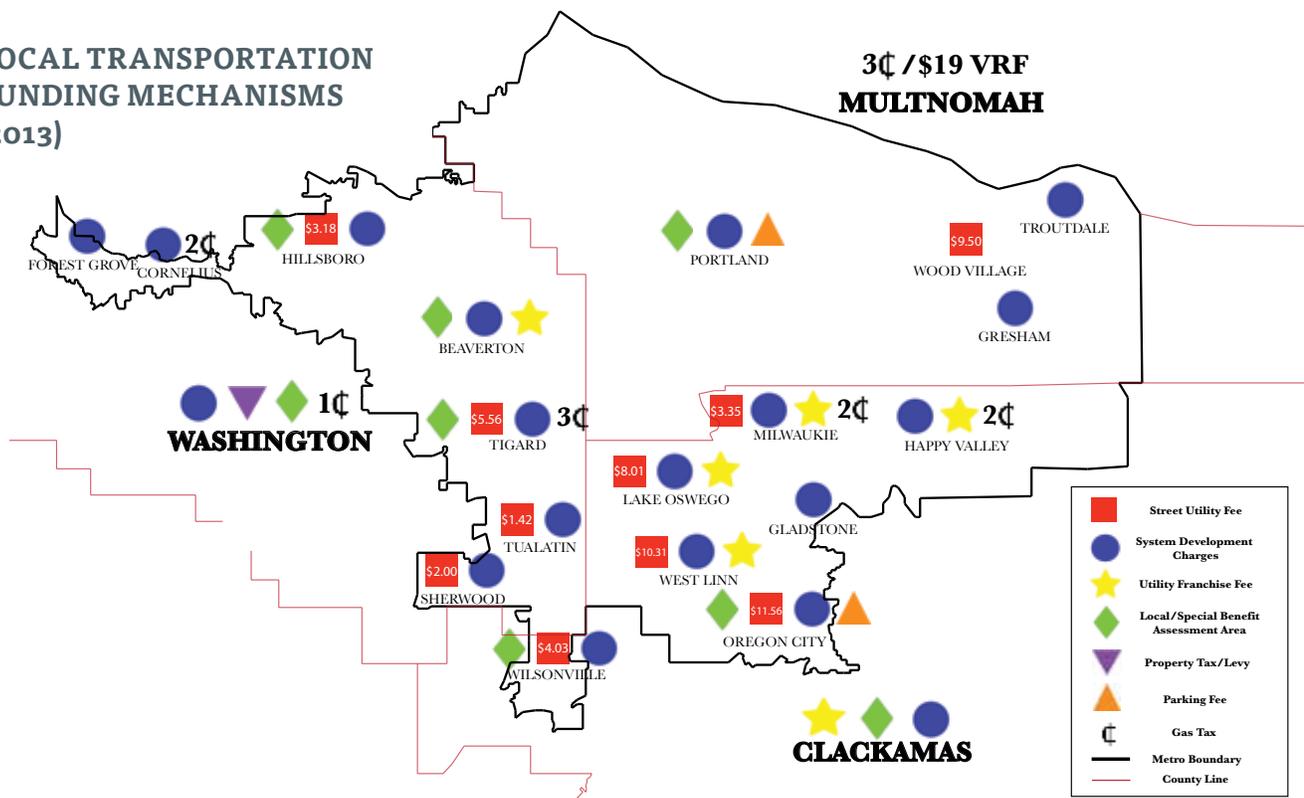
¹The Federal Highway Trust Fund includes federal gas tax receipts and other revenue.

²The State Highway Trust Fund includes state gas tax receipts, vehicle fees and heavy truck weight-mile fees.

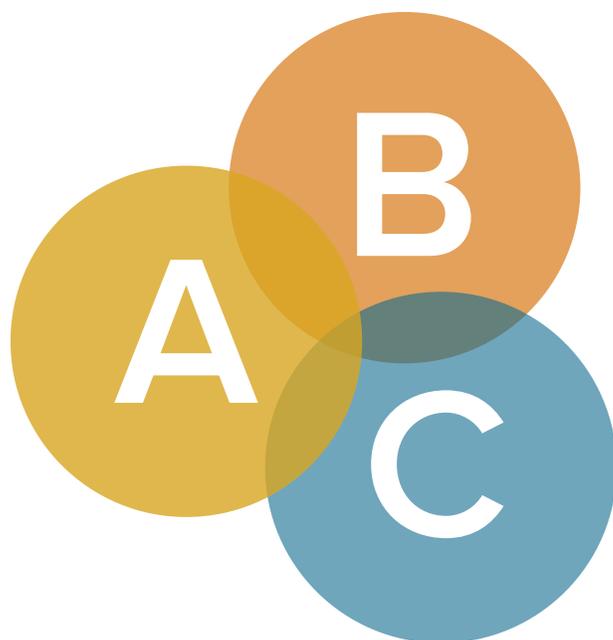
³Development-based fees include system development charges, traffic impact fees, urban renewal districts and developer contributions.

⁴Special funds and levies include tax levies (e.g. Washington County MSTIP), local improvement districts, vehicle parking fees, transportation utility fees and maintenance districts (e.g. Washington County Urban Road Maintenance District).

LOCAL TRANSPORTATION FUNDING MECHANISMS (2013)



SUPPLEMENTAL INFORMATION



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PHASE 2: SELECTED RESULTS AT A GLANCE

The scenarios tested are for research purposes only and do not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

WHAT WE LEARNED ABOUT TRAVEL AND MOBILITY



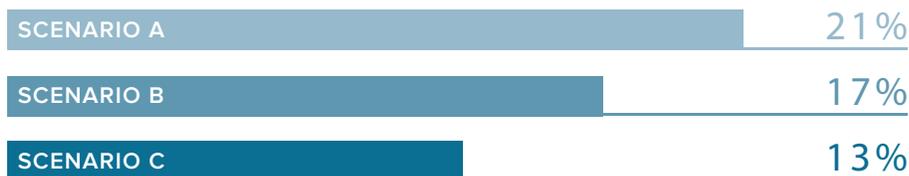
DAILY VEHICLE MILES TRAVELED

PER PERSON



TIME SPENT IN TRAFFIC

% OF LIGHT VEHICLE TRAVEL TIME SPENT IN TRAFFIC



Discussion points:

- Adopted plans help reduce how far people drive and time spent in traffic.
- Adopted plans provide opportunities for more people living and working in centers and corridors; a more connected road system; using technology such as traffic signal timing; clearing incidents more quickly; more transit and walking and biking all help the transportation system operate more efficiently which in turn helps save time spent in traffic.
- Adopted plans reduce the amount of time spent in traffic by 20 percent over recent trends.
- Reduced delay is expected to support goods movement, job creation and the region's economy.

Discussion points:

- All scenarios improve health outcomes by improving air quality and increasing physical activity.
- Improving air quality and increasing the number of people who regularly exercise by choosing to bike and walk to community destinations can reduce chronic diseases and premature deaths, and lower health care costs.
- Adopted plans increase the level of physical activity over recent trends, saving nearly 90 lives annually by 2035.
- Adopted plans reduce air pollutants by at least 10 metric tons per day over recent trends; an important health benefit of greenhouse gas reduction.
- Reductions in per capita vehicle miles traveled improve traffic safety in all scenarios.
- Further investment can significantly improve these outcomes.

WHAT WE LEARNED ABOUT PUBLIC HEALTH AND SAFETY



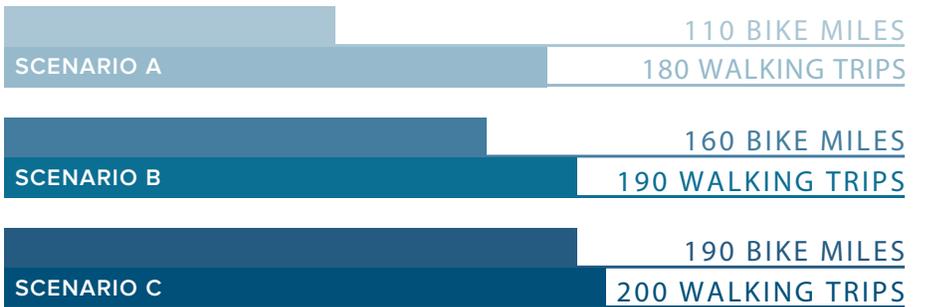
AIR POLLUTANTS

METRIC TONS PER DAY



PHYSICAL ACTIVITY IMPROVES HEALTH

PER PERSON PER YEAR



LESS AIR POLLUTION, MORE PHYSICAL ACTIVITY & IMPROVED SAFETY HELP SAVE LIVES

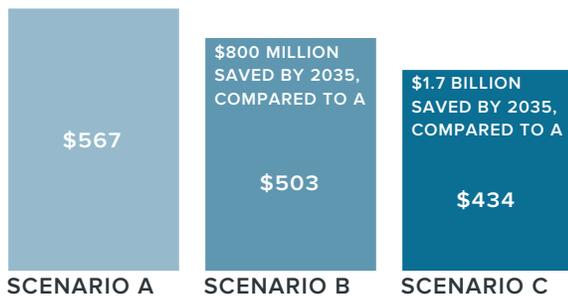
LIVES SAVED EACH YEAR BY 2035



WHAT WE LEARNED ABOUT THE ECONOMY

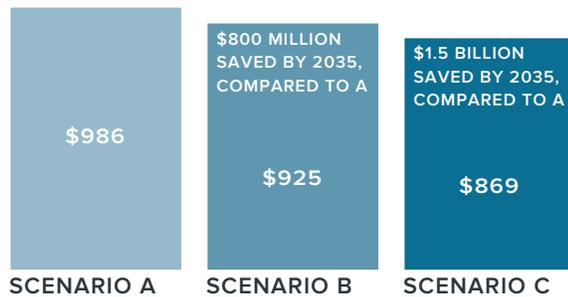
\$ OUR ECONOMY BENEFITS FROM REDUCED EMISSIONS

ANNUAL ENVIRONMENTAL COSTS IN 2035
(MILLIONS, 2005\$)



\$ BUSINESSES AND OUR ECONOMY BENEFIT FROM REDUCED DELAY

ANNUAL FREIGHT TRUCK COSTS DUE TO DELAY IN 2035 (MILLIONS, 2005\$)



Discussion points:

- Adopted plans reduce the environmental costs associated with air pollution, vehicle fluids and severe storms, and flooding and drought expected from climate change.
- Adopted plans reduce the amount of time freight trucks spend in traffic over recent trends.
- Freight truck travel cost savings can be passed on to businesses and consumers.
- Further investment can increase these savings from reduced emissions and delay.

Discussion points:

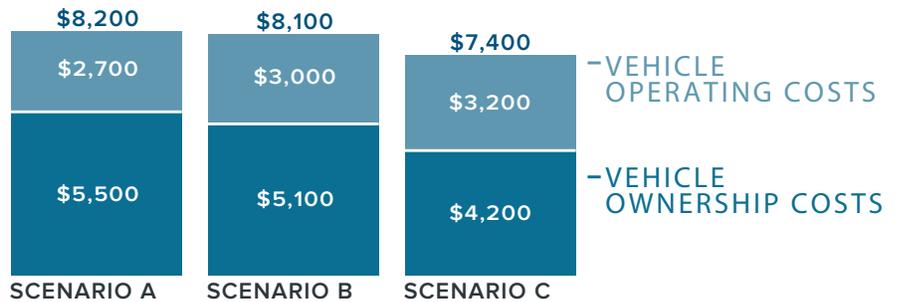
- Adopted plans can reduce the average annual vehicle ownership and operating costs over recent trends.
- Vehicle ownership costs decrease as households drive less and own fewer vehicles.
- Scenario C results in the lowest vehicle costs, which helps reduce the share of household income spent on vehicle travel for all households, including households with limited incomes.

WHAT WE LEARNED ABOUT HOUSEHOLD COSTS



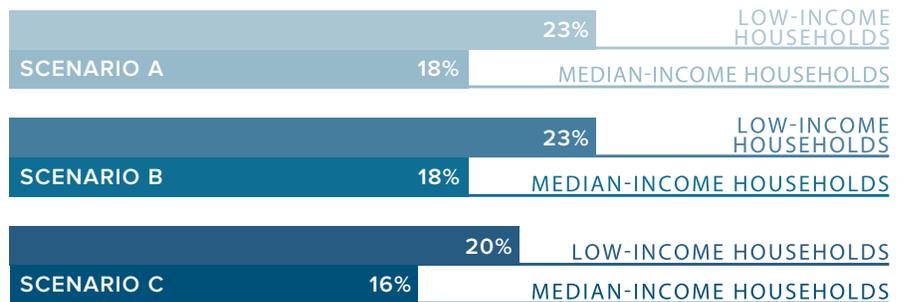
OVERALL VEHICLE-RELATED TRAVEL COSTS DECREASE DUE TO LOWER OWNERSHIP COSTS

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS



LOWER VEHICLE COSTS HELP HOUSEHOLD BUDGETS

SHARE OF ANNUAL HOUSEHOLD INCOME SPENT ON VEHICLE TRAVEL



PHASE 2: TRANSIT ACCESS AT A GLANCE

HOUSEHOLD ACCESS TO TRANSIT AT A GLANCE

Share of total households within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	24%	4%	27%	4%	32%	20%
11 - 15 minute service	20%	29%	21%	32%	17%	18%
16 - 25 minute service	9%	5%	8%	4%	9%	7%
More than 26 minute service	18%	28%	17%	28%	16%	26%
No fixed-route service	29%	34%	27%	32%	26%	29%

LOW-INCOME HOUSEHOLD ACCESS TO TRANSIT AT A GLANCE

Share of low-income households* within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	31%	5%	34%	5%	40%	26%
11 - 15 minute service	26%	39%	26%	42%	22%	23%
16 - 25 minute service	8%	6%	7%	5%	7%	7%
More than 26 minute service	16%	28%	15%	27%	14%	24%
No fixed-route service	19%	22%	18%	21%	17%	20%

* \$24,999 per year or less

JOB ACCESS TO TRANSIT AT A GLANCE

Share of jobs within ¼-mile of transit

SERVICE FREQUENCY	SCENARIO A		SCENARIO B		SCENARIO C	
	Rush hour	Daytime & evening	Rush hour	Daytime & evening	Rush hour	Daytime & evening
Every 10 minutes	31%	6%	33%	6%	42%	23%
11 - 15 minute service	19%	35%	22%	38%	17%	25%
16 - 25 minute service	12%	4%	9%	3%	9%	7%
More than 26 minute service	22%	33%	20%	32%	17%	26%
No fixed-route service	16%	22%	16%	21%	15%	19%

PHASE 2: ASSUMPTIONS AT A GLANCE

March 30, 2014

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.

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Strategy	Households in mixed use areas (percent)	26%	36%	37%	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%	20%
	Transit service (daily revenue hours)	4,900	5,600	6,200 (RTP Financially Constrained)	11,200 (RTP State + more transit)
	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

March 30, 2014

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

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20%	40%
	Carsharing in high density areas (participation rate)	One carshare per 5000 vehicles	Twice the number of carshare vehicles available	Same as Scenario A	Four times the number of carshare vehicles available
	Carsharing in medium density areas (participation rate)	One carshare per 5000 vehicles	Same as today	Twice the number of carshare vehicles	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	9 miles	81 miles (RTP Financially Constrained)	105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
	Fleet turnover rate	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg		
	Carbon intensity of fuels	90 g CO ₂ e/megajoule	72 g CO ₂ e/megajoule		
	Plug-in hybrid electric/all electric vehicles (percent)	auto: 0% / 1% light truck: 0% / 1%	auto: 8% / 26% light truck: 2% / 26%		

GLOSSARY

Carsharing A model similar to a car rental where a member user rents cars for short periods of time, often by the hour. Such programs are attractive to customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. The organization renting the cars may be a commercial business or the users may be organized as a company, public agency, cooperative, or peer-to-peer. Zipcar and car2go are local examples.

Eco-driving A combination of public education, in-vehicle technology and driving practices that result in more efficient vehicle operation and reduced fuel consumption and emissions. Examples of eco-driving practices include avoiding rapid starts and stops, matching driving speeds to synchronized traffic signals, and avoiding idling. Program are targeted to those without travel options and traveling longer distances.

Employer-based commute programs Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

Fleet mix The percentage of vehicles classified as automobiles compared to the percentage classified as light trucks (weighing less than 10,000 lbs.); light trucks make up 43 percent of the light-duty fleet today.

Fleet turnover The rate of vehicle replacement or the turnover of older vehicles to newer vehicles; the current turnover rate in Oregon is 10 years.

Greenhouse gas emissions According to the Environmental Protection Agency, gases that trap heat in the atmosphere are called greenhouse gases emissions. Greenhouse gases that are created and emitted through human activities include carbon dioxide (emitted through the burning of fossil fuels), methane, nitrous oxide and fluorinated gases. For more information see www.epa.gov/climatechange.

GreenSTEP GreenSTEP is a new model developed to estimate GHG emissions at the individual household level. It estimates greenhouse gas emissions associated with vehicle ownership, vehicle travel, and fuel consumption, and is designed to operate in a way that allows it to show the potential effects of different policies and other factors on vehicle travel and emissions. Metropolitan GreenSTEP travel behavior estimates are made irrespective of housing choice or supply; the model only considers the demand forecast components – household size, income and age – and the policy areas considered in this analysis.

House Bill 2001 (Oregon Jobs and Transportation Act) Passed by the Legislature in 2009, this legislation provided specific directions to the Portland metropolitan area to undertake scenario planning and develop two or more land use and transportation scenarios by 2012 that accommodate planned population and employment growth while achieving the GHG emissions reduction targets approved by LCDC in May 2011. Metro, after public review and consultation with local governments, is to adopt a preferred scenario. Following adoption of a preferred scenario, the local governments within the Metro jurisdiction are to amend their comprehensive plans and land use regulations as necessary to be consistent with the preferred scenario. For more information go to: http://www.oregonlegislature.gov/bills_laws/lawsstatutes/2009orLaw0865.html

Individualized marketing Travel demand management programs focused on individual households. IM programs involve individualized outreach to households that identify household travel needs and ways to meet those needs with less vehicle travel.

Light vehicles Vehicles weighing 10,000 pounds or less, and include cars, light trucks, sport utility vehicles, motorcycles and small delivery trucks.

Low Carbon Fuel Standard In 2009, the Oregon legislature authorized the Environmental Quality Commission to develop low carbon fuel standards (LCFS) for Oregon. Each type of transportation fuel (gasoline, diesel, natural gas, etc.) contains carbon in various amounts. When the fuel is burned, that carbon turns into carbon dioxide (CO₂), which is a greenhouse gas. The goal is to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent below 2010 levels by 2022 and applies to the entire mix of fuel available in Oregon. Carbon intensity refers to the emissions per unit of fuel; it is not a cap on total emissions or a limit on the amount of fuel that can be burned. The lower the carbon content of a fuel, the fewer greenhouse gas emissions it produces.

Pay-as-you-drive insurance (PAYD) This pricing strategy converts a portion of liability and collision insurance from dollars-per-year to cents-per-mile to charge insurance premiums based on the total amount of miles driven per vehicle on an annual basis and other important rating factors, such as the driver's safety record. If a vehicle is driven more, the crash risk consequently increases. PAYD insurance charges policyholders according to their crash risk.

Oregon Sustainable Transportation Initiative (OSTI) An integrated statewide effort to reduce GHG emissions from the transportation sector by integrating land use and transportation. Guided by stakeholder input, the initiative has built collaborative partnerships among local governments and the state's six Metropolitan Planning Organizations to help meet Oregon's goals to reduce GHG emissions. The effort includes five main areas: Statewide Transportation Strategy development, GHG emission reduction targets for metropolitan areas, land use and transportation scenario planning guidelines, tools that support MPOs and local governments and public outreach. For more information, go to www.oregon.gov/odot/td/osti

Scenario A term used to describe a possible future, representing a hypothetical set of strategies or sequence of events.

Scenario planning A process that tests different actions and policies to see their affect on GHG emissions reduction and other quality of life indicators.

Statewide Transportation Strategy The strategy, as part of OSTI, will define a vision for Oregon to reduce its GHG emissions from transportation systems, vehicle and fuel technologies and urban form by 2050. Upon completion, the strategy will be adopted by the Oregon Transportation Commission. For more information go to: <http://www.oregon.gov/ODOT/TD/OSTI/STS.shtml>.

System efficiency Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and carsharing.

Traffic incident management A coordinated process to detect, respond to, and remove traffic incidents from the roadway as safely and quickly as possible, reducing non-recurring roadway congestion.

Traffic management Strategies that improve transportation system operations and efficiency, including ramp metering, active traffic management, traffic signal coordination and real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or special events.

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Jody Carson, City of West Linn, MPAC Chair
Pete Truax, City of Forest Grove, First Vice-Chair
Tim Clark, City of Troutdale, Second Vice-Chair
Loretta Smith, Multnomah County
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Dick Jones, Oak Lodge Water District
Jerry Willey, City of Hillsboro
Andy Duyck, Washington County
Marilyn McWilliams, Tualatin Valley Water District
Craig Prosser, TriMet Board of Directors
Keith Mays, Washington Co. citizen
Wilda Parks, Clackamas Co. citizen
Maxine Fitzpatrick, Multnomah Co. citizen
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Steve Stuart, Clark County
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Bob Stacey, Metro Council
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Doug Neeley, City of Oregon City
Denny Doyle, City of Beaverton
Tom Imeson, Port of Portland
Charlynn Newton, City of North Plains
In Memoriam, William Wild, Oak Lodge Water District

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Shirley Craddick, Metro Council, JPACT Vice-Chair
Carlotta Collette, Metro Council
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Diane McKeel, Multnomah County
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Jason Tell, ODOT
Nina DeConcini, DEQ
Don Wagner, Washington State DOT
Bill Wyatt, Port of Portland
Jack Burkman, City of Vancouver
Steve Stuart, Clark County

This report contains information that is intended for research purposes only and does not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

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

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

Metro Council President

Tom Hughes

Metro Council

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Carlotta Collette, District 2

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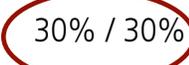
Updated 6/20/14

TPAC/MTAC Recommended GreenSTEP Inputs to Reflect May 30 MPAC and JPACT Draft Approach

 = Phase 3 draft approach model input

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.

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Strategy	Households in mixed use areas (percent)	26%	36%		37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres		12,000 acres
	Drive alone trips under 10 miles that shift to bike (percent)	9%	10%	15%	 20%
	Transit service (daily revenue hours)	4,900	5,600	6,200 <small>(RTP Financially Constrained)</small>	 11,200 <small>(RTP State + more transit)</small>
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%		50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%		100%
	Gas tax (cost per gallon 2005\$)	\$0.42		\$0.73	\$0.18
	Road user fee (cost per mile)	\$0	\$0		\$0.03
	Carbon emissions fee (cost per ton)	\$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.

 = Phase 3 draft approach model input

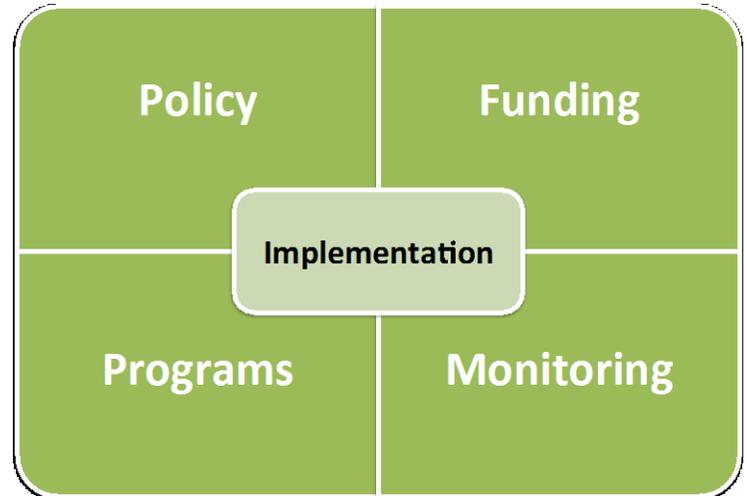
The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Strategy	Households participating in eco-driving (percent)	0%	0%	30% 45%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30% 45%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20% 30%	40%
	Carsharing in high density areas (participation rate)	One carshare per 5000 vehicles	Twice the number of carshare vehicles available	Same as Scenario A	Four times the number of carshare vehicles available
	Carsharing in medium density areas (participation rate)	One carshare per 5000 vehicles	Same as today	Twice the number of carshare vehicles	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	12/31 9 miles	15/336 81 miles (RTP Financially Constrained)	46/409 105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
	Fleet turnover rate	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg		
	Carbon intensity of fuels	90 g CO ₂ e/megajoule	72 g CO ₂ e/megajoule		
	Plug-in hybrid electric/all electric vehicles (percent)	auto: 0% / 1% light truck: 0% / 1%	auto: 8% / 26% light truck: 2% / 26%		

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.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT DRAFT 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 a draft approach that meets the target while also supporting many other state, regional and local goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.



KEY ELEMENTS OF THE DRAFT APPROACH RECOMMENDED BY MPAC, JPACT AND THE METRO COUNCIL

1. Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and private vehicle insurance paid by miles driven
2. Implement the 2040 Growth Concept and local adopted land use and transportation plans
3. Make transit more convenient, frequent, accessible and affordable
4. Use technology to actively manage the transportation system
5. Provide information and incentives to expand the use of travel options
6. Make biking and walking safe and convenient
7. Make streets and highways safe, reliable and connected
8. Manage parking to make efficient use of parking resources
9. Secure adequate funding for transportation investments
10. Demonstrate leadership on climate change

WHAT'S NEXT

Metro staff completed an evaluation of the draft approach and is working with the regional advisory committees to identify potential actions for reducing greenhouse gas emissions that can be integrated with ongoing efforts to create great communities.

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

Fall Public and local government review of results, draft preferred approach and implementation recommendations

December 2014 MPAC and JPACT make recommendation to Metro Council on preferred approach

December 2014 Metro Council considers adoption of preferred approach

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

How can I participate?

The goal of the Climate Smart Communities Scenarios Project is to engage community, business and elected leaders in a discussion to shape a strategy for creating healthy and equitable communities and a strong economy while reducing greenhouse gas emissions. In addition to the public comment period from Sept. 15 to Oct. 30, 2014, there are other opportunities to provide input this fall and beyond.

Fall 2014

Provide comments

- Public comment period Sept. 15 to Oct. 30; beginning Sept. 15, an online public comment tool will be available at www.makeagreatplace.org

Attend regional advisory committee and Metro Council discussions

- Technical advisory committees
 - Transportation Policy Alternatives Committee – 9:30 a.m. Aug. 29, Sept. 26, Oct. 31, Nov. 21
 - Metro Technical Advisory Committee – 10 a.m. Sept. 3, Oct. 15, Nov. 19
- Policy advisory committees and the Metro Council
 - Joint Policy Advisory Committee on Transportation – 7:30 a.m. Sept. 11, Oct. 9, Nov. 7, Nov. 13, Dec. 11
 - Metro Policy Advisory Committee – 5 p.m. Sept. 10, Oct. 22, Nov. 7, Nov. 12, Dec. 10
 - Metro Council – 2 p.m. Sept. 2, Oct. 30 (first read of ordinance), Nov. 4, Dec. 9, Dec. 18 (decision)

Attend county coordinating committee discussions

- Staff level
 - **Sept. 23** Clackamas Co. Transportation Advisory Committee
 - **Sept. 24** East Multnomah Co. Transportation Committee Technical Advisory Committee
 - **Sept. 25** Washington Co. Coordinating Committee Transportation Advisory Committee
- Policy level
 - **Oct. 2** C-4 Metro Subcommittee
 - **Oct. 6** East Multnomah Co. Transportation Committee
 - **Oct. 6** Washington Co. Coordinating Committee

Participate in issue-specific initiatives

- TriMet transit service enhancement planning process <http://future.trimet.org>
- Equity Strategy - Metro Equity Baseline Report to Metro Council 10/14, public engagement winter 2015 to shape Equity Action plan Spring/Summer 2015 www.oregonmetro.gov/equity
- Clinician Advocacy Training Workshop for health care professionals on Active Transportation at Metro on Dec. 11; contact Philip Wu, MD, at philwupdx@mac.com
- Oregon Transportation Forum – Non-profit membership organization facilitating discussions and action on multi-modal transportation initiatives, including legislative funding strategy <http://oregontransportationforum.wordpress.com>

2015 and beyond

Participate in future regional discussions on transportation needs and funding options

- Regional transportation funding coalition (proposed) – For updates, send email to RegionalTransportationPlan.rtp@oregonmetro.gov
- 2018 RTP Title VI/EJ work group (proposed) – For updates, send email to RegionalTransportationPlan.rtp@oregonmetro.gov

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

CLIMATE SMART COMMUNITIES STRATEGY SCOPING | DRAFT TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

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 a comprehensive strategy that meets the target while also supporting many other state, regional and local goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy. The strategy relies on ten policies and a toolbox of early actions that the State of Oregon, Metro, local governments, TriMet, the South Metro Area Rapid Transit (SMART) district and the Port of Portland can choose from as the state and region move forward together to begin implementation in a manner that builds on and advances adopted local and regional plans, social equity and leadership on climate change. The policies and actions are the result of a four-year collaborative process informed by research, analysis, community engagement, and deliberation and will be subject to public review from Sept. 15 to Oct. 30 before being considered by regional policy advisory committees and the Metro Council in December 2014.

HOW TO USE THE TOOLBOX | The toolbox is a comprehensive set of policy, program and funding actions that are focused on specific steps that can be taken in the next five years. The non-binding actions build on existing local, regional and state activities and reflect a menu of actions that can be locally tailored. 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 moving forward in 2015. The actions will be considered for incorporation in the Regional Transportation Plan as part of the 2018 RTP update in addition to other medium and longer-term actions identified during the update.

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
<p>1. Support Oregon’s transition to cleaner, low carbon fuels, more fuel-efficient vehicles and private vehicle insurance paid by miles driven</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reauthorize Oregon Clean Fuels Program <input type="checkbox"/> Implement Oregon Zero Emission Vehicle Program and Multi-State Zero Emission Vehicle Action Plan in collaboration with California and other states <input type="checkbox"/> Lead by example by increasing public electric vehicle fleet <input type="checkbox"/> Continue to provide funding to Drive Oregon to advance electric mobility <input type="checkbox"/> Work with insurance companies to offer and encourage private insurance paid by the miles driven <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide consumer and business incentives to purchase new electric vehicles <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Promote and provide information, funding and incentives to encourage the provision of electric vehicle charging stations and infrastructure in residences, work places and public places <input type="checkbox"/> Encourage private fleets to purchase, lease or rent electric vehicles <input type="checkbox"/> Develop model code for electric vehicle infrastructure and partnerships with businesses <input type="checkbox"/> Continue to remove barriers to electric vehicle charging and fueling station installations <input type="checkbox"/> Promote electric vehicle infrastructure planning and investment by public and private entities <input type="checkbox"/> Provide clear and accurate signage to direct 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lead by example by increasing public electric vehicle fleet <input type="checkbox"/> Support state efforts to build public acceptance of private vehicle insurance paid by the miles driven <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Partner with state agencies to hold regional planning workshops to educate local governments on electric vehicle opportunities <input type="checkbox"/> Develop electric vehicle readiness strategy for region in partnership with local governments, state agencies, Drive Oregon, electric utilities, non-profits and others 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lead by example by increasing public electric vehicle fleet <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Pursue grant funding and partners to expand the growing network of electric vehicle fast charging stations <input type="checkbox"/> Partner with local dealerships, Department of Energy (DOE) Clean Cities programs, non-profit organizations, businesses and others to incorporate electric vehicle outreach and education events for consumers in conjunction with such events as Earth Day celebrations, National Plug-In Day and the DOE/Drive Oregon Workplace Charging Challenge <input type="checkbox"/> Adopt policies and update development codes to support private adoption of electric vehicles, such as streamlining permitting for alternative fueling stations, planning for access to charging stations, allowing charging stations in residences, work places and public places, and providing preferential parking for electric vehicles <input type="checkbox"/> Update development codes and encourage new 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide electric vehicle charging stations in public places (e.g., park-and-rides, parking garages) <input type="checkbox"/> Provide preferential parking for electric vehicles and vehicles using alternative fuels

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
	<p>electric vehicle users to charging and fueling stations and parking</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand communication efforts to promote electric vehicle tourism activities <input type="checkbox"/> Continue participation in the Pacific Coast Collaborative, Western Climate Initiative, and West Coast Green Highway Initiative and partner with members of Energize Oregon coalition <input type="checkbox"/> Track and report progress toward adopted state goals related to greenhouse gas emissions reductions and electric vehicle deployment <input type="checkbox"/> Provide incentives and information to expand use of pay-as-you-drive insurance and report on progress 		<p>construction to include necessary infrastructure to support use of electric and alternative fuel vehicles</p>	
<p>2. Implement the 2040 Growth Concept and local adopted land use and transportation plans</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Repeal the statewide ban on inclusionary zoning to allow local communities to customize a housing policy that meets the needs of their residents <input type="checkbox"/> Reauthorize Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Support brownfield redevelopment-related legislative proposals <input type="checkbox"/> Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> 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 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support repealing ban on inclusionary zoning through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Continue to facilitate regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <input type="checkbox"/> Continue to maintain a compact urban growth boundary <input type="checkbox"/> Review functional plans and amend as needed to implement Climate Smart Strategy <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> 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 approaches and transit-oriented development in local plans and projects <input type="checkbox"/> Continue to convene regional brownfield coalition and strengthen regional brownfields program by providing increased funding and 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support repealing ban on inclusionary zoning through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Participate in regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreational facilities, commercial area, employment centers, and transit <input type="checkbox"/> Locate new schools, services, shopping, and other health promoting resources and community destinations close to neighborhoods <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Develop brownfield redevelopment plans and leverage local funding to seek state and federal funding and create partnerships that leverage the investment of private and non-profit developers <input type="checkbox"/> Review air filtration system design guidance and 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support repealing ban on inclusionary zoning through Legislative agenda, testimony, endorsement letters or similar means <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Share brownfield redevelopment expertise with local governments and expand leadership role in making brownfield sites development ready

POLICY		TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)		
WHAT CAN THE STATE DO?		WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
		technical assistance to local governments to leverage the investment of private and non-profit developers	incentives for new residential development along transit corridors and in designated growth areas	
<p>3. Make transit more convenient, frequent, accessible and affordable</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Begin update to Oregon Public Transportation Plan <input type="checkbox"/> Increase state funding for transit service <input type="checkbox"/> Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability <input type="checkbox"/> Provide technical assistance and funding to help establish local transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Public Transportation Plan with funding strategy to implement <input type="checkbox"/> Begin implementation of incremental improvements to intercity passenger rail service <input type="checkbox"/> Make funding for access to transit a priority 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> • Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> ○ Seek and advocate for new, dedicated funding mechanism(s) ○ Seek transit funding from Oregon Legislature ○ Consider local funding mechanism(s) for local and regional transit service ○ Support state efforts to consider carbon pricing ○ Fund reduced fare programs and service improvements for youth, older adults, people with disabilities and low-income families • Consider local funding mechanism(s) for local and regional transit service • Update High Capacity Transit System Plan in 2015 <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> • 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 • Make funding for access to transit a priority • Research and develop best practices that support equitable growth and development near transit without displacement and strategies that provide for the retention and creation of businesses and affordable housing near transit • Update Regional Transportation Plan by 2018 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Participate in development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> ○ Provide more community to community transit connections ○ Identify community-based public and private shuttles that link to regional transit service ○ Link service enhancements to transit-supportive development, areas with communities of concern¹, and other locations with high ridership potential ○ Consider ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Make funding for access to transit a priority <input type="checkbox"/> Continue to complete gaps in pedestrian and bicycle access to transit <input type="checkbox"/> 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 <input type="checkbox"/> Continue to implement policies and zoning that direct higher density, mixed-use zoning and development near transit <input type="checkbox"/> Partner with transit providers and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals <input type="checkbox"/> 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 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility <input type="checkbox"/> Seek state funding sources for transit and alternative local funding mechanisms <input type="checkbox"/> Complete development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> ○ Provide more community to community transit connections ○ Identify community-based public and private shuttles that link to regional transit service ○ Link service enhancements to transit-supportive development, areas with communities of concern, and other locations with potential high ridership potential ○ Consider ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 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 <input type="checkbox"/> 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 <input type="checkbox"/> Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc. <input type="checkbox"/> Continue to improve and increase the availability of transit route and schedule information

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.

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
<p>4. Use technology to actively manage the transportation system</p>	<p>Immediate (2015-26)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation system management and operations strategies into project development activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs <input type="checkbox"/> Partner with cities, counties and TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects using regional flexible funds <input type="checkbox"/> Advocate for increased state commitment to fund more investment using state funds <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build capacity and strengthen interagency coordination <input type="checkbox"/> Provide technical assistance and grant funding to support integrate transportation system management operations strategies in local plans, project development, and development review activities <input type="checkbox"/> Update Regional TSMO Strategic Plan by 2018 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Advocate for increased regional and state commitment to invest more in TSMO projects using regional and state funds <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects <input type="checkbox"/> Partner with TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service
<p>5. Provide information and incentives to expand the use of travel options</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Statewide Transportation Options Plan with funding strategy to implement <input type="checkbox"/> 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 <input type="checkbox"/> Review EcoRule to identify opportunities to improve effectiveness <input type="checkbox"/> Increase state capacity and staffing to support on-going EcoRule implementation and monitoring <input type="checkbox"/> Deploy video conferencing, virtual meeting technologies and other communication technologies to reduce business travel needs <input type="checkbox"/> Partner with TriMet, SMART and media partners to link the Air Quality Index to transportation system information outlets <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 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 <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> Establish a state vanpool strategy that addresses urban and rural transportation needs 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more regional flexible funds to expand direct services and funding 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 <input type="checkbox"/> Provide funding and partner with community-based organizations to develop culturally relevant information materials <input type="checkbox"/> Develop best practices on how to integrate transportation demand management in local planning, project development, and development review activities <input type="checkbox"/> Integrate transportation demand management practices into planning, project development ad development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 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 worksites <input type="checkbox"/> Establish an on-going individualized marketing program that targets deployment in conjunction with capital investments being made in the 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 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 organizations) to support expanded education, recognition and outreach efforts in coordination with other capital investments <input type="checkbox"/> Host citywide and community events like Bike to Work Day and Sunday Parkways <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> 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 <input type="checkbox"/> 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 <input type="checkbox"/> Expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand employer program capacity and staffing to support expanded education, recognition and outreach efforts

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
		region <input type="checkbox"/> Begin update to Regional Travel Options Strategic Plan in 2018	other non-profit and community-based organizations	
6. Make biking and walking safe and convenient	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Bicycle and Pedestrian Plan with funding strategy <input type="checkbox"/> Adopt Vision Zero strategy <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation projects <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Review driver’s education training materials and certification programs and make changes to increase awareness of bicycle and pedestrian safety <input type="checkbox"/> Complete Region 1 Active Transportation Needs inventory <input type="checkbox"/> Maintain commitment to funding Safe Routes to School programs statewide <input type="checkbox"/> Fund Safe Routes to Transit programs <input type="checkbox"/> Adopt a complete streets policy <input type="checkbox"/> Partner with local governments to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan <input type="checkbox"/> Improve bicycle and pedestrian crash data collection <input type="checkbox"/> Support local and regional health impact assessments <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to provide technical assistance and expand grant funding to support development and adoption of complete streets policies and designs <input type="checkbox"/> Expand existing funding for active transportation investments 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Vision Zero strategy <input type="checkbox"/> Continue to fund construction of active transportation projects as called for in air quality transportation control measures <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <input type="checkbox"/> Build local and state commitment to implement Active Transportation Plan and Safe Routes to Schools and Safe Routes to Transit programs <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input type="checkbox"/> Advocate to maintain eligibility in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, Small Starts, TIFIA, TIGER) <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and planning grants to support development and adoption of complete streets policies <input type="checkbox"/> Provide technical assistance and funding to support complete street designs in local planning and project development activities <input type="checkbox"/> Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan <input type="checkbox"/> Update and fully implement the Regional Transportation Safety Plan <input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> <input type="checkbox"/> develop a complete streets checklist <input type="checkbox"/> provide design guidance to minimize air pollution exposure for bicyclists and pedestrians 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Vision Zero strategy <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Continue to leverage local funding with development for active transportation projects <input type="checkbox"/> Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Develop and maintain a city/county-wide active transportation network of sidewalks, on- and off-street bikeways, and trails to provide connections between neighborhoods, schools, civic center/facilities, recreational facilities, transit centers, bus stops, employment areas and major activity centers <input type="checkbox"/> 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) <input type="checkbox"/> Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations <input type="checkbox"/> Link active transportation investments to providing transit and travel information and incentives <input type="checkbox"/> Partner with ODOT to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan <input type="checkbox"/> Expand Safe Routes to Schools programs to 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Vision Zero strategy <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Complete Port of Portland 2014 Active Transportation Plan <input type="checkbox"/> Seek grant funding to prepare a TriMet Bicycle Plan <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Invest in trails that increase equitable access to transit, services and community destinations

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
<p>7. Make streets and highways safe, reliable and connected</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to maintain existing highway network <input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Update the Oregon Transportation Safety Action Plan <input type="checkbox"/> Review driver’s education training materials and certification programs and make changes to increase awareness of safety for all system users <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with Metro and local governments to consider alternative performance measures <input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Ensure adequate funding of local maintenance and support city and county efforts to fund maintenance and preservation needs locally o Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) o Support state and federal efforts to implement mileage-based road usage charge program <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with ODOT and local governments to consider alternative performance measures <input type="checkbox"/> Provide technical assistance and grant funding to support integrated transportation system management operations strategies in local plans, projects and project development activities <input type="checkbox"/> Update and fully implement Regional Transportation Safety Plan 	<p>include high schools and Safe Routes to Transit</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt “complete streets” policies and designs to support all users <input type="checkbox"/> Establish local funding pool to leverage state and federal funds <p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue to maintain existing street network <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with ODOT and Metro to consider alternative performance measures <input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system <input type="checkbox"/> Invest in making new and existing streets “complete” and connected to support all users <input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system
<p>8. Manage parking to make efficient use of parking resources</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and grant funding to support development of parking management plans at the local and regional level <input type="checkbox"/> Distribute “Parking Made Easy” handbook and provide technical assistance, planning grants, model code language, education and outreach <input type="checkbox"/> Increase safe, secure and convenient bicycle parking <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Prepare inventory of state-owned public parking spaces and usage 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Discuss priced parking as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand on-going technical assistance to local governments, developers and others to incorporate parking management approaches in local plans and projects 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Consider charging for parking in high usage areas served by 15-minute or better transit service and active transportation options <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prepare community inventory of public parking spaces and usage <input type="checkbox"/> Adopt shared and unbundled parking policies <input type="checkbox"/> Require or provide development incentives for developers to separate parking from commercial space and residential units in lease and sale agreements <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Increase safe, secure and convenient bicycle parking

POLICY	TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
	<ul style="list-style-type: none"> <input type="checkbox"/> Provide monetary incentives such as parking cash-out and employer buy-back programs 	<ul style="list-style-type: none"> <input type="checkbox"/> Pilot projects to develop model parking management plans and model ordinances for different development types <input type="checkbox"/> Research and update regional parking policies to more comprehensively reflect the range of parking approaches available for different development types and to incorporate goals beyond customer access, such as linking parking approaches to the level of transit service and active transportation options provided <input type="checkbox"/> Amend Title 6 of Regional Transportation Functional Plan to update regional parking map and reflect updated regional parking policies 	<ul style="list-style-type: none"> <input type="checkbox"/> 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 <input type="checkbox"/> Increase safe, secure and convenient bicycle parking <input type="checkbox"/> 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 <input type="checkbox"/> Prepare parking management plans tailored to 2040 centers served by high capacity transit (existing and planned) 	
<p>9. Secure adequate funding for transportation investments</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit <input type="checkbox"/> 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 <input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Implement a mileage-based road usage charge program as called for in Senate Bill 810 <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand funding available for active transportation and transit investments <input type="checkbox"/> Broaden implementation of the mileage-based road usage charge 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Update research on regional infrastructure gaps and potential funding mechanisms to inform communication materials that support engagement activities and development of a funding strategy to meet current and future transportation needs <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Seek and advocate for new, dedicated funding mechanism(s) for transit and active transportation o Seek transit and active transportation funding from Oregon Legislature o Consider local funding mechanism(s) for local and regional transit service o Support state efforts to research and consider carbon pricing models o Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs o Ensure adequate funding of local maintenance and safety needs and support city and county efforts to fund safety, maintenance and preservation needs locally o Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) o Support state and federal efforts to implement road usage charge program 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Support state efforts to implement a mileage-based road usage charge program <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transportation needs, including transit service and active transportation <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 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 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 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

POLICY					TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)				
WHAT CAN THE STATE DO?		WHAT CAN METRO DO?		WHAT CAN CITIES AND COUNTIES DO?		WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?			
		<ul style="list-style-type: none"> o Discuss priced parking as a revenue source for travel information and incentives programs, active transportation projects and transit service 							
10. Demonstrate leadership on climate change		Near-term (2017-20) <ul style="list-style-type: none"> <input type="checkbox"/> Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions 		Near-term (2017-20) <ul style="list-style-type: none"> <input type="checkbox"/> Update regional greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction target <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Encourage development and implementation of local climate action plans 		Near-term (2017-20) <ul style="list-style-type: none"> <input type="checkbox"/> Sign U.S. Mayor’s Climate Protection Agreement <input type="checkbox"/> Prepare and periodically update community-wide greenhouse gas emissions inventory <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Develop and implement local climate action plans 		Near-term (2017-20) <ul style="list-style-type: none"> <input type="checkbox"/> Prepare and periodically update greenhouse gas emissions inventory of transportation operations <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions 	

OTHER ACTIONS PROPOSED FOR CONSIDERATION AS PART OF FUTURE EFFORTS TO IMPLEMENT CLIMATE SMART STRATEGY

WHAT CAN THE STATE DO?		WHAT CAN METRO DO?		WHAT CAN CITIES AND COUNTIES DO?		WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?	
<ul style="list-style-type: none"> <input type="checkbox"/> Develop and implement an action plan for ODOT’S Climate Change Adaptation Strategy Report <input type="checkbox"/> Support local government and MPO planning for resilience, targeting natural hazards and climate change mitigation <input type="checkbox"/> Periodically update Oregon Natural Hazard Mitigation Plan <input type="checkbox"/> Expand urban tree canopy to support carbon sequestration and use green street designs that include tree plantings <input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce heat gain associated with infrastructure 		<ul style="list-style-type: none"> <input type="checkbox"/> Assess potential risks and identify strategies to address potential climate impacts to transportation infrastructure and operations, including critical needs for emergency response and community access <input type="checkbox"/> Expand urban tree canopy to support carbon sequestration and encourage green street designs that include tree plantings <input type="checkbox"/> Partner with DEQ to convene a work group to identify regional actions during “moderate” and “unsafe for sensitive groups” air quality episodes 		<ul style="list-style-type: none"> <input type="checkbox"/> Expand urban tree canopy to support carbon sequestration and use green street designs that include tree plantings <input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce heat gain associated with infrastructure 		<ul style="list-style-type: none"> <input type="checkbox"/> Identify strategies to address potential climate impacts to transportation infrastructure and operations, including critical needs for emergency response and community access 	



2014 DECISION MILESTONES

1. Receive Council direction on Draft Approach	June 19, 2014
2. Release Draft Approach for 45-day public comment period	September 15, 2014
3. Seek Council adoption of recommended preferred approach	December 18, 2014

EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

Milestone 1	Council direction on draft approach to test
Jan. - Feb. 2014	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 2014	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 2014	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
Milestone 2	Release draft approach and implementation recommendations for 45-day public comment period
June – Sept. 2014	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
Week of Aug. 25, 2014	Public notice published on upcoming public comment period

Sept. 2-11, 2014	Metro Council, MPAC and JPACT discussions on evaluation results, estimated costs and draft implementation recommendations
Sept. 15, 2014	Release draft approach and implementation recommendations for 45-day public comment period Send DLCD notice of initial evidentiary hearing
Milestone 3	Seek Council adoption of recommended preferred approach
Sept. – Oct. 2014	Brief local officials, TriMet, the Port of Portland and ODOT on the draft approach and upcoming adoption process through county-level coordinating committee meetings, quarterly updates, and other means
Sept. 25	Land Conservation and Development Commission briefing on draft approach and implementation recommendations
Sept. 26	TPAC discussion on draft approach and implementation recommendations
Oct. 7	Council discussion on draft approach and implementation recommendations (<i>if needed</i>)
Oct. 8	MPAC discussion on draft approach and implementation recommendations
Oct. 9	JPACT discussion on draft approach and implementation recommendations
Oct. 15	MTAC discussion on draft approach and implementation recommendations
Oct. 22	MPAC discussion on draft approach and implementation recommendations
Oct. 30	Public hearing (also first reading and initial evidentiary hearing)
Oct. 31	TPAC begins discussion of public comments and recommendation to JPACT
Nov. 4	Council discussion of public comments and prep for 11/7 MPAC/JPACT meeting
Nov. 7	MPAC/JPACT joint meeting to discuss potential refinements & recommendation to the Metro Council (<i>8am to noon, location TBD</i>)
Nov. 12	MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
Nov. 13	JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
Nov. 19	MTAC makes recommendation to MPAC on adoption of the preferred approach
Nov. 21	TPAC makes recommendation to JPACT on adoption of the preferred approach
Dec. 9	Council discussion of potential refinements being considered by MPAC and JPACT
Dec. 10	MPAC recommendation to the Metro Council on adoption of the preferred approach
Dec. 11	JPACT recommendation to the Metro Council on adoption of the preferred approach
Dec. 18, 2014	Seek Metro Council adoption of recommended preferred approach (2 nd reading, public hearing and action)

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

CLIMATE SMART STRATEGY SCOPING
DRAFT PERFORMANCE MONITORING AND REPORTING 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 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 area 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. The rule allows for reporting to occur as part of existing procedures for coordinated regional planning in the Portland metropolitan area.

PERFORMANCE MONITORING AND REPORTING APPROACH | 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.

POLICY	HOW WILL PROGRESS BE MEASURED?	
	PERFORMANCE MEASURE	PERFORMANCE TARGET
1. Support Oregon’s transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance	<ul style="list-style-type: none"> a. Share of registered light duty vehicles in Oregon that are low emission and zero emission vehicles <i>(new)</i> b. Share of Oregon households using pay-as-you-drive private vehicle insurance <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, 8% of light duty vehicles are low emission or zero emission vehicles compared to 2010 <i>(new)</i> b. By 2035, 40% of households in the region have pay-as-you-drive private vehicle insurance compared to 2010 <i>(new)</i>
2. Implement the 2040 Growth Concept and local adopted land use and transportation plans	<ul style="list-style-type: none"> a. New residential units built through infill and redevelopment in the urban growth boundary <i>(existing)</i> b. New residential units built on vacant land in the urban growth boundary <i>(existing)</i> c. Acres of urban reserves added to the urban growth boundary <i>(existing)</i> d. Daily vehicle miles traveled per capita <i>(existing)</i> 	<ul style="list-style-type: none"> a. No target identified b. No target identified c. No target identified d. By 2035, reduce daily vehicle miles traveled per capita by 10% compared to 2010 <i>(existing)</i>
3. Make transit more convenient, frequent, accessible and affordable	<ul style="list-style-type: none"> a. Transit mode share <i>(existing)</i> b. Transit service daily revenue hours <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, triple transit mode share compared to 2010 <i>(existing)</i> b. By 2035, increase daily revenue hours by 80% compared to 2010 service levels <i>(new)</i>
4. Use technology to actively manage the transportation system	<ul style="list-style-type: none"> a. Share of regional transportation system covered with transportation system management and operations (TSMO) strategies <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, TSMO strategies are deployed on all freeways and arterials in the region <i>(new)</i>
5. Provide information and incentives to expand the use of travel options	<ul style="list-style-type: none"> a. Households participating in individualized marketing programs <i>(existing)</i> b. Workforce participating in commuter programs <i>(existing)</i> 	<ul style="list-style-type: none"> a. By 2035, 45% of households in the region participate in individualized marketing programs <i>(new)</i> b. By 2035, 30% of employees in the region participate in commuter programs <i>(new)</i>
6. Make biking and walking safe and convenient	<ul style="list-style-type: none"> a. Biking and walking mode shares <i>(existing)</i> b. Bike and pedestrian fatalities and severe injuries <i>(existing)</i> c. Active transportation network completion <i>(existing)</i> 	<ul style="list-style-type: none"> a. By 2035, triple biking and walking mode shares compared to 2010 modeled mode shares <i>(existing)</i> b. By 2035, reduce the number of fatal and severe injury crashes for bicyclists and pedestrians by 50% compared to 2007-2011 average <i>(existing)</i> c. By 2035, increase by 50% the miles of sidewalk, bikeways and trails compared to the regional active transportation network in 2010 <i>(existing)</i>
7. Make streets and highways safe, reliable and connected	<ul style="list-style-type: none"> a. Motor vehicle fatalities and severe injuries <i>(existing)</i> b. Reliability measure TBD in 2018 RTP update <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, reduce the number of fatal and severe injury crashes for motor vehicle occupants by 50% compared to 2007-2011 average <i>(existing)</i> b. TBD in 2018 RTP update
8. Manage parking to make efficient use of parking resources	<ul style="list-style-type: none"> a. Parking measure TBD in 2018 RTP update <i>(new)</i> 	<ul style="list-style-type: none"> a. TBD in 2018 RTP update
9. Secure adequate funding for transportation investments	<ul style="list-style-type: none"> a. Progress in addressing local, regional and state transportation funding gap <i>(new)</i> 	<ul style="list-style-type: none"> a. TBD in 2018 RTP update
10. Demonstrate leadership on climate change	<ul style="list-style-type: none"> a. Changes in roadway greenhouse gas emissions per capita <i>(new)</i> 	<ul style="list-style-type: none"> a. By 2035, reduce roadway greenhouse gas emissions per capita by 20 percent compared to 2005 levels <i>(new)</i>