



TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

BACKGROUND | The Climate Smart Communities Scenarios Project responds to a state mandate to develop and implement a strategy to reduce greenhouse gas emissions from cars and small trucks by 2035. Working together, community, business and elected leaders developed a Climate Smart Strategy that exceeds the mandate and will contribute to creating healthy and equitable communities and a strong economy. The strategy relies on implementing the plans and visions that have already been adopted by communities and the region, along with anticipated advancements in cleaner, low carbon fuels and more fuel-efficient vehicles. The strategy does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, more transportation choices, improved access to jobs and services, reduced delay on the transportation system, and reduced travel and healthcare costs for households and businesses.

Building on existing local, regional and statewide activities and priorities, the project partners have developed an advisory toolbox of actions with meaningful steps that can be taken to implement the Climate Smart Strategy. The actions support implementation of adopted local and regional plans and, if taken, will reduce greenhouse gas emissions and minimize the region’s contribution to climate change in ways that support community and economic development goals. The toolbox builds on the research, analysis, community engagement and discussion completed during the past four years and was developed with the recognition that some tools and actions may work in some locations but not in others. It emphasizes the need for many diverse partners to work together to begin implementation of the Climate Smart Strategy and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. Inclusion of an action was primarily driven by advisory committee and public feedback.

HOW TO USE THE TOOLBOX | The toolbox is focused on possible near-term (within the next 5 years) actions that the Oregon Legislature, state agencies and commissions, Metro, cities and counties and special districts are encouraged to take to begin implementing the broader policies and strategies identified in the Climate Smart Strategy. The near-term actions include a combination of existing actions and new ideas and approaches that will lay the foundation for longer term action. The toolbox does not require Metro, local governments, special districts, or state agencies to adopt any particular policy or action, and is intended to allow for flexibility so any action can be tailored to best support local, regional and state plans and visions. The toolbox is intended to be a living document, subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of regularly-scheduled updates to the Regional Transportation Plan to reflect new information and approaches to reducing greenhouse gas emissions from land use and transportation.

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 in the future. Updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present ongoing opportunities to consider implementing the actions recommended in locally tailored ways. 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.)
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reauthorize Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Support brownfield redevelopment-related legislative proposals <input type="checkbox"/> Restore local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit <input type="checkbox"/> Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Provide increased funding and incentives to local 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing 2040 growth Concept <input type="checkbox"/> Implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Facilitate regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <input type="checkbox"/> Maintain a compact urban growth boundary 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing adopted land use plans <input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund <input type="checkbox"/> Participate in regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment <input type="checkbox"/> Develop concept plans for new urban areas in 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas <input type="checkbox"/> Support restoring local control of housing policies and programs to ensure communities have a full range of tools available to meet the housing needs of all residents and income levels and expand opportunities for households of modest means to live closer to work, services and transit <input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Share brownfield redevelopment expertise with local governments and expand leadership role in making brownfield sites development ready

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	<p>governments, developers and non-profits to encourage brownfield redevelopment and transit-oriented development to help keep urban areas compact</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Review functional plans and amend as needed to implement Climate Smart Strategy Near-term (2017-20) <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, developers and others to advance implementation of local land use plans and incorporate travel information and incentives, transportation system management and operations strategies, parking management approaches and transit-oriented development in local plans and projects <input type="checkbox"/> 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 <input type="checkbox"/> Leverage Metro's public investments to maintain and create affordable housing options in areas served with frequent transit service <input type="checkbox"/> Support increased funding for affordable housing, particularly along corridors with frequent transit service 	<p>ways that further the region's efforts in achieving greenhouse gas emissions reductions, such as planning for complete communities with walking, biking and transit to reduce or eliminate vehicle trips for daily needs</p> <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreational facilities, commercial areas, employment centers, and transit <input type="checkbox"/> Locate new schools, services, shopping, and other health promoting resources and community destinations in activity centers <input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes <input type="checkbox"/> Develop brownfield redevelopment plans and leverage local funding to seek state and federal funding and create partnerships that leverage the investment of private and non-profit developers 	
<p>2. Make transit convenient, frequent, accessible and affordable</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Begin update to Oregon Public Transportation Plan <input type="checkbox"/> Increase state funding for transit service <input type="checkbox"/> Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability <input type="checkbox"/> Provide technical assistance and funding to help establish local transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Public Transportation Plan with funding strategy to implement <input type="checkbox"/> Begin implementation of incremental improvements to intercity passenger rail service <input type="checkbox"/> Make funding for access to transit a priority 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with elected officials and community and business leaders at local, regional and state levels to: <ul style="list-style-type: none"> <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input type="checkbox"/> Seek transit funding from Oregon Legislature <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <input type="checkbox"/> Support state efforts to consider carbon pricing <input type="checkbox"/> Fund reduced fare programs and service improvements for transit dependent communities, such as youth, older adults, people with disabilities and low-income families <input type="checkbox"/> 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 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Participate in development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> <input type="checkbox"/> Provide more community to community transit connections <input type="checkbox"/> Identify community-based public and private shuttles that link to regional transit service <input type="checkbox"/> Link service enhancements to areas with transit-supportive development, communities of concern¹, and other locations with high ridership potential <input type="checkbox"/> Use ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Make funding for access to transit a priority <input type="checkbox"/> Complete gaps in pedestrian and bicycle access 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility <input type="checkbox"/> Seek state funding sources for transit and alternative local funding mechanisms <input type="checkbox"/> Complete development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> <input type="checkbox"/> Provide more community to community transit connections <input type="checkbox"/> Identify community-based public and private shuttles that link to regional transit service <input type="checkbox"/> Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with potential high ridership potential <input type="checkbox"/> Use ridership demographics in service planning

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.

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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.)
		businesses and affordable housing near transit <input type="checkbox"/> Update Regional High Capacity Transit System Plan Near-term (2017-20) <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means <input type="checkbox"/> Make funding for access to transit a priority	to transit <input type="checkbox"/> Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Implement plans and zoning that focus higher density, mixed-use zoning and development near transit <input type="checkbox"/> Partner with transit providers and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means <input type="checkbox"/> Convert school bus and transit fleets to electric and/or natural gas buses	Near-term (2017-20) <input type="checkbox"/> Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals <input type="checkbox"/> Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc. <input type="checkbox"/> Improve and increase the availability of transit route and schedule information <input type="checkbox"/> Convert school bus and transit fleets to electric and/or natural gas buses <input type="checkbox"/> Expand and sustain youth pass program, including expanding routes and frequency along school corridors <input type="checkbox"/> Support transit partners in seeking federal grants and increased state funding for electric and other low-carbon alternative fuel buses <input type="checkbox"/> Seek increased funding flexibility to allow for greater upfront capital spending on electric and other low-carbon alternative fuel buses if those expenses are offset by operating savings
3. Make biking and walking safe and convenient	Immediate (2015-16) <input type="checkbox"/> Adopt Oregon Bicycle and Pedestrian Plan with funding strategy <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation projects <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Review driver's education training materials and certification programs and make changes to increase awareness of bicycle and pedestrian safety <input type="checkbox"/> Complete Region 1 Active Transportation Needs inventory <input type="checkbox"/> Maintain commitment to funding Safe Routes to School programs statewide <input type="checkbox"/> Fund Safe Routes to Transit programs <input type="checkbox"/> Adopt a complete streets policy <input type="checkbox"/> Partner with local governments to conduct site-specific evaluations from priority locations	Immediate (2015-16) <input type="checkbox"/> Fund construction of active transportation projects as called for in air quality transportation control measures <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit programs o Seek and advocate for new, dedicated funding mechanism(s) o Advocate to maintain eligibility in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, 	Immediate (2015-16) <input type="checkbox"/> Continue implementing adopted transportation system plans <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Leverage local funding with development for active transportation projects <input type="checkbox"/> Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities	Immediate (2015-16) <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Complete Port of Portland 2014 Active Transportation Plan for Portland International Airport <input type="checkbox"/> Prepare a TriMet Bicycle Plan Near-term (2017-20) <input type="checkbox"/> Invest in trails that increase equitable access to transit, services and community destinations <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities

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	<p>identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan</p> <ul style="list-style-type: none"> <input type="checkbox"/> Improve bicycle and pedestrian crash data collection <input type="checkbox"/> Support local and regional health impact assessments <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Provide technical assistance and expand grant funding to support development and adoption of complete streets policies and designs <input type="checkbox"/> Expand existing funding for active transportation investments <input type="checkbox"/> Simplify and clarify policy on e-bike use of bike lanes and other infrastructure 	<p>Small Starts, TIFIA, TIGER)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and planning grants to support development and adoption of complete streets policies and designs in local planning and project development activities <input type="checkbox"/> Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan <input type="checkbox"/> Update and fully implement the Regional Transportation Safety Plan <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> o develop a complete streets checklist o provide design guidance to minimize air pollution exposure for bicyclists and pedestrians o use of green street designs that include tree plantings to support carbon sequestration o identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain <input type="checkbox"/> Update the Regional Active Transportation Plan needs assessment in the 2018 RTP <input type="checkbox"/> Build and monitor local and state commitment to implement the Active Transportation Plan and programs for safe routes to schools and transit <input type="checkbox"/> Clarify that e-bikes are part of the region’s active transportation strategy <input type="checkbox"/> Partner with Portland State University to develop a pilot project to test the efficacy of e-bikes in attracting new riders 	<ul style="list-style-type: none"> <input type="checkbox"/> Review community inventory of sidewalk and bike lane gaps and deficiencies to help prioritize where limited funding could best be directed to encourage multi-modal movement <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Develop and maintain a city/county-wide active transportation network of sidewalks, on- and off-street bikeways, and trails to provide connections between neighborhoods, schools, civic center/facilities, recreational facilities, transit centers, bus stops, employment areas and major activity centers <input type="checkbox"/> Build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities) <input type="checkbox"/> Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations <input type="checkbox"/> Link active transportation investments to providing transit and travel information and incentives <input type="checkbox"/> Partner with ODOT to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan <input type="checkbox"/> Expand Safe Routes to Schools programs to include high schools and Safe Routes to Transit <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Adopt “complete streets” policies and designs to support all users <input type="checkbox"/> Establish local funding pool to leverage state and federal funds <input type="checkbox"/> Conduct needs assessments for schools and access to transit during updates to TSPs and other plans 	

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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.)
<p>4. Make streets and highways safe, reliable and connected</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Maintain existing highway network to improve traffic flow <input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Update the Oregon Transportation Safety Action Plan <input type="checkbox"/> Review driver’s education training materials and certification programs and make changes to increase awareness of safety for all system users <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with Metro and local governments to consider alternative performance measures <input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain <input type="checkbox"/> Use green street designs that include tree plantings to support carbon sequestration <input type="checkbox"/> Optimize built road capacity through improved geometric design and other operational improvements to address bottlenecks and improve traffic flow on existing multi-modal arterials 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <input type="checkbox"/> Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Support state and federal efforts to implement mileage-based road usage charge program <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with ODOT and local governments to consider alternative performance measures <input type="checkbox"/> Provide technical assistance and grant funding to support integrated transportation system management operations strategies in local plans, projects and project development activities <input type="checkbox"/> Update and fully implement Regional Transportation Safety Plan <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> <input type="checkbox"/> Develop a complete streets checklist <input type="checkbox"/> Provide design guidance to minimize air pollution exposure for bicyclists and pedestrians <input type="checkbox"/> Use of green street designs that include tree plantings to support carbon sequestration <input type="checkbox"/> Identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing adopted transportation system plans <input type="checkbox"/> Maintain existing street network to improve traffic flow <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Work with ODOT and Metro to consider alternative performance measures <input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system <input type="checkbox"/> Invest in making new and existing streets complete and connected to support all users <input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain <input type="checkbox"/> Use green street designs that include tree plantings to support carbon sequestration <input type="checkbox"/> Optimize built road capacity through improved geometric design and other operational improvements to address bottlenecks and improve traffic flow on existing multi-modal arterials 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system
<p>5. Use technology to actively manage the transportation system</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation system management and operations strategies into project development activities <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs <input type="checkbox"/> Partner with cities, counties and TriMet to expand deployment of transit signal priority 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing Regional Transportation System Management and Operations Action Plan <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects using regional flexible funds <input type="checkbox"/> Advocate for increased state commitment to invest more in TSMO projects using state funds <input type="checkbox"/> Pursue opportunities and funding for pilot 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing adopted transportation system plans <input type="checkbox"/> Advocate for increased regional and state commitment to invest more in TSMO projects using regional and state funds <input type="checkbox"/> Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal intelligent transportation systems (ITS) 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service <input type="checkbox"/> Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal intelligent transportation systems (ITS)

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

December 9, 2014

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.)
	<p>along corridors with 15-minute or better transit service</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal intelligent transportation systems (ITS) 	<p>projects that help establish the region as a living laboratory for sustainable and multi-modal intelligent transportation systems (ITS)</p> <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build capacity and strengthen interagency coordination <input type="checkbox"/> Provide technical assistance and grant funding to integrate transportation system management operations strategies in local plans, project development, and development review activities <input type="checkbox"/> Update Regional TSMO Strategic Plan by 2018 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects <input type="checkbox"/> Partner with TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service <input type="checkbox"/> Complete an inventory of the installed intelligent transportation systems (ITS) along arterials to help prioritize areas where limited funding could best be directed to increase roadway performance 	
<p>6. Provide information and incentives to expand the use of travel options</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Statewide Transportation Options Plan with funding strategy to implement <input type="checkbox"/> Deploy statewide eco-driving educational effort, including integration of eco-driving information in driver's education training courses, Oregon Driver's education manual and certification programs <input type="checkbox"/> Review EcoRule to identify opportunities to improve effectiveness <input type="checkbox"/> Increase state capacity and staffing to support on-going EcoRule implementation and monitoring <input type="checkbox"/> Deploy video conferencing, virtual meeting technologies and other communication technologies to reduce business travel needs <input type="checkbox"/> Partner with TriMet, SMART and media partners to link the Air Quality Index to transportation system information outlets <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Promote and provide information, recognition, funding and incentives to encourage commuter programs and individualized marketing to provide employers, employees and residents information and incentives to use travel options <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> Establish a state vanpool strategy that addresses urban and rural transportation needs <input type="checkbox"/> Integrate promotion of workplace charging, carsharing, and new people mover services into employer-based outreach programs that 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing Regional Travel Options Strategic Plan <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more regional flexible funds to expand direct services and funding provided to local partners (e.g., local governments, transportation management associations, and other non-profit and community-based organizations) to implement expanded education, recognition and outreach efforts in coordination with other capital investments <input type="checkbox"/> Provide funding and partner with community-based organizations to develop culturally relevant information materials <input type="checkbox"/> Develop best practices on how to integrate transportation demand management in local planning, project development, and development review activities <input type="checkbox"/> Integrate transportation demand management practices into planning, project development and development review activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, transportation management associations, business associations and other non-profit organizations to incorporate travel information and incentives in local planning and project development activities and at worksites <input type="checkbox"/> Establish an on-going individualized marketing program that targets deployment in conjunction with capital investments being made in the 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Continue implementing adopted transportation system plans <input type="checkbox"/> Advocate for increased state and regional funding to expand direct services provided to local partners (e.g., local governments, transportation management associations, and other non-profit organizations) to support expanded education, recognition and outreach efforts in coordination with other capital investments <input type="checkbox"/> Host citywide and community events like Bike to Work Day and Sunday Parkways <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> Provide incentives for new development over a specific trip generation threshold to provide travel information and incentives to support achievement of EcoRule and mode share targets adopted in local and regional plans <input type="checkbox"/> Partner with businesses and/or business associations and transportation management associations to implement demand management programs in employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management <input type="checkbox"/> Expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand employer program capacity and staffing to support expanded education, recognition and outreach efforts

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

December 9, 2014

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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.)
	<p>encourage transit, walking, bicycling and carpooling</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate education about vehicle and fuel efficiency into public awareness strategies such as eco-driving promotion <input type="checkbox"/> Integrate education about carsharing programs into public awareness strategies 	<p>region</p> <ul style="list-style-type: none"> <input type="checkbox"/> Begin update to Regional Travel Options Strategic Plan in 2018 <input type="checkbox"/> Clarify that e-bikes are part of the regional toolkit of travel options <input type="checkbox"/> Encourage regional carsharing services to increase their use of electric vehicles and other clean fuel alternatives <input type="checkbox"/> Integrate promotion of workplace charging, carsharing, and new people mover services into employer-based outreach programs that encourage transit, walking, bicycling and carpooling <input type="checkbox"/> Integrate education about vehicle and fuel efficiency into public awareness strategies such as eco-driving promotion <input type="checkbox"/> Integrate education about carsharing programs into public awareness strategies 	<p>other non-profit and community-based organizations</p>	
<p>7. Manage parking to make efficient use of vehicle parking and land dedicated to parking spaces</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and grant funding to support development of parking management plans at the local and regional level <input type="checkbox"/> Distribute “Parking Made Easy” handbook and provide technical assistance, planning grants, model code language, education and outreach <input type="checkbox"/> Increase safe, secure and convenient bicycle parking <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Prepare inventory of state-owned public parking spaces and usage <input type="checkbox"/> Provide monetary incentives such as parking cash-out and employer buy-back programs <input type="checkbox"/> Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way <input type="checkbox"/> Join the Workplace Charging Challenge as a partner 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand on-going technical assistance to local governments, developers and others to incorporate parking management approaches in local plans and projects <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Pilot projects to develop model parking management plans and model ordinances for different development types <input type="checkbox"/> Research and update regional parking policies and best practices to more comprehensively reflect the range of parking approaches available for different development types and to incorporate goals beyond customer access, such as: <ul style="list-style-type: none"> o linking parking approaches to the level of transit service and active transportation options provided o use of priced parking as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service o linking parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing <input type="checkbox"/> Amend Title 6 of Regional Transportation Functional Plan to update regional parking map and reflect updated regional parking policies <input type="checkbox"/> Join the Workplace Charging Challenge as a 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Consider charging for parking in high usage areas served by 15-minute or better transit service and active transportation options <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prepare community inventory of public parking spaces and usage <input type="checkbox"/> Adopt shared and unbundled parking policies <input type="checkbox"/> Require or provide development incentives for developers to separate parking from commercial space and residential units in lease and sale agreements <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Require or provide development incentives for large employers to offer employees a parking cash-out option where the employee can choose a parking benefit, a transit pass or the cash equivalent of the benefit <input type="checkbox"/> Increase safe, secure and convenient bicycle parking <input type="checkbox"/> Reduce requirements for off-street parking and establish off-street parking supply maximums, as appropriate, enacting and adjusting policies to minimize spillover impacts in adjacent areas <input type="checkbox"/> Prepare parking management plans tailored to 2040 centers served by high capacity transit (existing and planned) <input type="checkbox"/> Join the Workplace Charging Challenge as a 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools <input type="checkbox"/> Increase safe, secure and convenient bicycle parking <input type="checkbox"/> Join the Workplace Charging Challenge as a partner <input type="checkbox"/> Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way

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.)
		partner <input type="checkbox"/> Develop and support "charging oases" with multiple chargers, modeled on the Electric Avenue project at Portland State University <input type="checkbox"/> Convene regional transportation and planning officials to develop strategies for developing cost-effective charging infrastructure that also reinforces regional planning goals	partner <input type="checkbox"/> Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way <input type="checkbox"/> Support efforts in new development (particularly multi-family housing and large parking lots) to install conduit for future charging of 20% or more parking spaces (see similar standards in Hawaii and California)	
8. Secure adequate funding for transportation investments	Immediate (2015-16) <input type="checkbox"/> 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 <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit <input type="checkbox"/> Research and consider carbon pricing models to generate new funding for clean energy, transit and active transportation, alleviating regressive impacts to businesses and communities of concern <input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency) <input type="checkbox"/> Implement a mileage-based road usage charge program as called for in Senate Bill 810 Near-term (2017-20) <input type="checkbox"/> Expand funding available for active transportation and transit investments <input type="checkbox"/> Broaden implementation of the mileage-based road usage charge	Immediate (2015-16) <input type="checkbox"/> Update research on regional infrastructure gaps and potential funding mechanisms to inform communication materials that support engagement activities and development of a funding strategy to meet current and future transportation needs <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> o Seek and advocate for funding the adopted RTP o Advocate for local revenue raising options o Seek and advocate for new, dedicated funding mechanism(s) for transit and active transportation o Seek transit and active transportation funding from Oregon Legislature o Seek funding for road connections/improvements that will support multi-modal transportation o Consider local funding mechanism(s) for local and regional transit service o Support state efforts to research and consider carbon pricing models o Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs o Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) o Support state and federal efforts to implement road usage charge program 	Immediate (2015-16) <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for local revenue raising options <input type="checkbox"/> Support state efforts to implement a mileage-based road usage charge program <input type="checkbox"/> Support state efforts to research and consider carbon pricing models <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transportation needs, including transit service and active transportation Near-term (2017-20) <input type="checkbox"/> Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs	Immediate (2015-16) <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for local revenue raising options <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit <input type="checkbox"/> Support state efforts to research and consider carbon pricing models Near-term (2017-20) <input type="checkbox"/> Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs

POLICY	TOOLBOX OF POSSIBLE 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.)
<p>9. Support Oregon’s transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive insurance</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Reauthorize Oregon Clean Fuels Program <input type="checkbox"/> Implement Oregon Zero Emission Vehicle Program and Multi-State Zero Emission Vehicle Action Plan in collaboration with California and other states <input type="checkbox"/> Lead by example by increasing the public alternative fuel vehicle (AFV) fleet <input type="checkbox"/> Provide funding to Drive Oregon to advance electric mobility, and to other endeavors that advance alternative fuels <input type="checkbox"/> Work with insurance companies to offer and encourage pay-as-you-drive insurance <input type="checkbox"/> Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure <input type="checkbox"/> Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles <input type="checkbox"/> Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment <input type="checkbox"/> Review the state greenhouse gas emissions reduction targets, including assumptions related to fleet and technology advancements <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide consumer and business incentives to purchase new AFVs <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Promote and provide information, funding and incentives to encourage the provision of electric vehicle charging and compressed natural gas (CNG) stations and infrastructure in residences, work places and public places <input type="checkbox"/> Encourage private fleets to purchase, lease or rent AFVs <input type="checkbox"/> Develop model code for electric and CNG vehicle infrastructure and partnerships with businesses <input type="checkbox"/> Remove barriers to electric and CNG vehicle charging and fueling station installations <input type="checkbox"/> Promote AFV infrastructure planning and investment by public and private entities <input type="checkbox"/> Provide clear and accurate signage to direct AFV users to charging and fueling stations and parking 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program <input type="checkbox"/> Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure <input type="checkbox"/> Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles <input type="checkbox"/> Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lead by example by increasing public AFV fleet <input type="checkbox"/> Support state efforts to build public acceptance of pay-as-you-drive insurance <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Partner with state agencies to hold regional planning workshops to educate local governments on AFV opportunities <input type="checkbox"/> Develop AFV readiness strategy for region in partnership with local governments, state agencies, electric and natural gas utilities, non-profits and others <input type="checkbox"/> Increase Metro fleet use of electric vehicles, including non-passenger cars (e-bikes and utility vehicles) <input type="checkbox"/> Expand availability of charging at Metro venues (Oregon Zoo, Expo Center, Convention Center, P5, etc.) 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program <input type="checkbox"/> Update development codes to streamline/incent/encourage the installation of electric vehicles charging stations, alternative fueling stations and infrastructure, particularly new buildings <input type="checkbox"/> Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure <input type="checkbox"/> Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles <input type="checkbox"/> Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Lead by example by increasing public AFV fleet <input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles <input type="checkbox"/> Pursue grant funding and partners to expand the growing network of electric vehicle fast charging stations and publicly accessible CNG stations <input type="checkbox"/> 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 <input type="checkbox"/> Update development codes and encourage new construction to include necessary infrastructure to support use of AFVs 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program <input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Provide electric vehicle charging and CNG stations in public places (e.g., park-and-rides, parking garages) <input type="checkbox"/> Provide preferential parking for AFVs

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.)
	<ul style="list-style-type: none"> <input type="checkbox"/> Expand communication efforts to promote AFV tourism activities <input type="checkbox"/> Continue participation in the Pacific Coast Collaborative, Western Climate Initiative, and West Coast Green Highway Initiative and partner with members of Energize Oregon coalition <input type="checkbox"/> Track and report progress toward adopted state goals related to greenhouse gas emissions reductions and AFV deployment <input type="checkbox"/> Provide incentives and information to expand use of pay-as-you-drive insurance and report on progress 			
<p>10. Demonstrate leadership on climate change</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> 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 <input type="checkbox"/> Support local government and regional planning for climate change mitigation <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Amend the Oregon Transportation Plan to address the Statewide Transportation Strategy Vision <input type="checkbox"/> Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals <input type="checkbox"/> Through the Oregon Modeling Steering Committee, collaborate on appropriate tools to support greenhouse gas reduction planning <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Participate in local, regional and national panels and presentations to share the outcomes and recommendations of the Climate Smart Strategy <input type="checkbox"/> 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 <input type="checkbox"/> Continue participating in the Oregon Modeling Steering Committee Health and Transportation subcommittee to make recommendations to ODOT on tools and methods to support future health assessments by local, regional and state partners <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Review and evaluate Climate Smart Strategy investments and actions for adoption in the 2018 RTP <input type="checkbox"/> Evaluate Metro's major land use and RTP policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions <input type="checkbox"/> Assess potential risks and identify strategies to address potential climate impacts to transportation infrastructure and operations as part of 2018 RTP update <input type="checkbox"/> Update regional greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction target <input type="checkbox"/> Through the Oregon Modeling Steering Committee, collaborate on appropriate tools and methods to support greenhouse gas reduction planning and monitoring 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Review the Toolbox of Possible Actions to identify actions that are already being implemented and new actions public officials are willing to implement <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Sign U.S. Conference of Mayors Climate Protection Agreement <input type="checkbox"/> Prepare and periodically update community-wide greenhouse gas emissions inventory <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Adopt greenhouse gas emissions reduction policies and performance targets <input type="checkbox"/> Develop and implement local climate action plans 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Prepare and periodically update greenhouse gas emissions inventory of transportation operations <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Adopt greenhouse gas emissions reduction policies and performance targets

RECOMMENDED TOOLBOX OF POSSIBLE ACTIONS

December 9, 2014

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.)
		<ul style="list-style-type: none"> <input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions <input type="checkbox"/> Encourage development and implementation of local climate action plans 		