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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Draft Climate Smart Strategy

Public Review Draft

September 15, 2014

MAKING A GREAT PLACE

Metro

About Metro

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

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

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

www.oregonmetro.gov/climatescenarios

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DRAFT CLIMATE SMART STRATEGY

This is presented for public review and comment from Sept. 15 to Oct. 30, 2014.

This document provides background information and illustrative maps that highlight key elements of the draft approach identified by the region to meet adopted targets for reducing greenhouse gas emissions from light vehicle travel. Three additional documents have also been prepared that present draft implementation recommendations. The implementation recommendations will guide how the region moves forward to integrate reducing greenhouse gas emissions from cars and small trucks with ongoing local and regional efforts to create healthy and equitable communities and a strong economy.

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Draft Climate Smart Strategy

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

- Take an on-line survey at www.makeagreatplace.org.
- Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to climatescenarios@oregonmetro.gov, or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
- Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.

WHAT'S NEXT?

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

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

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

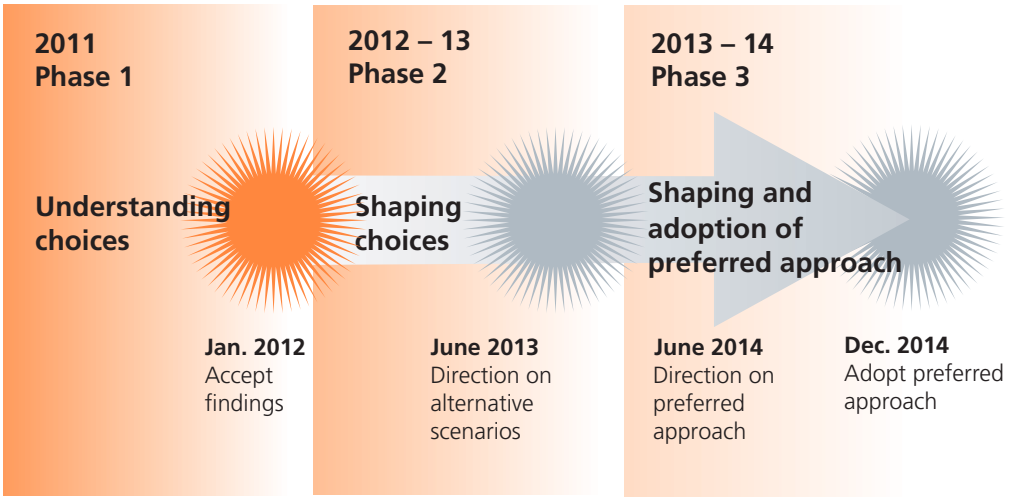
December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

Public review materials and other publications and reports can be found at **oregonmetro.gov/climatescenarios.** For email updates, send a message to **climatescenarios@oregonmetro.gov**.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

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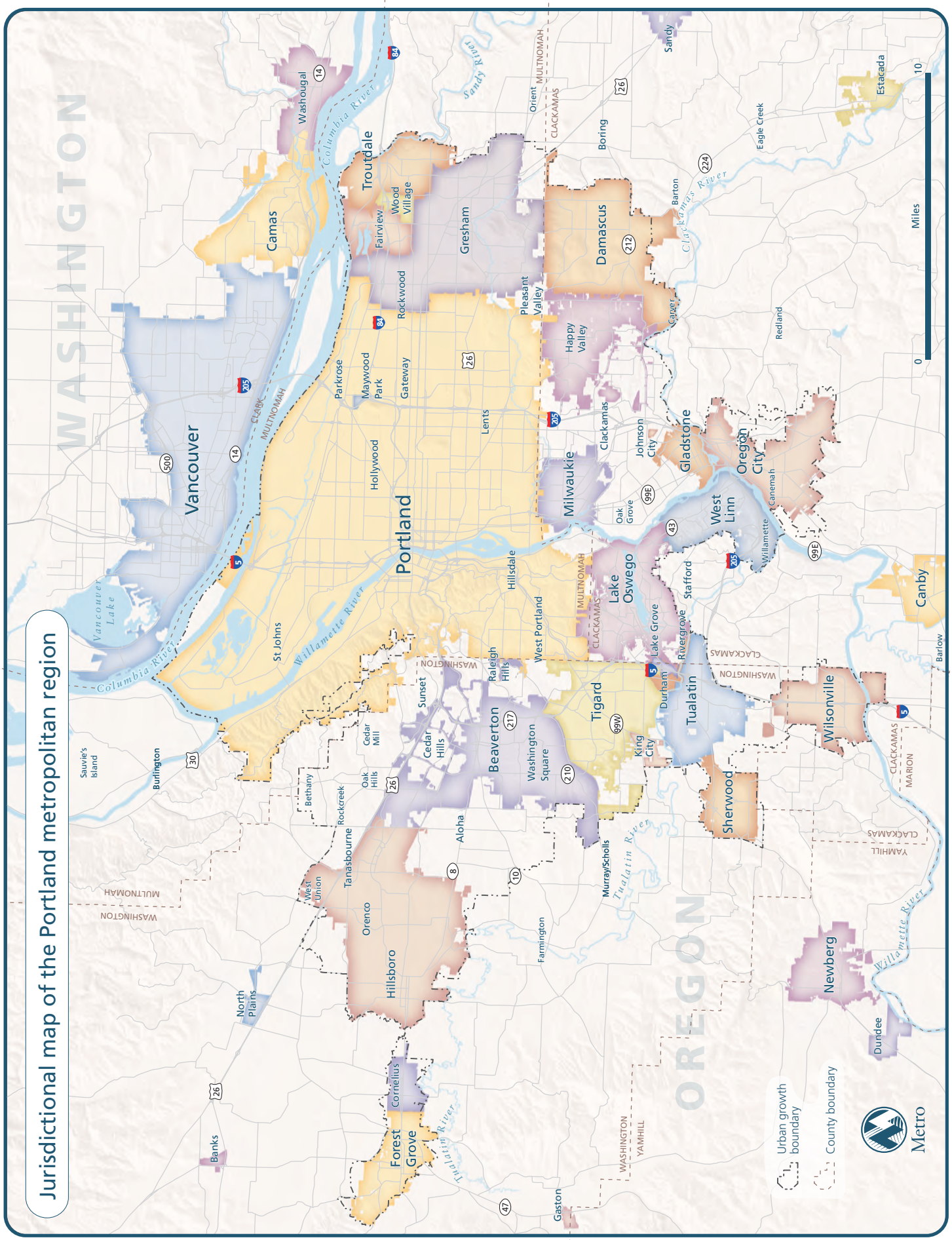

Jurisdictional map of the Portland metropolitan region
WASHINGTON
OREGON
Vancouver
Camas
Washougal
Troutdale
Fairview
Wood Village
Gresham
Damascus
Boring
Sandy
Estacada
Portland
Milwaukie
Happy Valley
Clackamas
Johnson City
Gladstone
Oregon City
West Linn
Lake Oswego
Tigard
Tualatin
Wilsonville
Canby
Sherwood
Newberg
Beaverton
Hillsboro
Forest Grove
Cornelius
Banks
North Plains
Gaston
Burlington
Sauvie's Island
Vancouver Lake
Columbia River
Willamette River
Sandy River
Clackamas River
Tualatin River
Eagle Creek
Redland
Barlow
Dundee
Orient
Barton
Carver
Oak Grove
Rivergrove
Stafford
Lake Grove
Durham
King City
Murray/Scholls
Farmington
Aloha
Raleigh Hills
Washington Square
West Portland
Hillsdale
Lents
Pleasant Valley
Rockwood
Gateway
Maywood Park
Parkrose
Hollywood
St Johns
Sunset
Cedar Hills
Cedar Mill
Oak Hills
Bethany
Rockcreek
Tanasbourne
West Union
Orenco
CLARK
MULTNOMAH
CLACKAMAS
MARION
YAMHILL
Urban growth boundary
County boundary
Metro
0
10
Miles

INTRODUCTION

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

The project has engaged community, business, public health and elected leaders to shape a draft approach that supports local plans for downtowns, main streets and employment areas; protects farms, forestland, and natural areas; creates healthy and equitable communities; increases travel options; and grows the economy while reducing greenhouse gas emissions.

The Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) are working to finalize their recommendation to the Metro Council on the draft Climate Smart Strategy and implementation recommendations ((Regional Framework Plan amendments, toolbox of possible actions and performance monitoring approach) in December 2014.

But first, you are invited to provide feedback on the draft Climate Smart Strategy and implementation recommendations that will guide how the region moves forward.

ATTRIBUTES OF GREAT COMMUNITIES
The six desired outcomes for the region endorsed by the Metro Policy Advisory Committee and approved by the Metro Council in 2010.

The draft Climate Smart Strategy and implementation recommendations support all six of the region's desired outcomes.

Our analysis demonstrates significant benefits can be realized by implementing the draft approach. More information on the results, expected benefits and estimated costs is available at : **oregonmetro.gov/draftapproach**

ABOUT THE DRAFT APPROACH

The results are in and the news is good. After a four-year collaborative process informed by rsearch, analysis, community engagement and deliberation, the region has identified a draft approach that achieves a 29 percent reduction in per capita greenhouse gas emissions. The draft approach does more than just meet the target. Analyses shows it supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong economy.

This overview is designed to help elected, business, and community leaders and residents better understand the draft approach. Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) are working to finalize their recommendation to the Metro Council on the draft approach and implementation recommendations in December 2014.

The desired outcome for this overview is that together, cities, counties, regional partners and the public can weigh in on the draft approach and implementation recommendations (Regional Framework Plan amendments, Toolbox of possible action and performance monitoring approach). The se documents are presented for public review and comment.

After a four-year collaborative process informed by research, analysis, community engagement and deliberation, the region has identified a draft approach that achieves a 29 percent reduction in per capita greenhouse gas emissions and supports the plans and visions that have already been adopted by communities and the region.

WHAT IS THE DRAFT APPROACH?

The draft approach is 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 draft 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 add new policies to achieve the draft approach.

TOOLBOX OF POSSIBLE ACTIONS Recommended actions

- Menu of investments and other tools needed to achieve the draft approach that can be tailored by each community to implement local visions.
- Near-term actions needed to implement and achieve the draft approach. This could include:
  - state and federal legislative agendas that request funding, policy changes or other tools needed to achieve draft 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 to review regional functional plans that guide local implementation to determine if changes are needed.

PERFORMANCE MONITORING Recommended monitoring approach

- Monitoring and reporting system that builds on existing performance monitoring requirements per ORS 197.301 and updates to the Regional Transportation Plan and Urban Growth Report.

EXPECTED BENEFITS OF THE DRAFT APPROACH

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

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

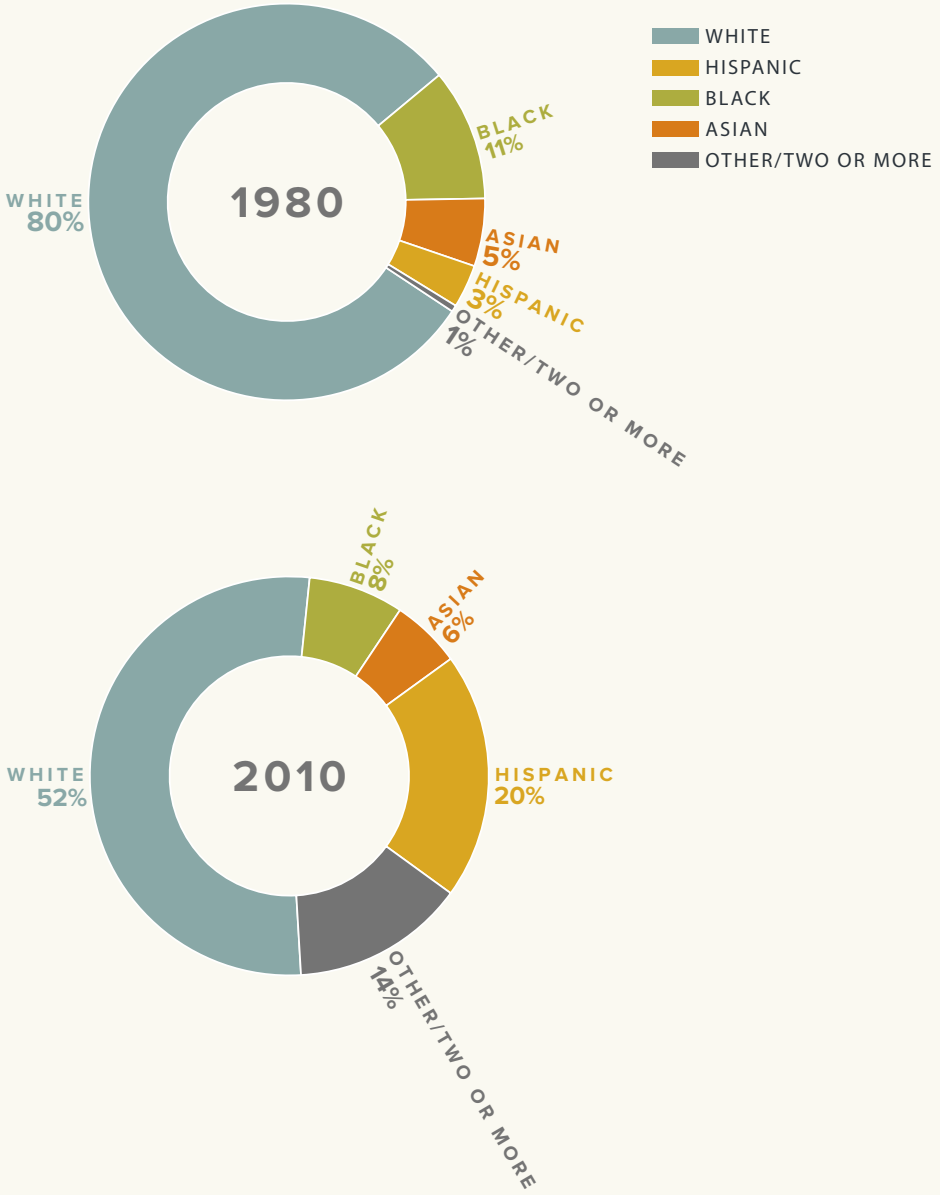
- Less air pollution also means fewer environmental costs. This helps save money that can be spent on other priorities.

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

- Households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more. This allows people to spend money on other priorities, of particular importance to households of modest means.

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

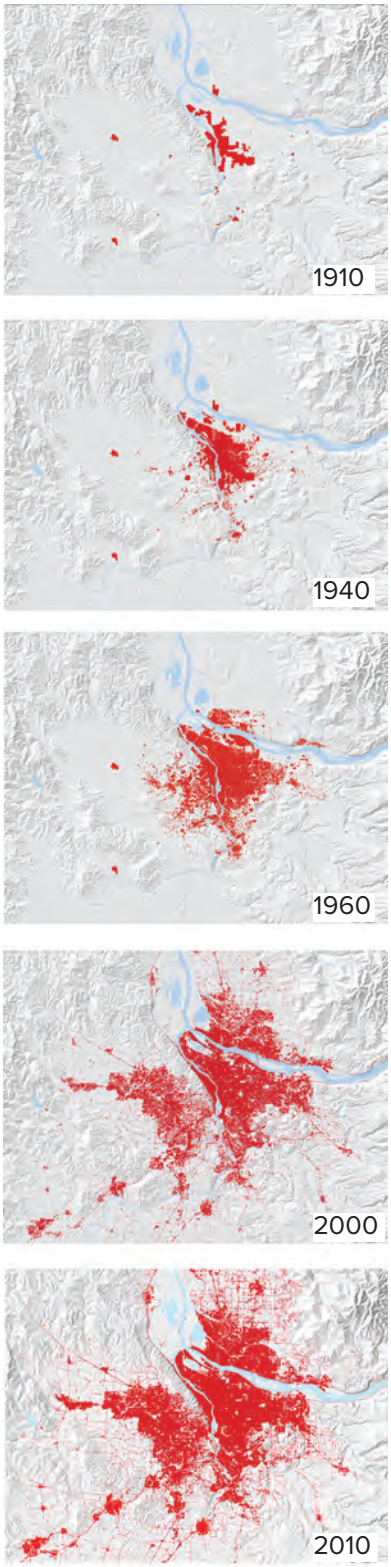
The Portland metropolitan region is an extraordinary place to call home. Our region has unique communities with inviting neighborhoods, a diverse economy and a world-class transit system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and wild 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 and meet state targets for reducing greenhouse gas emissions from cars and small trucks.

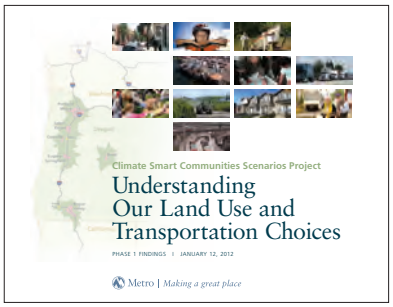
The region expects to welcome nearly 500,000 new residents and more than 365,000 new jobs within the urban growth boundary by 2035.



Sources: 1910, 1940, 1960 - Historic Metropolitan Planning Commission Maps, 2000, 2010 - NOAA CCAP Landcover

PROJECT BACKGROUND

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 is in 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.

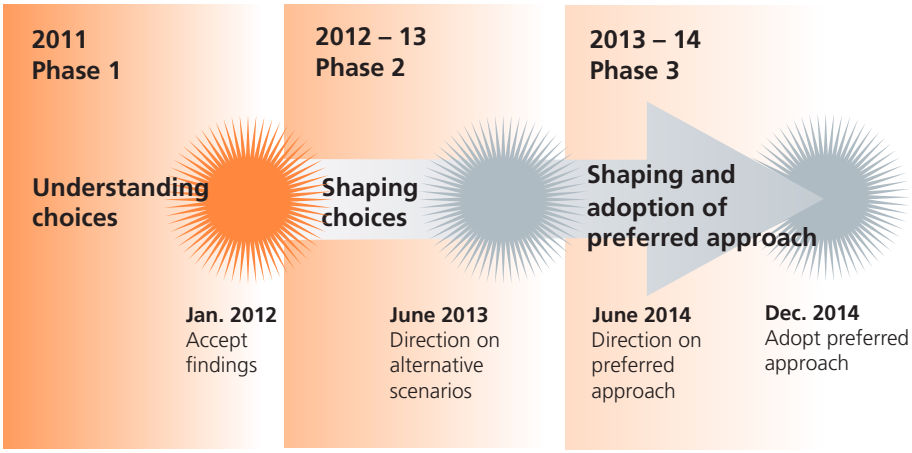
Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals.

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.

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

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

Climate Smart Communities Scenarios Project timeline



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 used to evaluate them. In 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, and summarized in a Discussion Guide For Policymakers.

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

Three approaches that we evaluated in 2013

SCENARIO A

Recent Trends

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

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.

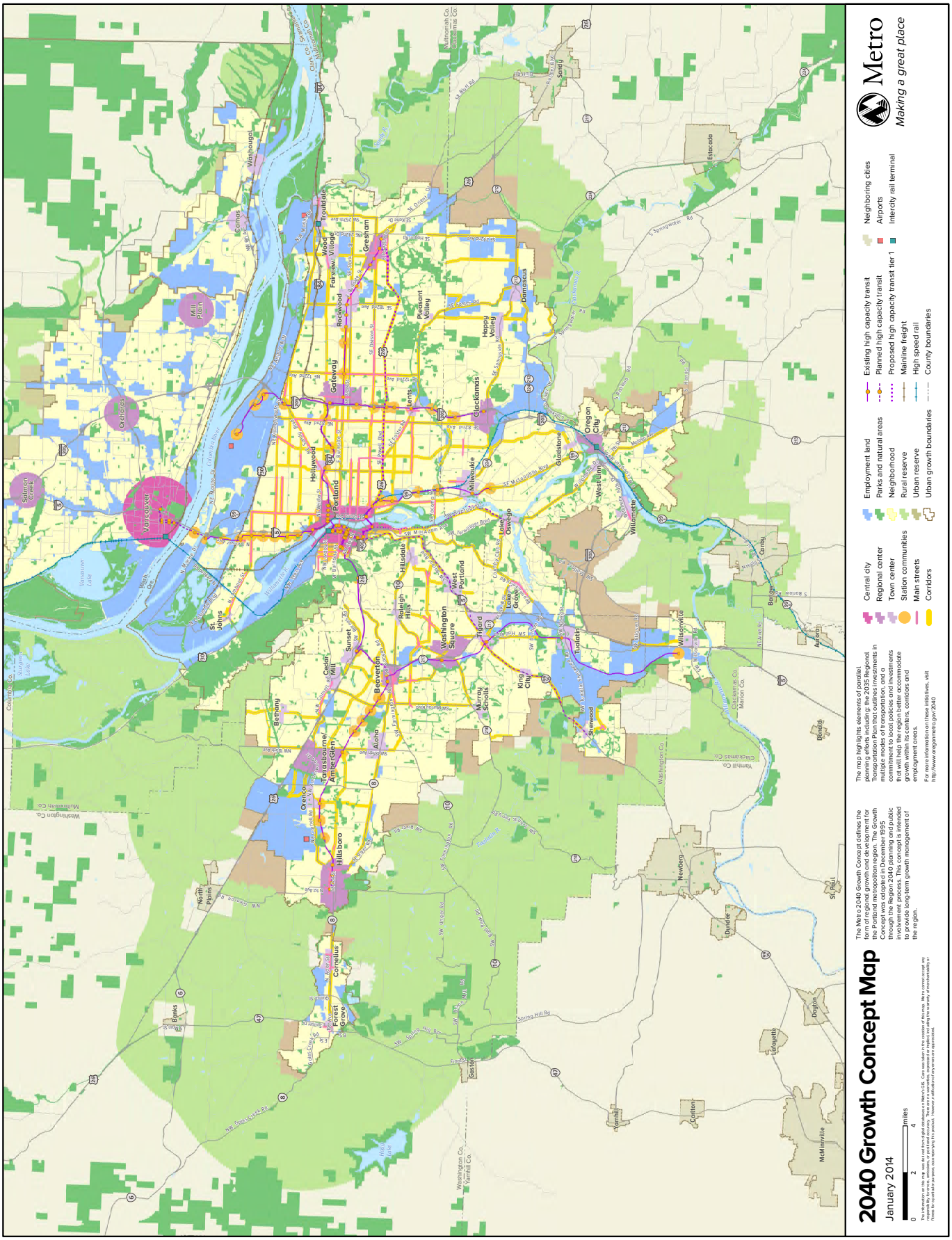
SCENARIO C

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.

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.



WHERE WE ARE TODAY

Building on the previous analyses and engagement, in February 2014, the Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation approved a path for moving forward to shape and adopt a preferred approach in 2014.

As recommended by MPAC and JPACT, the draft approach started 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 strong 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 draft approach is the Statewide Transportation Strategy assumption for pay-as-you-drive vehicle insurance.

From January to May 2014, the Metro Council 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.

In May 2014, policymakers considered the results of prior engagement activities and analyses, and their February 2014 policy direction to recommend a draft approach for testing during summer 2014. Their recommendation was organized around six key policy areas.

The draft approach includes assumptions for cleaner fuels and more fuel-efficient vehicles as defined by state agencies during the 2011 target-setting process.

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.

OVERVIEW OF POLICY AREAS

This section provides an overview of the six key policy areas recommended in the draft approach:

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

Each section includes a description of the policy, its potential climate benefit, cost, implementation benefits and challenges, and a summary of the how the policy is implemented in the draft approach.

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)

RELATIVE CLIMATE BENEFIT

★★★★★

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

Capital $4.4 billion

Operations $8 billion

Make transit 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.

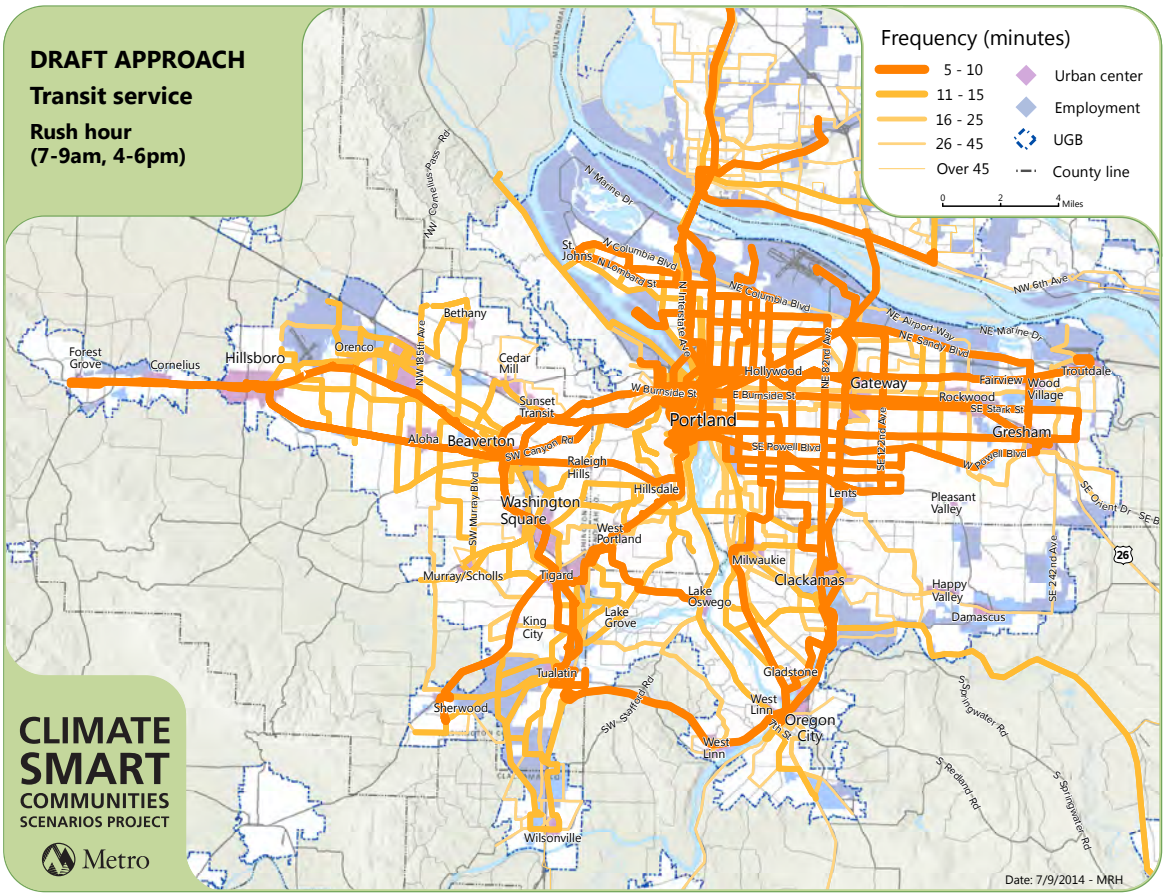
BENEFITS

- 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

DRAFT APPROACH

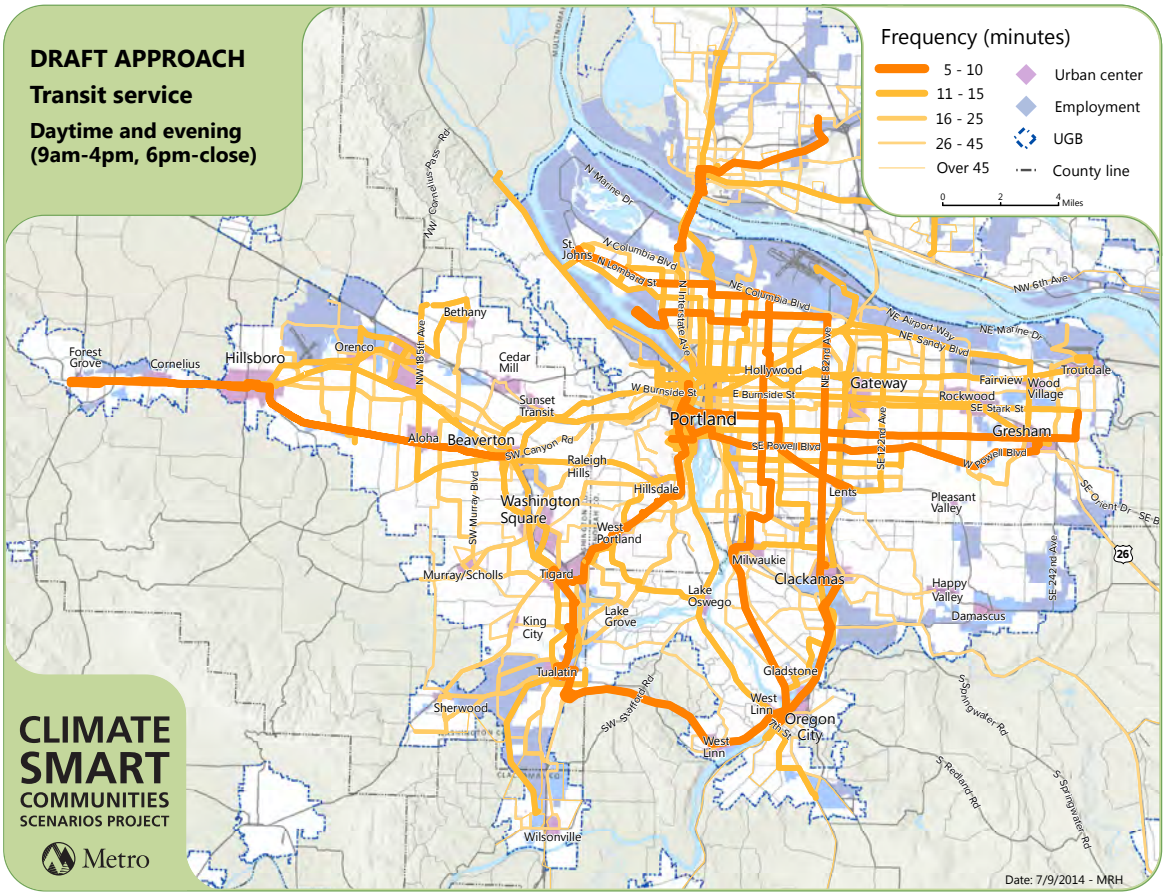


55% jobs

49% households

62% low-income households

Estimated jobs and households within ¼-mile of 15-minute or better service by 2035



52% jobs

37% households

49% low-income households

Estimated jobs and households within ¼-mile of 15-minute or better service by 2035

Note: The maps and cost estimates reflect the transit service operations and frequencies adopted in the full 2014 RTP and transit capital investments adopted in the constrained RTP plus additional capital to support operations level.

RELATIVE CLIMATE BENEFIT

★★★☆☆

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

$2 billion

Make biking and walking 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

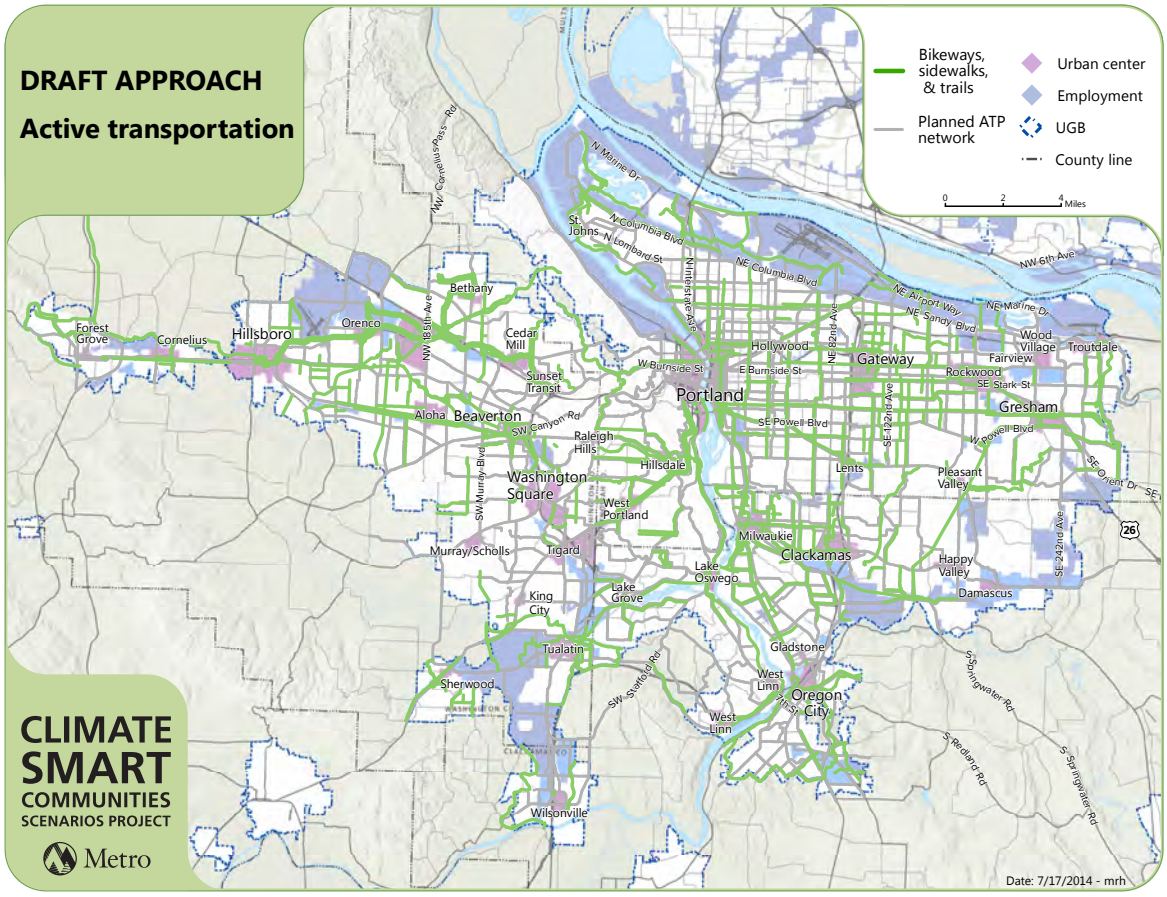
- major gaps exist in walking and biking routes across the region
- gaps in the active transportation network affect safety, convenience and access to transit
- many would like to walk or bike but feel unsafe
- many lack access to walking and biking routes
- limited dedicated funding is declining

DRAFT APPROACH

663
Miles of bikeways, sidewalks and trails added by 2035

61
Estimated lives saved annually from increased physical activity by 2035

$500 million
Estimated savings per year by 2035 from the lives saved each year



Note: The map and estimated cost reflect the active transportation investments adopted in the constrained 2014 Regional Transportation Plan.

RELATIVE CLIMATE BENEFIT

★★★★★

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

Capital $8.8 billion

Operations, maintenance, and preservation (OMP) $12 billion

Make streets and highways 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

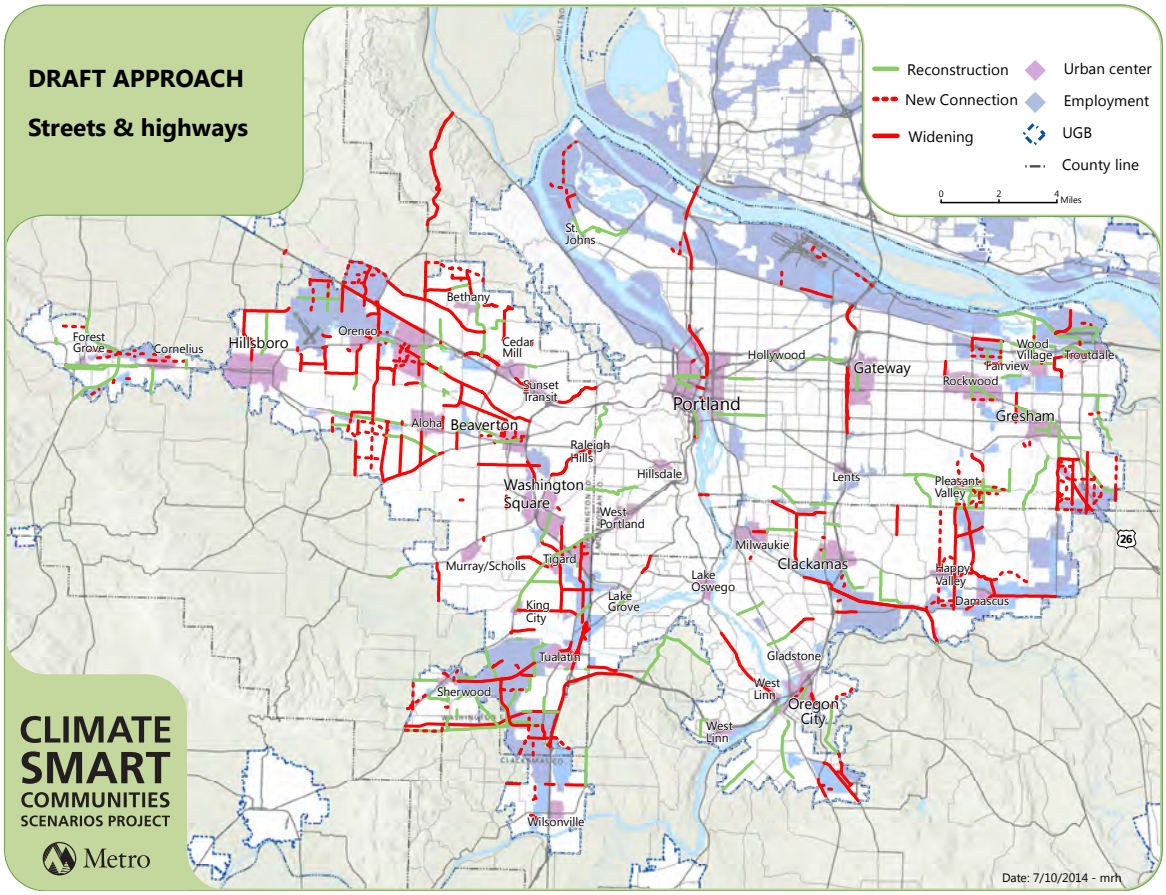
DRAFT APPROACH

52

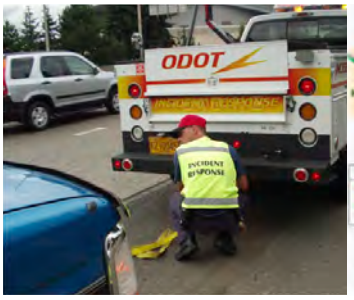
Lane miles of freeways added by 2035 to support people and goods movement

386

Lane miles of arterials added by 2035, nearly two-thirds of which include bike and pedestrian improvements



Note: The map reflects capital investments adopted in the constrained 2014 Regional Transportation Plan for streets, highways and bridges in the region. The estimated costs includes capital costs adopted in the constrained 2014 RTP and preliminary estimates for local and state road-related operations, maintnance and preservation needs in the region.



RELATIVE CLIMATE BENEFIT

★★☆☆☆

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

$206 million

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

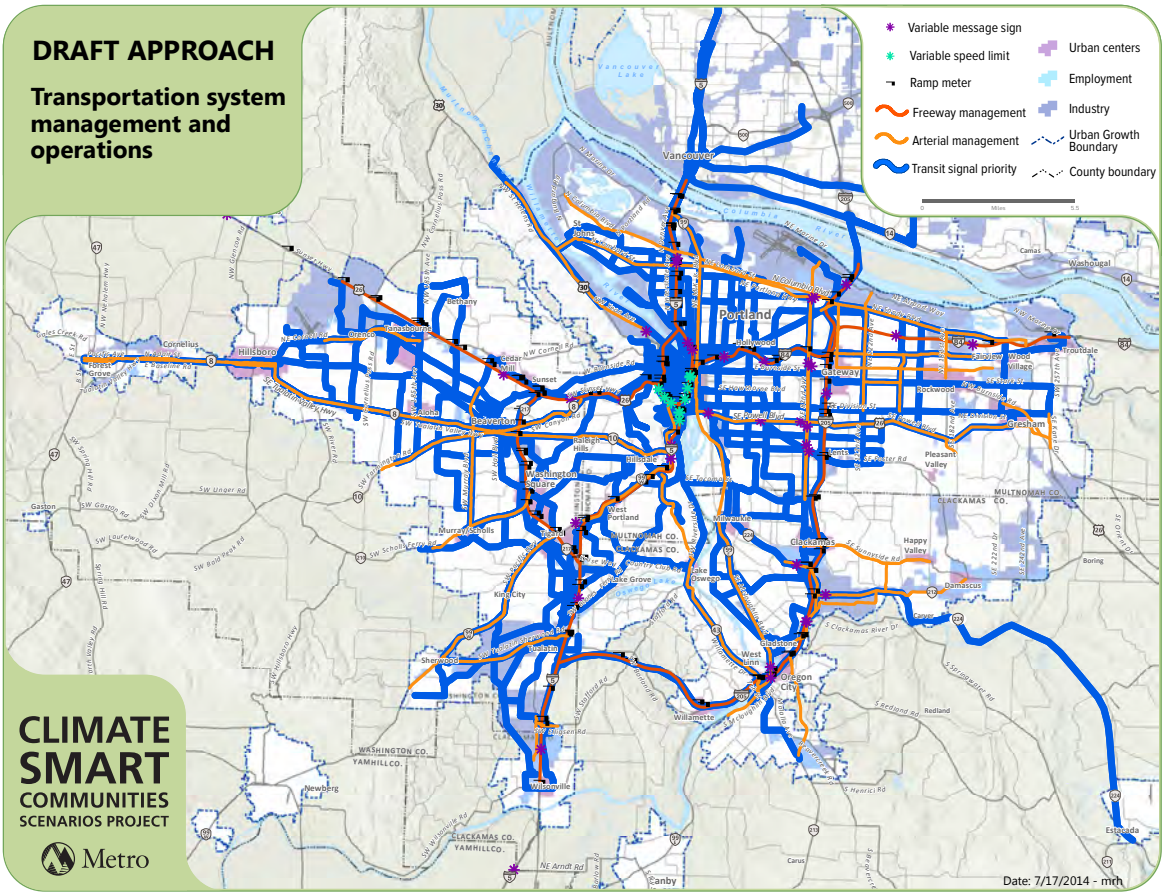
- provides near-term benefits
- reduces congestion and delay
- makes traveler experience more reliable
- saves public agencies, consumers and businesses time and money
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- requires ongoing funding to maintain operations and monitoring systems
- requires significant cross-jurisdictional coordination
- workforce training gaps

DRAFT APPROACH

.35% on arterials and freeways
Estimated delay reduction by 2035



Note: The map and estimated cost reflect the full 2014 Regional Transportation Plan transportation system management and operations investments plus additional investments to support expanding incident response and transit signal priority across the region.

RELATIVE CLIMATE BENEFIT

★★★☆☆

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

$185 million

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.

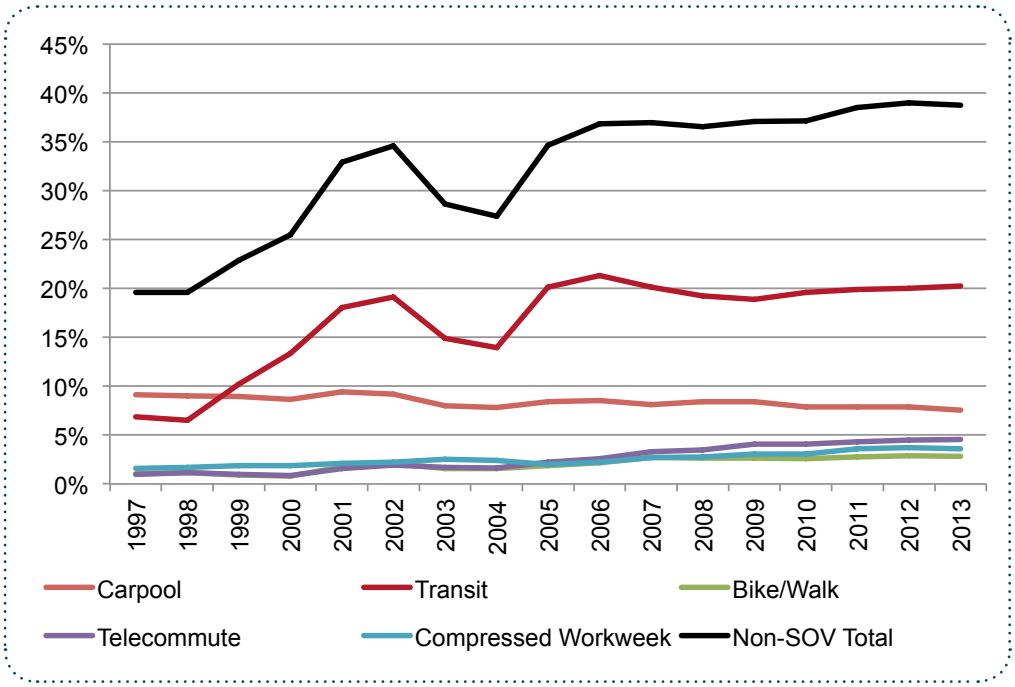
Travel options support tools reduce barriers to travel options and support continued use with tools such as the *Drive Less. Connect.* online carpool matching; trip planning tools; wayfinding signage; bike racks; and carsharing.

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



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

★★★★☆

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

No cost estimated. This policy area is primarily implemented through local development codes.

Manage parking to make efficient use of land and parking spaces

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

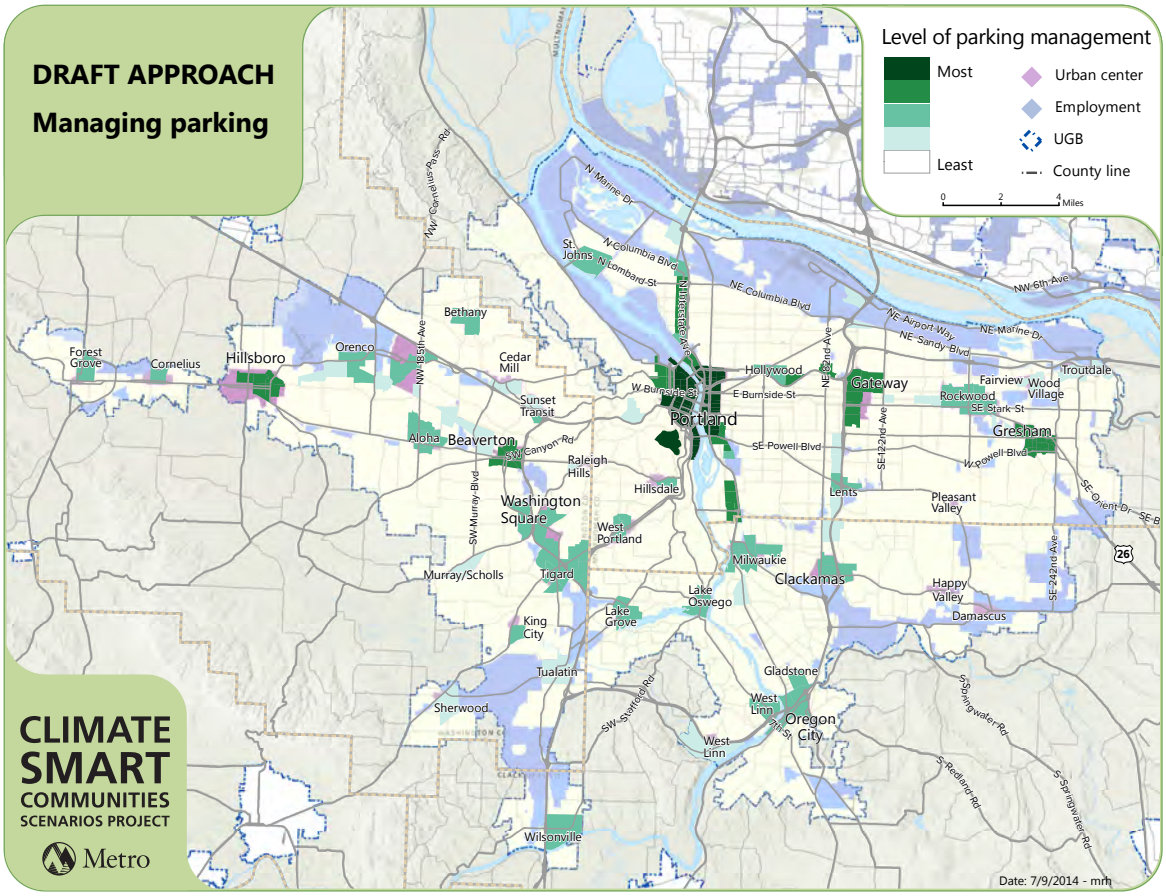
CHALLENGES

- 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

DRAFT APPROACH

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

Note: The map reflects the constrained 2014 Regional Transportation Plan parking assumptions



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 (CO_2), 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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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

3

Draft Performance Monitoring Approach

Public Review Draft

September 15, 2014

MAKING A GREAT PLACE

Metro

About Metro

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

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PART 3. DRAFT PERFORMANCE MONITORING APPROACH

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

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

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Draft Performance Monitoring Approach

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

- Take an on-line survey at www.makeagreatplace.org.
- Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to climatescenarios@oregonmetro.gov, or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
- Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.

WHAT'S NEXT?

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

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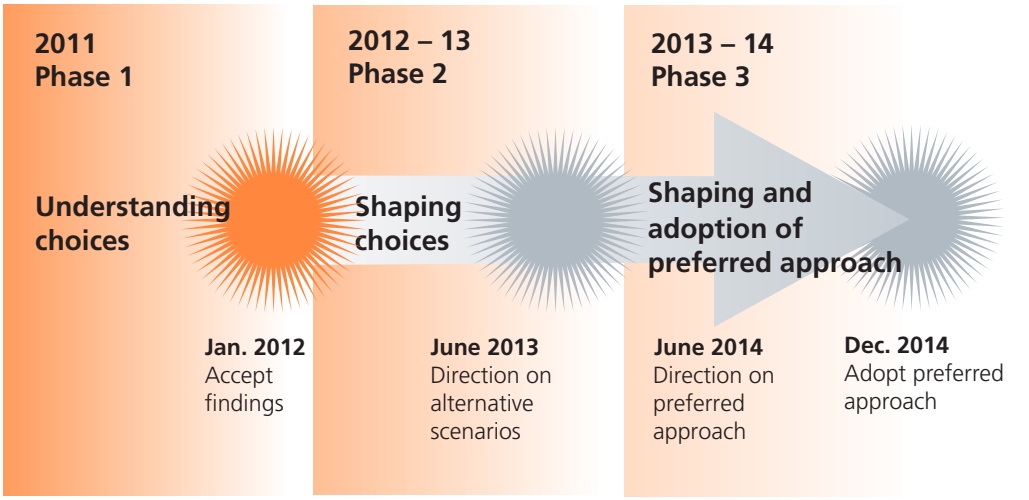
2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

Public review materials and other publications and reports can be found at **oregonmetro.gov/climatescenarios.** For email updates, send a message to **climatescenarios@oregonmetro.gov**.

September 15, 2014

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro

DRAFT CLIMATE SMART STRATEGY

DRAFT PERFORMANCE MONITORING APPROACH

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

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

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

POLICY	HOW WILL PROGRESS BE MEASURED? MEASURE	2010 (unless otherwise noted)	2035 TARGET (unless otherwise noted)
Implement the 2040 Growth Concept and local adopted land use and transportation plans	a. New residential units built through infill and redevelopment in the urban growth boundary (UGB)[1] *(existing)*	a. Data being finalized	a. Track; no target proposed
	b. New residential units built on vacant land in the UGB[2] *(existing)*	b. Data being finalized	b. Track; no target proposed
	c. Acres of urban reserves added to the UGB[3] *(existing)*	c. Data being finalized	c. Track; no target proposed
	d. Daily vehicle miles traveled per capita[4] *(existing)*	d. 19	d. 17
Make transit convenient, frequent, accessible and affordable	a. Daily transit service revenue hours *(new)*	a. 4,900	a. 9,400
	b. Share of households within ¼-mile frequent bus service and ½-mile of high capacity transit *(existing)*	b. Data being finalized	b. Track; no target proposed

POLICY	HOW WILL PROGRESS BE MEASURED? MEASURE	2010 (unless otherwise noted)	2035 TARGET (unless otherwise noted)
Make biking and walking safe and convenient	a. Share of daily trips made by biking and walking[5] *(existing)*	a. Data being finalized	a. Data being finalized
	b. Daily miles of bicycle and pedestrian travel	b. A methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update	b. Track; no target proposed
	c. Bike and pedestrian fatal and severe injury crashes[6] *(existing)*	c. 63 fatal or severe injury pedestrian crashes 35 fatal or severe injury bike crashes	c. 32 fatal or severe injury pedestrian crashes 17 fatal or severe injury bike crashes
	d. New miles of bikeways, sidewalks and trails[7] *(existing)*	d. Data being finalized	d. Track; no target proposed
Make streets and highways safe, reliable and connected	a. Motor vehicle fatal and severe injury crashes[8] *(existing)*	a. 398	a. 199
	b. Reliability measure *(new)*	b. A methodology for establishing a baseline for this measure and tracking progress for will be developed in 2018 RTP update	
Use technology to actively manage the transportation system	a. Share of regional transportation system covered with transportation system management and operations (TSMO) strategies *(new)*	A methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update	
Provide information and incentives to expand the use of travel options	a. Share of households participating in individualized marketing programs *(existing)*	a. 9%	a. 45%
	b. Share of the workforce participating in commuter programs *(existing)*	b. 20%	b. 30%

POLICY	HOW WILL PROGRESS BE MEASURED? MEASURE	2010 (unless otherwise noted)	2035 TARGET (unless otherwise noted)
Manage parking to make efficient use of land and parking spaces	a. Parking measure TBD in 2018 RTP update *(new)*	A methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update	
Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance	a. Share of registered light duty vehicles in Oregon that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV)[9] *(new)*	EV/PHEV a. 1%/0% (auto) 1%/0%(light truck)	EV/PHEV a. 23%/8% (auto) 20%/2% (light truck)
	b. Share of households using pay-as-you-drive private vehicle insurance[10] *(new)*	b. >1%	b. 40%
Secure adequate funding for transportation investments	a. Make progress in addressing local, regional and state transportation funding gap *(new)*	A methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update	
Demonstrate leadership on climate change	a. Region-wide per capita roadway greenhouse gas emissions from light vehicles *(new)*	e. 4.05 $MTCO_2e$[11]	a. 1.2 $MTCO_2e$[12]

TABLE NOTES

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

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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

1

Draft Regional Framework Plan Amendments

Public Review Draft

September 15, 2014

MAKING A GREAT PLACE

Metro

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PART 1. DRAFT REGIONAL FRAMEWORK PLAN AMENDMENTS

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

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

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Chapter 2 (Transportation) Regional Framework Plan Amendments

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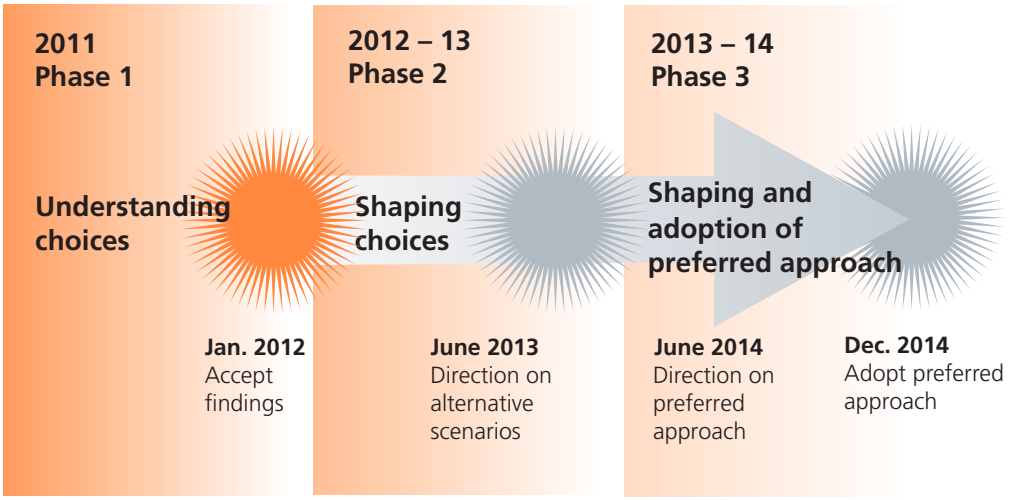

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EXCERPT FROM

Regional Framework Plan Chapter 1 Land Use

Introduction

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

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

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

Six Outcomes, Characteristics of a Successful Region

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

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to ~~global warming~~climate change.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. The benefits and burdens of growth and change are distributed equitably.

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

Performance Measures and Performance Targets

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

a. Evaluate the effectiveness of proposed policies, strategies and actions to achieve the desired Outcomes;

Original RFP adopted 12/11/97, Metro Ord. No. 97-715B
RFP Updated 8/15/05, Metro Ord. 05-1086; 9/29/05, Metro Ord. 05-1077C, 04/25/07, Metro Ord. 06-1129B, Metro Ord. 10-1238A, Metro Ord. 10-1244B

b. Inform the people of the region about progress toward achieving the Outcomes;

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

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

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

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

Policies

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

1.1 Compact Urban Form

It is the policy of the Metro Council to:

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

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

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

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

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

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

1.1.7 Promote excellence in community design.

Original RFP adopted 12/11/97, Metro Ord. No. 97-715B
RFP Updated 8/15/05, Metro Ord. 05-1086; 9/29/05, Metro Ord. 05-1077C, 04/25/07, Metro Ord. 06-1129B, Metro Ord. 10-1238A, Metro Ord. 10-1244B

1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

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

1.10 Urban Design

It is the policy of the Metro Council to:

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

a. Recognizing and protecting critical open space features in the region.

b. Developing public policies that encourage diversity and excellence in the design and development of settlement patterns, landscapes and structures.

c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:

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

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

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

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

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

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

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

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

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

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

Original RFP adopted 12/11/97, Metro Ord. No. 97-715B
RFP Updated 8/15/05, Metro Ord. 05-1086; 9/29/05, Metro Ord. 05-1077C, 04/25/07, Metro Ord. 06-1129B, Metro Ord. 10-1238A, Metro Ord. 10-1244B

REGIONAL FRAMEWORK PLAN
CHAPTER 2 TRANSPORTATION

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Chapter 2 Transportation

Introduction

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

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

The policies aim to implement the 2040 Growth Concept and:

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

- Manage parking to make efficient use of land and parking spaces.
- Demonstrate leadership on climate change.

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

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

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

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

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

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

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

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

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

Objective 2.5 Job Retention and Creation
Attract new businesses and family-wage jobs and retain those that are already located in the region.

Goal 3: Expand Transportation Choices
Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

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

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

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

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

Goal 4: Emphasize Effective and Efficient Management of the Transportation System
Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions for all users and address air quality and greenhouse gas emissions reduction goals.

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

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

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

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

Objective 4.5 Value Pricing
Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

Goal 5: Enhance Safety and Security
Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

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

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

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

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

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

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

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

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

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

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

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

Objective 7.2 Pollution Impacts
Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Ensure Equity
The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

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

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

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

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

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

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

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

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

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

Objective 10.1 Meaningful Input Opportunities
Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional

and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.

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

Goal 11: Demonstrate leadership on climate change
It is the policy of the Metro Council to:

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

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

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

- Implement the 2040 Growth Concept through regional plans and functional plans;

- Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy;
- Build a diverse coalition that includes elected official and business and community leaders at local, regional and state levels to secure adequate funding for transportation investments in the region;
- Provide technical assistance, best practices and grant funding to local governments and other business and community partners to support implementation of the strategy; and
- Through the Oregon Modeling Steering Committee, collaborate on appropriate tools and methods to support greenhouse gas reduction planning and monitoring.
- Report on the potential light vehicle greenhouse gas emissions impacts of policy, program and investment decisions.

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

- implement plans and zoning that focus higher density, mixed-use zoning and development near transit;
- implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance;
- complete gaps in pedestrian and bicycle access to transit;
- build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities);
- link active transportation investments to providing transit and travel information and incentives;
- adopt “complete streets” policies and designs to support all users;
- invest in making new and existing streets “complete” and connected to support all users;
- integrate multi-modal designs in road improvement and maintenance projects to support all users;
- expand use of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects;
- partner with transit providers to expand deployment of transit signal priority along corridors with 15-minute or better transit service;
- partner with businesses and/or business associations and transportation management associations to implement demand management programs in

employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management;

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

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

www.oregonmetro.gov

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

2

Draft Toolbox of Possible Actions (2015-20)

Public Review Draft

September 15, 2014

MAKING A GREAT PLACE

Metro

About Metro

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

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

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

www.oregonmetro.gov/climatescenarios

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

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

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

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Draft Toolbox of Possible Actions (2015-20)

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

- Take an on-line survey at www.makeagreatplace.org.
- Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to climatescenarios@oregonmetro.gov, or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
- Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.

WHAT'S NEXT?

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

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

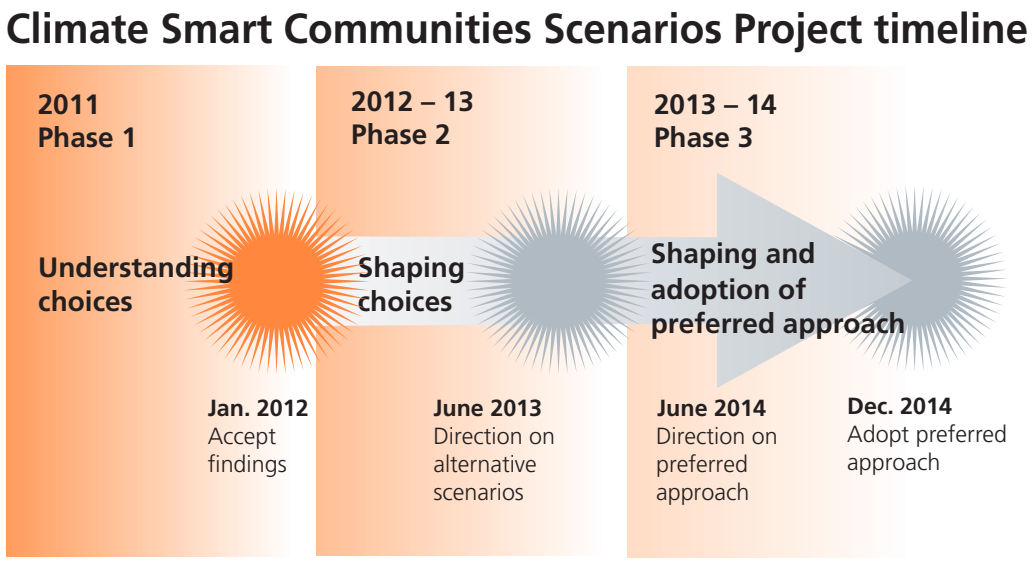
Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

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

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring



WHERE CAN I FIND MORE INFORMATION?

Public review materials and other publications and reports can be found at **oregonmetro.gov/climatescenarios.** For email updates, send a message to **climatescenarios@oregonmetro.gov**.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro

DRAFT TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

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

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

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

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
Implement the 2040 Growth Concept and local adopted land use and transportation plans	**Immediate (2015-16)** ☐ Reauthorize Oregon Brownfield Redevelopment Fund ☐ Support brownfield redevelopment-related legislative proposals ☐ Restore local control of housing policies and programs to ensure local communities have a full range of tools available to meet the housing needs of all residents to expand opportunities for households of modest means to live closer to work, services and transit ☐ Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions **Near-term (2017-20)** ☐ Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes ☐ 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	**Immediate (2015-16)** ☐ Implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas ☐ Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means ☐ Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means ☐ Facilitate regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment ☐ Maintain a compact urban growth boundary ☐ Review functional plans and amend as needed to implement Climate Smart Strategy **Near-term (2017-20)** ☐ Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes ☐ 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	**Immediate (2015-16)** ☐ Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas ☐ Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means ☐ Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means ☐ Participate in regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment **Near-term (2017-20)** ☐ Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreational facilities, commercial areas, employment centers, and transit ☐ Locate new schools, services, shopping, and other health promoting resources and community destinations in activity centers ☐ Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes	**Immediate (2015-16)** ☐ Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas ☐ Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means ☐ Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means **Near-term (2017-20)** ☐ Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes ☐ Share brownfield redevelopment expertise with local governments and expand leadership role in making brownfield sites development ready

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
		approaches and transit-oriented development in local plans and projects ☐ Convene regional brownfield coalition and strengthen regional brownfields program by providing increased funding and technical assistance to local governments to leverage the investment of private and non-profit developers	☐ 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	
Make transit more convenient, frequent, accessible and affordable	**Immediate (2015-16)** ☐ Begin update to Oregon Public Transportation Plan ☐ Increase state funding for transit service ☐ Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability ☐ Provide technical assistance and funding to help establish local transit service **Near-term (2017-20)** ☐ Adopt Oregon Public Transportation Plan with funding strategy to implement ☐ Begin implementation of incremental improvements to intercity passenger rail service ☐ Make funding for access to transit a priority	**Immediate (2015-16)** ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: ○ 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 Regional High Capacity Transit System Plan **Near-term (2017-20)** ☐ 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, including strategies that provide for the retention and creation of businesses and affordable housing near transit ☐ Update Regional Transportation Plan by 2018	**Immediate (2015-16)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Participate in development of TriMet Service Enhancement Plans (SEPs): ○ Provide more community to community transit connections ○ Identify community-based public and private shuttles that link to regional transit service ○ Link service enhancements to areas with transit-supportive development, communities of concern[1], and other locations with high ridership potential ○ Consider ridership demographics in service planning ☐ Consider local funding mechanism(s) for local and regional transit service **Near-term (2017-20)** ☐ Make funding for access to transit a priority ☐ Complete gaps in pedestrian and bicycle access to transit ☐ Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance ☐ Implement plans and zoning that focus higher density, mixed-use zoning and development near transit ☐ Partner with transit providers and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals ☐ Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means	**Immediate (2015-16)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility ☐ Seek state funding sources for transit and alternative local funding mechanisms ☐ Complete development of TriMet Service Enhancement Plans (SEPs): ○ Provide more community to community transit connections ○ Identify community-based public and private shuttles that link to regional transit service ○ Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with potential high ridership potential ○ Consider ridership demographics in service planning ☐ Consider local funding mechanism(s) for local and regional transit service **Near-term (2017-20)** ☐ Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance ☐ Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals ☐ Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc. ☐ Improve and increase the availability of transit

[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 ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
				route and schedule information
Make biking and walking safe and convenient	**Immediate (2015-16)** ☐ Adopt Oregon Bicycle and Pedestrian Plan with funding strategy ☐ Adopt a Vision Zero strategy for eliminating traffic fatalities ☐ Seek and advocate for new, dedicated funding mechanism(s) for active transportation projects ☐ Advocate for use of Connect Oregon funding for active transportation projects ☐ Review driver's education training materials and certification programs and make changes to increase awareness of bicycle and pedestrian safety ☐ Complete Region 1 Active Transportation Needs inventory ☐ Maintain commitment to funding Safe Routes to School programs statewide ☐ Fund Safe Routes to Transit programs ☐ Adopt a complete streets policy ☐ Partner with local governments to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan ☐ Improve bicycle and pedestrian crash data collection ☐ Support local and regional health impact assessments **Near-term (2017-20)** ☐ Provide technical assistance and expand grant funding to support development and adoption of complete streets policies and designs ☐ Expand existing funding for active transportation investments	**Immediate (2015-16)** ☐ Adopt a Vision Zero strategy for eliminating traffic fatalities ☐ Fund construction of active transportation projects as called for in air quality transportation control measures ☐ Advocate for use of Connect Oregon funding for active transportation projects ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: ○ Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit programs ○ Seek and advocate for new, dedicated funding mechanism(s) ○ Advocate to maintain eligibility in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, Small Starts, TIFIA, TIGER) ☐ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities **Near-term (2017-20)** ☐ Provide technical assistance and planning grants to support development and adoption of complete streets policies ☐ Provide technical assistance and funding to support complete street designs in local planning and project development activities ☐ Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan ☐ Update and fully implement the Regional Transportation Safety Plan ☐ Update best practices in street design and complete streets, including: ○ develop a complete streets checklist ○ provide design guidance to minimize air pollution exposure for bicyclists and pedestrians ○ use of green street designs that include tree	**Immediate (2015-16)** ☐ Adopt a Vision Zero strategy for eliminating traffic fatalities ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Advocate for use of Connect Oregon funding for active transportation projects ☐ Leverage local funding with development for active transportation projects ☐ Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers ☐ Seek and advocate for new, dedicated funding mechanism(s) ☐ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities **Near-term (2017-20)** ☐ 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 ☐ 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) ☐ Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations ☐ Link active transportation investments to providing transit and travel information and incentives ☐ Partner with ODOT to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan ☐ Expand Safe Routes to Schools programs to include high schools and Safe Routes to Transit	**Immediate (2015-16)** ☐ Adopt a Vision Zero strategy for eliminating traffic fatalities ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Advocate for use of Connect Oregon funding for active transportation projects ☐ Complete Port of Portland 2014 Active Transportation Plan for Portland International Airport ☐ Prepare a TriMet Bicycle Plan **Near-term (2017-20)** Invest in trails that increase equitable access to transit, services and community destinations

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
		plantings to support carbon sequestration ○ identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain	☐ Adopt "complete streets" policies and designs to support all users ☐ Establish local funding pool to leverage state and federal funds	
Make streets and highways safe, reliable and connected	**Immediate (2015-16)** ☐ Maintain existing highway network to improve traffic flow ☐ Increase state gas tax (indexed to inflation and fuel efficiency) ☐ Update the Oregon Transportation Safety Action Plan ☐ Review driver's education training materials and certification programs and make changes to increase awareness of safety for all system users **Near-term (2017-20)** ☐ Work with Metro and local governments to consider alternative performance measures ☐ Integrate multi-modal designs in road improvement and maintenance projects to support all users ☐ Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain ☐ Use green street designs that include tree plantings to support carbon sequestration	**Immediate (2015-16)** ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: ○ Ensure adequate funding of local maintenance and support city and county efforts to fund maintenance and preservation needs locally ○ Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) ○ Support state and federal efforts to implement mileage-based road usage charge program ☐ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities **Near-term (2017-20)** ☐ Work with ODOT and local governments to consider alternative performance measures ☐ Provide technical assistance and grant funding to support integrated transportation system management operations strategies in local plans, projects and project development activities ☐ Update and fully implement Regional Transportation Safety Plan ☐ Update best practices in street design and complete streets, including: ○ Develop a complete streets checklist ○ Provide design guidance to minimize air pollution exposure for bicyclists and pedestrians ○ Use of green street designs that include tree plantings to support carbon sequestration ○ Identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain	**Immediate (2015-16)** ☐ Maintain existing street network to improve traffic flow ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities **Near-term (2017-20)** ☐ Work with ODOT and Metro to consider alternative performance measures ☐ Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system ☐ Invest in making new and existing streets complete and connected to support all users ☐ Integrate multi-modal designs in road improvement and maintenance projects to support all users ☐ Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain ☐ Use green street designs that include tree plantings to support carbon sequestration	**Near-term (2017-20)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
Use technology to actively manage the transportation system	**Immediate (2015-16)** ☐ Integrate transportation system management and operations strategies into project development activities ☐ Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs ☐ Partner with cities, counties and TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service	**Immediate (2015-16)** ☐ Seek Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects using regional flexible funds ☐ Advocate for increased state commitment to invest more in TSMO projects using state funds **Near-term (2017-20)** ☐ Build capacity and strengthen interagency coordination ☐ Provide technical assistance and grant funding to integrate transportation system management operations strategies in local plans, project development, and development review activities ☐ Update Regional TSMO Strategic Plan by 2018	**Immediate (2015-16)** ☐ Advocate for increased regional and state commitment to invest more in TSMO projects using regional and state funds **Near-term (2017-20)** ☐ Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects ☐ Partner with TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service	**Near-term (2017-20)** ☐ Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service
Provide information and incentives to expand the use of travel options	**Immediate (2015-16)** ☐ Adopt Statewide Transportation Options Plan with funding strategy to implement ☐ 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 ☐ Review EcoRule to identify opportunities to improve effectiveness ☐ Increase state capacity and staffing to support on-going EcoRule implementation and monitoring ☐ Deploy video conferencing, virtual meeting technologies and other communication technologies to reduce business travel needs ☐ Partner with TriMet, SMART and media partners to link the Air Quality Index to transportation system information outlets **Near-term (2017-20)** ☐ Promote and provide information, recognition, funding and incentives to encourage commuter programs and individualized marketing to provide employers, employees and residents information and incentives to use travel options ☐ Integrate transportation demand management practices into planning, project development, and development review activities ☐ Establish a state vanpool strategy that addresses urban and rural transportation needs	**Immediate (2015-16)** ☐ 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 ☐ Provide funding and partner with community-based organizations to develop culturally relevant information materials ☐ Develop best practices on how to integrate transportation demand management in local planning, project development, and development review activities ☐ Integrate transportation demand management practices into planning, project development ad development review activities **Near-term (2017-20)** ☐ Expand on-going technical assistance and grant funding to local governments, transportation management associations, business associations and other non-profit organizations to incorporate travel information and incentives in local planning and project development activities and at worksites ☐ Establish an on-going individualized marketing program that targets deployment in conjunction with capital investments being made in the region	**Immediate (2015-16)** ☐ Advocate for increased state and regional funding to expand direct services provided to local partners (e.g., local governments, transportation management associations, and other non-profit organizations) to support expanded education, recognition and outreach efforts in coordination with other capital investments ☐ Host citywide and community events like Bike to Work Day and Sunday Parkways **Near-term (2017-20)** ☐ Integrate transportation demand management practices into planning, project development, and development review activities ☐ Provide incentives for new development over a specific trip generation threshold to provide travel information and incentives to support achievement of EcoRule and mode share targets adopted in local and regional plans ☐ Partner with businesses and/or business associations and transportation management associations to implement demand management programs in employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management ☐ Expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and other non-profit and community-based	**Immediate (2015-16)** ☐ Expand employer program capacity and staffing to support expanded education, recognition and outreach efforts

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	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
		☐ Begin update to Regional Travel Options Strategic Plan in 2018	organizations	
Manage parking to make efficient use of parking spaces	**Immediate (2015-16)** ☐ Provide technical assistance and grant funding to support development of parking management plans at the local and regional level ☐ Distribute "Parking Made Easy" handbook and provide technical assistance, planning grants, model code language, education and outreach ☐ Increase safe, secure and convenient bicycle parking **Near-term (2017-20)** ☐ Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools ☐ Prepare inventory of state-owned public parking spaces and usage ☐ Provide monetary incentives such as parking cash-out and employer buy-back programs	**Immediate (2015-16)** ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: ○ Discuss priced parking as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service **Near-term (2017-20)** ☐ Expand on-going technical assistance to local governments, developers and others to incorporate parking management approaches in local plans and projects ☐ Pilot projects to develop model parking management plans and model ordinances for different development types ☐ 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 ☐ Amend Title 6 of Regional Transportation Functional Plan to update regional parking map and reflect updated regional parking policies	**Immediate (2015-16)** ☐ Consider charging for parking in high usage areas served by 15-minute or better transit service and active transportation options **Near-term (2017-20)** ☐ Prepare community inventory of public parking spaces and usage ☐ Adopt shared and unbundled parking policies ☐ Require or provide development incentives for developers to separate parking from commercial space and residential units in lease and sale agreements ☐ Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools ☐ Require or provide development incentives for large employers to offer employees a parking cash-out option where the employee can choose a parking benefit, a transit pass or the cash equivalent of the benefit ☐ Increase safe, secure and convenient bicycle parking ☐ Reduce requirements for off-street parking and establish off-street parking supply maximums, as appropriate, enacting and adjusting policies to minimize spillover impacts in adjacent areas ☐ Prepare parking management plans tailored to 2040 centers served by high capacity transit (existing and planned)	**Near-term (2017-20)** ☐ Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools ☐ Increase safe, secure and convenient bicycle parking
Secure adequate funding for transportation investments	**Immediate (2015-16)** ☐ Preserve local options for raising revenue to ensure local communities have a full range of financing tools available to adequately fund current and future transportation needs ☐ Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit ☐ 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 ☐ Increase state gas tax (indexed to inflation and fuel efficiency) ☐ Implement a mileage-based road usage charge program as called for in Senate Bill 810	**Immediate (2015-16)** ☐ 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 ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: ○ Advocate for local revenue raising options ○ Seek and advocate for new, dedicated funding mechanism(s) for transit and active transportation ○ Seek transit and active transportation funding from Oregon Legislature	**Immediate (2015-16)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Advocate for local revenue raising options ☐ Support state efforts to implement a mileage-based road usage charge program ☐ Support state efforts to research and consider carbon pricing models ☐ Consider local funding mechanism(s) for local and regional transportation needs, including transit service and active transportation **Near-term (2017-20)** ☐ 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	**Immediate (2015-16)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Advocate for local revenue raising options ☐ Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit ☐ Support state efforts to research and consider carbon pricing models **Near-term (2017-20)** ☐ 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

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	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	Near-term (2017-20) ☐ Expand funding available for active transportation and transit investments ☐ Broaden implementation of the mileage-based road usage charge	○ Consider local funding mechanism(s) for local and regional transit service ○ Support state efforts to research and consider carbon pricing models ○ Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs ○ Ensure adequate funding of local maintenance and safety needs and support city and county efforts to fund safety, maintenance and preservation needs locally ○ Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) ○ Support state and federal efforts to implement road usage charge program ○ Discuss priced parking as a revenue source for travel information and incentives programs, active transportation projects and transit service		
Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive insurance	**Immediate (2015-16)** ☐ Reauthorize Oregon Clean Fuels Program ☐ Implement Oregon Zero Emission Vehicle Program and Multi-State Zero Emission Vehicle Action Plan in collaboration with California and other states ☐ Lead by example by increasing the public alternative fuel vehicle (AFV) fleet ☐ Provide funding to Drive Oregon to advance electric mobility, and to other endeavors that advance alternative fuels ☐ Work with insurance companies to offer and encourage pay-as-you-drive insurance **Near-term (2017-20)** ☐ Provide consumer and business incentives to purchase new AFVs ☐ Expand communication efforts about the cost savings of driving more fuel-efficient vehicles ☐ Promote and provide information, funding and incentives to encourage the provision of electric vehicle charging and compressed natural gas (CNG) stations and infrastructure in residences, work places and public places ☐ Encourage private fleets to purchase, lease or rent AFVs ☐ Develop model code for electric and CNG vehicle	**Immediate (2015-16)** ☐ Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means ☐ Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means **Near-term (2017-20)** ☐ Lead by example by increasing public AFV fleet ☐ Support state efforts to build public acceptance of pay-as-you-drive insurance ☐ Expand communication efforts about the cost savings of driving more fuel-efficient vehicles ☐ Partner with state agencies to hold regional planning workshops to educate local governments on AFV opportunities Develop AFV readiness strategy for region in partnership with local governments, state agencies, electric and natural gas utilities, non-profits and others	**Immediate (2015-16)** ☐ Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means ☐ Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means **Near-term (2017-20)** ☐ Lead by example by increasing public AFV fleet ☐ Expand communication efforts about the cost savings of driving more fuel-efficient vehicles ☐ Pursue grant funding and partners to expand the growing network of electric vehicle fast charging stations and publicly accessible CNG stations ☐ Partner with local dealerships, Department of Energy (DOE) Clean Cities programs, non-profit organizations, businesses and others to incorporate AFV 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 ☐ Adopt policies and update development codes to support private adoption of AFVs, such as streamlining permitting for alternative fueling stations, planning for access to charging and CNG	**Immediate (2015-16)** ☐ Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means ☐ Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means **Near-term (2017-20)** ☐ Provide electric vehicle charging and CNG stations in public places (e.g., park-and-rides, parking garages) ☐ Provide preferential parking for AFVs

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	WHAT CAN THE STATE DO?	**WHAT CAN METRO DO?**	**WHAT CAN CITIES AND COUNTIES DO?**	**WHAT CAN SPECIAL DISTRICTS DO?** (e.g., transit providers, Port districts, parks providers, etc.)
	infrastructure and partnerships with businesses ☐ Remove barriers to electric and CNG vehicle charging and fueling station installations ☐ Promote AFV infrastructure planning and investment by public and private entities ☐ Provide clear and accurate signage to direct AFV users to charging and fueling stations and parking ☐ Expand communication efforts to promote AFV tourism activities ☐ Continue participation in the Pacific Coast Collaborative, Western Climate Initiative, and West Coast Green Highway Initiative and partner with members of Energize Oregon coalition ☐ Track and report progress toward adopted state goals related to greenhouse gas emissions reductions and AFV deployment ☐ Provide incentives and information to expand use of pay-as-you-drive insurance and report on progress		stations, allowing charging and CNG stations in residences, work places and public places, and providing preferential parking for AFVs ☐ Update development codes and encourage new construction to include necessary infrastructure to support use of AFVs	
Demonstrate leadership on climate change	**Immediate (2015-16)** ☐ Update the 2017-20 Statewide Transportation Improvement Program (STIP) allocation process to address the Statewide Transportation Strategy (STS) Vision and STS Short-Term Implementation Plan actions ☐ Support local government and regional planning for climate change mitigation **Near-term (2017-20)** ☐ Amend the Oregon Transportation Plan to address the Statewide Transportation Strategy Vision ☐ Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals ☐ Through the Oregon Modeling Steering Committee, collaborate on appropriate tools to support greenhouse gas reduction planning ☐ Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions	**Immediate (2015-16)** ☐ Seek Metro Council/JPACT commitment to address the Climate Smart Strategy in the policy update for the 2018-21 Metropolitan Transportation Improvement Program (MTIP) and the 2019-21 Regional Flexible Fund Allocation (RFFA) process **Near-term (2017-20)** ☐ Assess potential risks and identify strategies to address potential climate impacts to transportation infrastructure and operations as part of 2018 RTP update ☐ Update regional greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction target ☐ Through the Oregon Modeling Steering Committee, collaborate on appropriate tools and methods to support greenhouse gas reduction planning and monitoring ☐ Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions ☐ Encourage development and implementation of local climate action plans	**Near-term (2017-20)** ☐ Sign U.S. Conference of Mayors Climate Protection Agreement ☐ Prepare and periodically update community-wide greenhouse gas emissions inventory ☐ Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions ☐ Adopt greenhouse gas emissions reduction policies and performance targets ☐ Develop and implement local climate action plans	**Near-term (2017-20)** ☐ Prepare and periodically update greenhouse gas emissions inventory of transportation operations ☐ Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions ☐ Adopt greenhouse gas emissions reduction policies and performance targets