

Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, September 2, 2014
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------------------|---|--|
| 2 PM | 1. ADMINISTRATIVE/COUNCIL AGENDA FOR SEPTEMBER 4, 2014/CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM
(30 Min) | 2. DEVELOPMENT OF 2015 STATE TRANSPORTATION PACKAGE – <u>INFORMATION & DISCUSSION</u> | Randy Tucker, Metro
Craig Campbell, Oregon
Transportation Forum |
| 2:45 PM
(60 Min) | 3. CLIMATE SMART COMMUNITIES: DRAFT APPROACH EVALUATION RESULTS, ESTIMATED COSTS, AND DRAFT IMPLEMENTATION RECOMMENDATIONS – <u>INFORMATION & DISCUSSION</u> | John Williams, Metro
Kim Ellis, Metro |
| 3:45 PM
(30 Min) | 4. COUNCIL LIAISON UPDATES | |
| 4:15 PM | 5. COUNCIL COMMUNICATION | |

ADJOURN

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Agenda Item No. 2.0

**DEVELOPMENT OF 2015 STATE TRANSPORTATION
PACKAGE**

Metro Council Work Session
Tuesday, September 2, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: September 2, 2014 **TIME:** 2:15 PM **LENGTH:** 30 minutes

PRESENTATION TITLE: Development of 2015 State Transportation Package

DEPARTMENT: Government Affairs and Policy Development

PRESENTER(S): Craig Campbell, Oregon Transportation Forum; Randy Tucker, legislative affairs manager, (503) 797-1512, randy.tucker@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** This work session is for the purpose of discussing the efforts of the Oregon Transportation Forum (OTF) to develop recommendations for a 2015 legislative transportation package.
- **Outcome:** The Council may wish to discuss specific funding and policy proposals being considered by the OTF and provide policy direction for Metro's participation in the OTF process. The Council will have the opportunity to further discuss its position on a 2015 transportation package in subsequent work sessions.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

With the blessing of the chairs of the two legislative committees on transportation, the Oregon Transportation Forum (OTF) convened a broad conversation in early 2014 aimed at developing a transportation policy and funding package for consideration by the 2015 Oregon Legislature. Metro is a member of the OTF and Metro staff have been playing a significant role in this conversation. (The OTF is a private nonprofit organization whose membership includes many of the public and private interests who advocate before the Oregon Legislature on transportation matters. For more information on the OTF and on this process, see www.oregontransportationforum.wordpress.com.)

The intent of the OTF process is to develop a legislative proposal that addresses the funding and policy needs of all modes, though it is understood that all needs are not likely to be fully addressed in a single legislative session. Substantive work has been proceeding through three subgroups:

- Fix-it (maintenance, preservation, operations – parallel to OTC's Fix-it funding category)
- Enhance (modernization/expansion – parallel to OTC's Enhance funding category)
- Innovation/Efficiency/Policy/Integration (miscellaneous funding and policy issues)

The OTF's recommendations will not be finalized until November. Some of the potential funding elements currently under consideration include:

- Indexing the gas tax and other fixed transportation fees to counter the loss of revenue and purchasing power due to inflation and fuel efficiency
- Increased road revenues to support maintenance and operations as well as system enhancement
- Additional funding to support jurisdictional transfer of so-called orphan highways
- Increased state support for special needs transit
- Renewal of ConnectOregon and restoration of the original funding level of \$100 million

In addition, some of the policy elements under consideration include:

- Directing the OTC, in cooperation with the state's transportation providers and stakeholders, to undertake an integrated, multimodal 10-year strategic plan to provide a substantive underpinning that can guide future transportation funding decisions
- Further advancing planning to reduce greenhouse gas emissions, implementing the elements of those plans, and directing that carbon emissions are considered in required land use and transportation plans
- Facilitating the co-location of state and local road maintenance facilities as appropriate

Before each legislative session, the public lobbyists of the region work with JPACT to develop a transportation-specific regional legislative agenda. Resolution 13-4402, which described the region's 2013 transportation agenda, laid out three high-level priorities to support or protect: jobs and economic recovery, local funding options, and multimodal investment. In August 2014, Councilor Dirksen convened the JPACT Finance Committee for an initial discussion of JPACT's positioning on a possible 2015 package.

QUESTIONS FOR COUNCIL CONSIDERATION

- Which elements under consideration does the Council believe are the highest priority to develop and pursue?
- What additional information does the Council need before it adopts its position on a potential 2015 transportation package?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? None

Agenda Item No. 3.0

**CLIMATE SMART COMMUNITIES: DRAFT APPROACH
EVALUATION RESULTS, ESTIMATED COSTS, AND DRAFT
IMPLEMENTATION RECOMMENDATIONS**

Metro Council Work Session
Tuesday, September 2, 2014
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: September 2, 2014

LENGTH: 60 minutes

PRESENTATION TITLE: Climate Smart Communities: Draft approach evaluation results, estimated costs and draft implementation recommendations

DEPARTMENT: Planning and Development

PRESENTER(S): John Williams, Kim Ellis (x1617, kim.ellis@oregonmetro.gov)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Staff will present the draft approach evaluation results, including estimated costs, and draft implementation recommendations that will be subject to public review beginning Sept. 15.
- **Outcome:** Council provides feedback to staff on: (1) the draft toolbox of possible early actions that Metro and others can take to advance implementation of the draft approach; and (2) performance monitoring of the draft approach.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The reduction is in addition to significantly greater reductions anticipated to occur from advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies.

In June, the Metro Council directed staff to test the draft approach as recommended by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). Staff completed the evaluation in August and prepared materials that will be subject to a 45-day public comment period from September 15 to October 30, 2014.

The purpose of the public review is to provide an opportunity for further refinement of the draft approach and the policies and actions needed to support implementation. The draft public review materials are included in Attachments 3 and 4.¹ The results of the evaluation and key elements of the draft approach will be summarized in a report that provides a broader overview of the project and the collaborative process used shape the draft approach for discussion by MPAC and JPACT at a joint meeting planned for November 7. Attachment 5 reflects the range of information to be included in the report.

OVERVIEW OF THE DRAFT PUBLIC REVIEW MATERIALS

The region has identified a draft approach that achieves a 29 percent reduction in per capita greenhouse gas emissions while also supporting many other state, regional and local goals, including clean air and water, transportation choices, healthy and equitable communities, and a

¹ Staff convened a technical workshop with the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) on August 18 to report the evaluation results and seek input on the proposed public review materials. Attachments 3 and 4 reflect input provided at the workshop.

strong regional economy. The draft approach relies on ten policies and a toolbox of voluntary early actions that the State of Oregon, Metro, local governments and TriMet, the South Metro Area Rapid Transit (SMART) District and the Port of Portland can choose from as the state and region move forward together to begin implementation. Implementation of the draft approach is estimated to cost \$24 billion (2014\$) and relies the regionally-agreed upon funding mechanisms adopted in the 2014 Regional Transportation Plan. While the cost is more than the 2014 RTP financially constrained system of investments (\$19 billion), the overall cost is less than in the full 2014 RTP (\$29 billion). The funding gap between the draft approach and the 2014 RTP financially constrained system of investments is largely to due to the increased level of transit service in the draft approach. The draft approach and related policies and actions are the result of a four-year collaborative process informed by research, analysis, community engagement, and deliberation. The approach builds on and advances adopted local and regional plans, social equity and leadership on climate change.

DRAFT TOOLBOX | The toolbox in **Attachment 3** includes a comprehensive set of policy, program and funding actions that are focused on specific steps that can be taken in the next five years. The non-binding actions build on existing local, regional and state activities and reflect a menu of actions that can be locally tailored. Many actions are already being implemented to varying degrees across the region. Local, state and regional partners are encouraged to review the toolbox and identify actions they have already taken and any new actions they are willing to consider or commit to moving forward in 2015. The actions will be considered for incorporation in the Regional Transportation Plan as part of the 2018 RTP update in addition to other medium and longer-term actions identified during the update.

DRAFT PERFORMANCE MONITORING AND REPORTING | OAR 660-044-0040 directs Metro to identify performance measures and targets to monitor and guide implementation of the preferred approach selected by the Metro Council. The purpose of performance measures and targets is to enable Metro and area local governments to monitor and assess whether key elements or actions that make up the preferred approach are being implemented, and whether the preferred approach is achieving the expected outcomes. The proposed performance monitoring and reporting approach is summarized in **Attachment 4**. The approach relies on 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.

QUESTIONS FOR COUNCIL CONSIDERATION

1. Does Council have questions about the draft toolbox of early actions as presented or have additional feedback or suggestions?
2. Does Council have questions about the draft performance monitoring and reporting approach as presented or have additional feedback or suggestions?

PACKET MATERIALS

- Would legislation be required for Council action Yes Not at this time
- What other materials are you presenting today?
 - Attachment 1.** Climate Smart Communities 2014 Decision Milestones (8/25/14)
 - Attachment 2.** Climate Smart Communities Project Update (August 2014)
 - Attachment 3.** Climate Smart Communities Strategy Scoping | Draft Toolbox of possible early actions (2015-2020) (8/20/14)
 - Attachment 4.** Climate Smart Strategy Scoping | Draft performance monitoring and reporting approach (8/20/14)
 - Attachment 5.** Climate Smart Draft Approach presentation (8/25/14)



2014 DECISION MILESTONES

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

EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

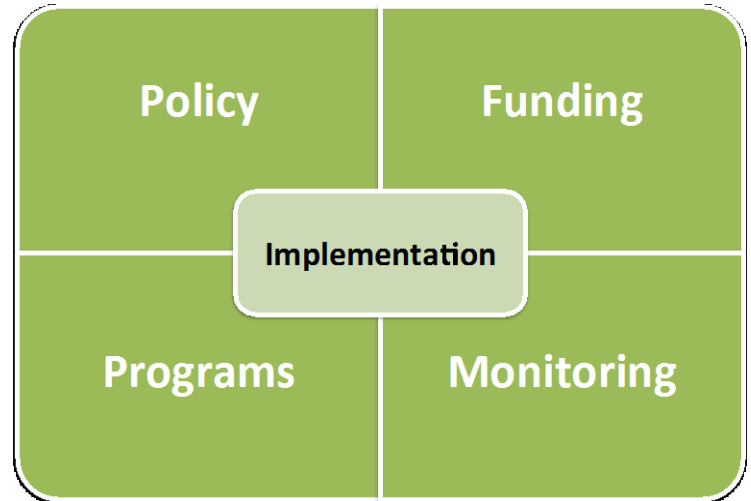
Milestone 1	Council direction on draft approach to test
Jan. - Feb. 2014	Metro Council, MPAC and JPACT confirm process & policy areas to discuss in 2014 Conduct interviews with community and business leaders and elected officials
Feb. – March 2014	MPAC and JPACT discuss background information on policy areas Launch public opinion research (telephone survey) and on-line public comment tool Convene discussion groups to gather input on strategies to include in draft approach MTAC and TPAC help frame policy choices for MPAC and JPACT discussion
April 11	Joint MPAC/JPACT meeting to discuss policy choices
April 2014	Public engagement report prepared for policy advisory committees and Metro Council MTAC and TPAC provide input on elements of draft approach and make recommendation to MPAC and JPACT
May 30	Joint MPAC/JPACT meeting to recommend draft approach to test
Milestone 2	Release draft approach and implementation recommendations for 45-day public comment period
June – Sept. 2014	Staff evaluates draft preferred approach and develops implementation recommendations MTAC and TPAC provide input on draft approach evaluation results, estimated costs and implementation recommendations Brief local officials on draft approach and upcoming adoption process through quarterly updates and other means
Week of Aug. 25, 2014	Public notice published on upcoming public comment period

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

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT DRAFT APPROACH

August 2014

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



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

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

WHAT'S NEXT

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

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

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

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

December 2014 Metro Council considers adoption of preferred approach

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

How can I participate?

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

Fall 2014

Provide comments

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

Attend regional advisory committee and Metro Council discussions

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

Attend county coordinating committee discussions

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

Participate in issue-specific initiatives

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

2015 and beyond

Participate in future regional discussions on transportation needs and funding options

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

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

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

BACKGROUND | The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The region has identified a comprehensive strategy that meets the target while also supporting many other state, regional and local goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy. The strategy relies on ten policies and a toolbox of early actions that the State of Oregon, Metro, local governments, TriMet, the South Metro Area Rapid Transit (SMART) district and the Port of Portland can choose from as the state and region move forward together to begin implementation in a manner that builds on and advances adopted local and regional plans, social equity and leadership on climate change. The policies and actions are the result of a four-year collaborative process informed by research, analysis, community engagement, and deliberation and will be subject to public review from Sept. 15 to Oct. 30 before being considered by regional policy advisory committees and the Metro Council in December 2014.

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

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

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

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

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

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

¹ The 2014 Regional Transportation Plan defines communities of concern as people of color, people with limited English proficiency, people with low-income, older adults, and young people.

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

POLICY	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN TRIMET, SMART AND THE PORT OF PORTLAND DO?
4. Use technology to actively manage the transportation system	<p>Immediate (2015-26)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Integrate transportation system management and operations strategies into project development activities <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs <input type="checkbox"/> Partner with cities, counties and TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects using regional flexible funds <input type="checkbox"/> Advocate for increased state commitment to fund more investment using state funds <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build capacity and strengthen interagency coordination <input type="checkbox"/> Provide technical assistance and grant funding to support integrate transportation system management operations strategies in local plans, project development, and development review activities <input type="checkbox"/> Update Regional TSMO Strategic Plan by 2018 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Advocate for increased regional and state commitment to invest more in TSMO projects using regional and state funds <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects <input type="checkbox"/> Partner with TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service 	<p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service
5. Provide information and incentives to expand the use of travel options	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Statewide Transportation Options Plan with funding strategy to implement <input type="checkbox"/> Deploy statewide eco-driving educational effort, including integration of eco-driving information in driver's education training courses, Oregon Driver's education manual and certification programs <input type="checkbox"/> Review EcoRule to identify opportunities to improve effectiveness <input type="checkbox"/> Increase state capacity and staffing to support on-going EcoRule implementation and monitoring <input type="checkbox"/> Deploy video conferencing, virtual meeting technologies and other communication technologies to reduce business travel needs <input type="checkbox"/> Partner with TriMet, SMART and media partners to link the Air Quality Index to transportation system information outlets <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Promote and provide information, recognition, funding and incentives to encourage commuter programs and individualized marketing to provide employers, employees and residents information and incentives to use travel options <input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities <input type="checkbox"/> Establish a state vanpool strategy that addresses urban and rural transportation needs 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more regional flexible funds to expand direct services and funding provided to local partners (e.g., local governments, transportation management associations, and other non-profit and community-based organizations) to implement expanded education, recognition and outreach efforts in coordination with other capital investments <input type="checkbox"/> Provide funding and partner with community-based organizations to develop culturally relevant information materials <input type="checkbox"/> Develop best practices on how to integrate transportation demand management in local planning, project development, and development review activities <input type="checkbox"/> Integrate transportation demand management practices into planning, project development 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"/> 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

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

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

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

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

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

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

REGIONAL ADVISORY COMMITTEE REVIEW DRAFT

TOOLBOX OF POSSIBLE EARLY ACTIONS (2015-2020)

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

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

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

CLIMATE SMART STRATEGY SCOPING

DRAFT PERFORMANCE MONITORING AND REPORTING APPROACH

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

OAR 660-044 directs Metro to identify performance measures and targets to monitor and guide implementation of the preferred approach selected by the Metro Council. The purpose of performance measures and targets is to enable Metro and area local governments to monitor and assess whether key elements or actions that make up the preferred approach are being implemented, and whether the preferred approach is achieving the expected outcomes. The rule allows for reporting to occur as part of existing procedures for coordinated regional planning in the Portland metropolitan area.

PERFORMANCE MONITORING AND REPORTING APPROACH | Rely on existing regional performance monitoring and reporting processes to the extent possible, including future RTP updates, Urban Growth Report updates and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296.

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



www.oregonmetro.gov/climatescenarios

Climate Smart Communities Scenarios Project

Draft Climate Smart Approach

August 25, 2014



1

Purpose of today's discussion

- Review key elements of draft approach
- Share key results and estimated costs
- Introduce draft implementation recommendations to be considered by the Metro Council in Dec.
 - Draft Regional Framework Plan amendments (*under development*)
 - Draft toolbox of early possible actions (non-binding)
 - Draft performance monitoring approach
- Provide planning assumptions (see supplemental materials section at the end of presentation)

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Where we've been & where we are headed

PHASES 1 & 2		PHASE 3
Understand Choices 2011-2012	Shape Choices Jan.-Oct. 2013	Shape Preferred Nov. 2013-June 2014
		Adopt Preferred Sept.-Dec. 2014

WE ARE HERE

3

Draft Climate Smart Approach

WHAT IS IT?

4

Draft Climate Smart Approach

What is it?

The draft Climate Smart Approach being proposed for input is a **strategy for working together** to reduce greenhouse gas emissions from cars and small trucks by 2035.

The strategy includes **land use and transportation policies and actions** shown to have measurable emissions reductions, including:

- 10 policies that advance adopted plans at the state, regional and local levels.
- A diverse menu of options that local governments can tailor to their communities' needs. The toolbox includes nearly 250 actions the region agrees are reasonable near-term opportunities. Local leaders can choose which options are right for their communities, and will have the flexibility to decide how and when to implement them.

The strategy also includes a monitoring approach that relies on existing **performance monitoring** processes to the extent possible, including:

- 19 performance measures that will be used to monitor progress over time and inform whether course adjustments are needed.

5

Draft Climate Smart Approach

Key elements

Growth and development

- Implement the **2040 Growth Concept and adopted local plans**

Transportation

- Support Oregon's transition to **cleaner, low carbon fuels, more fuel-efficient vehicles** and **private vehicle insurance paid by miles driven**
- Make **transit** more convenient, frequent, accessible and affordable
- Use **technology** to actively manage the transportation system
- Provide **information and incentives** to expand the use of travel options
- Make **biking and walking** safe and convenient
- Make **streets and highways** safe, reliable and connected
- Manage **parking** to make efficient use of parking resources

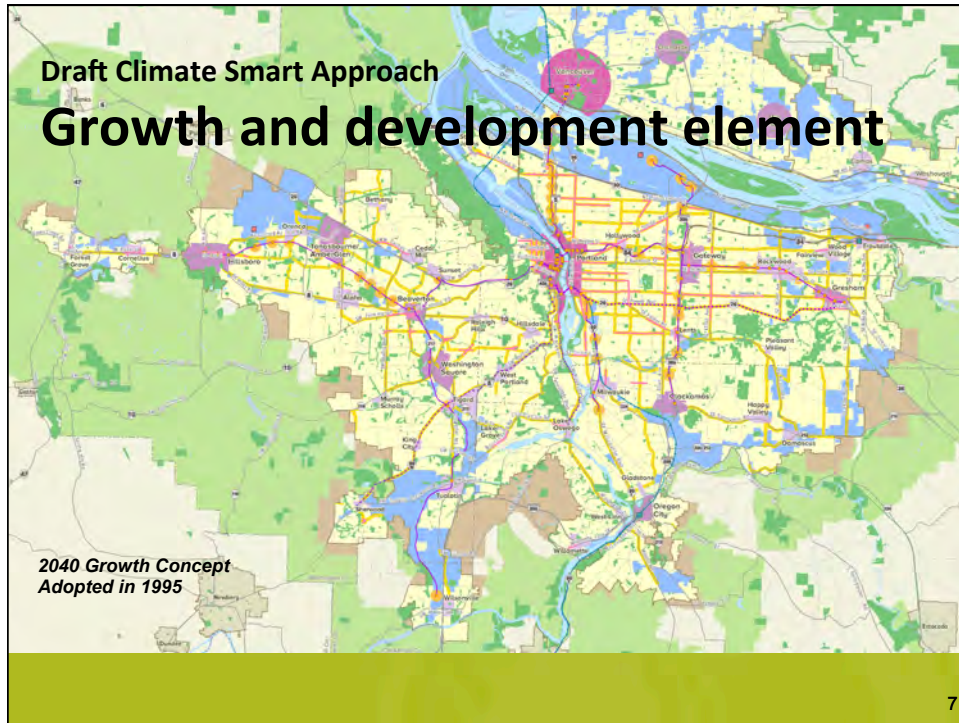
Funding

- Secure **adequate funding** for transportation investments

Leadership

- Demonstrate **leadership on climate change**

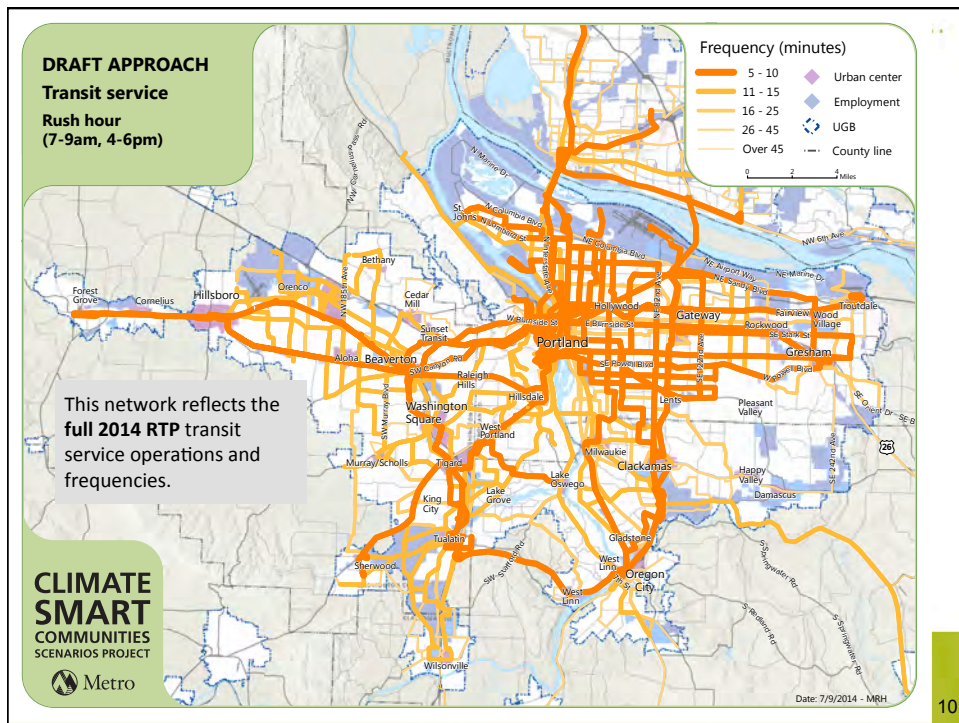
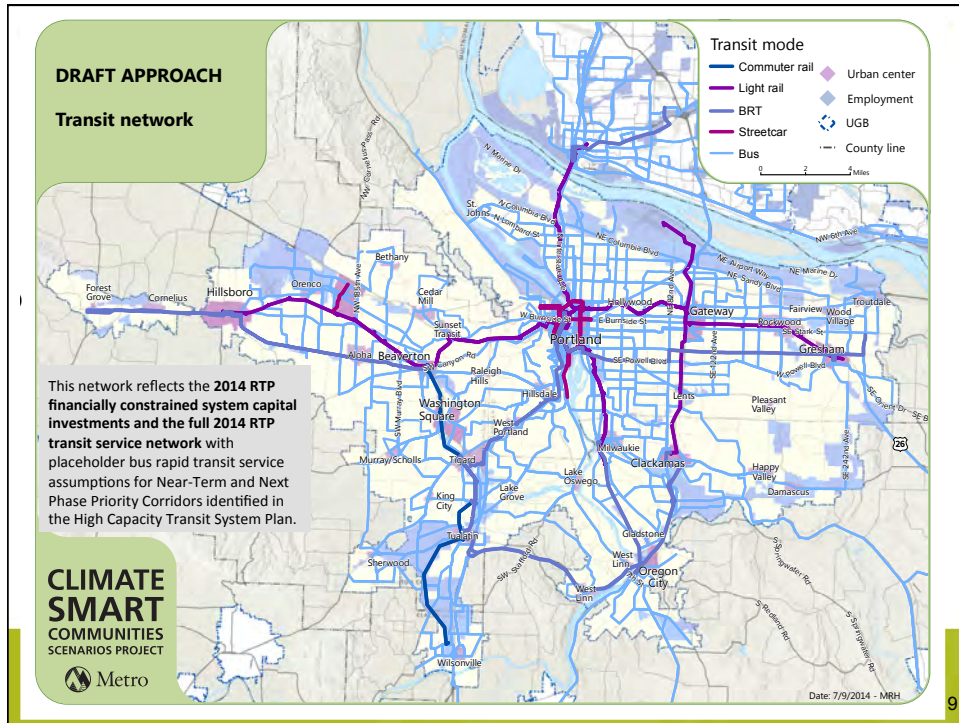
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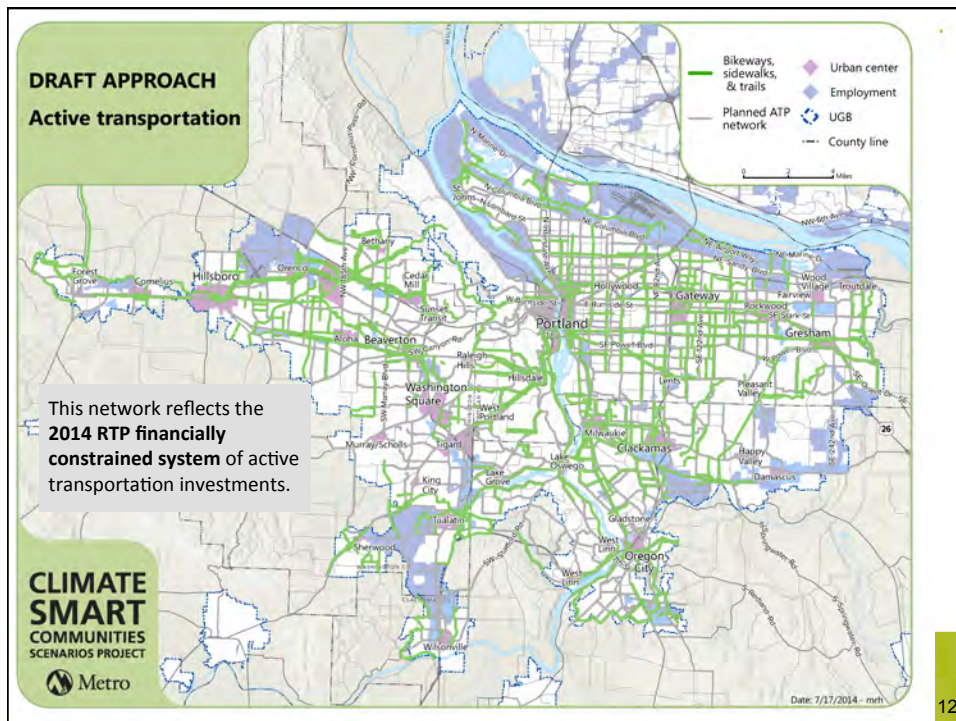
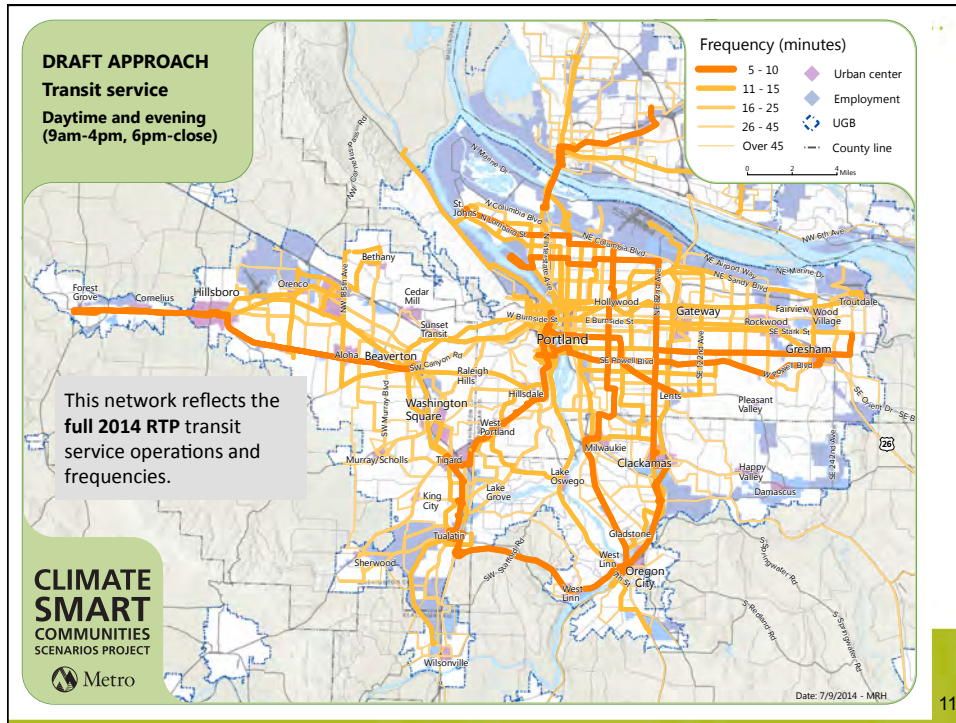


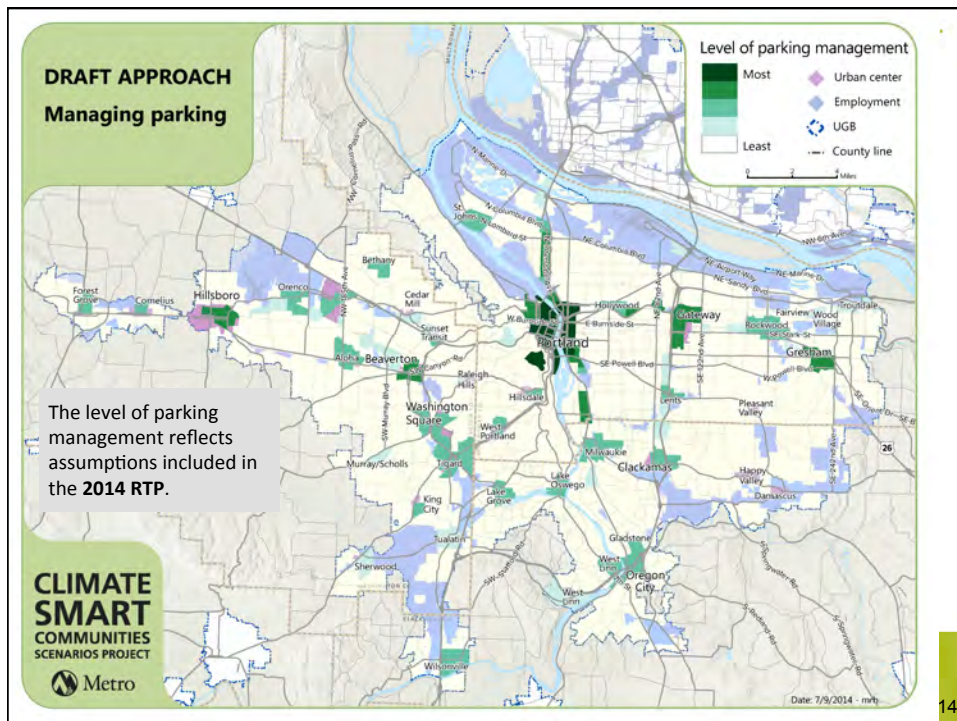
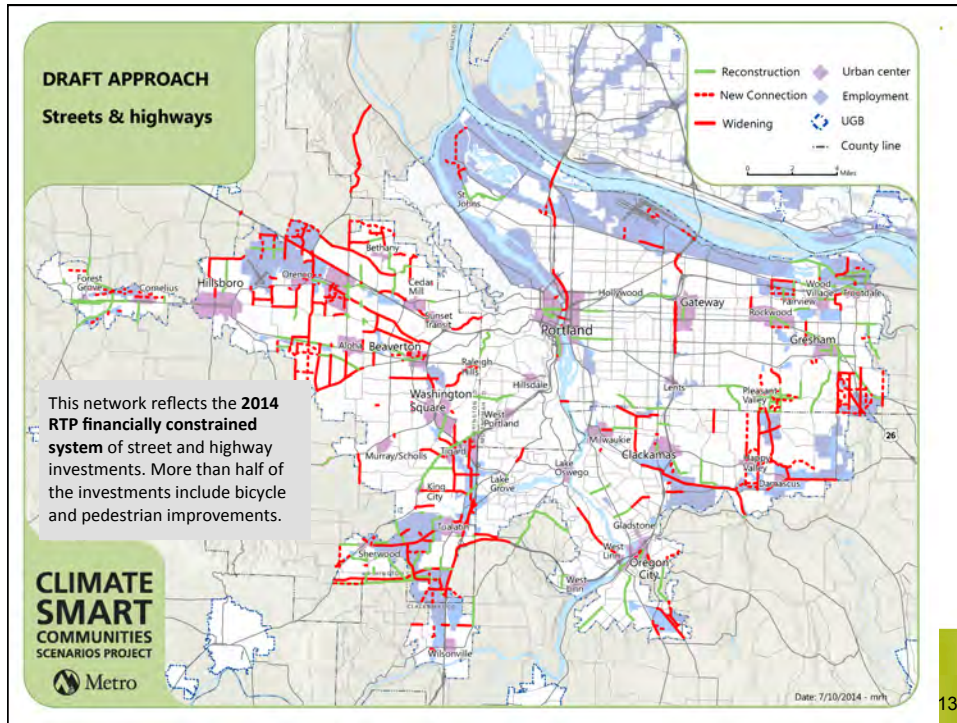
Draft Climate Smart Approach

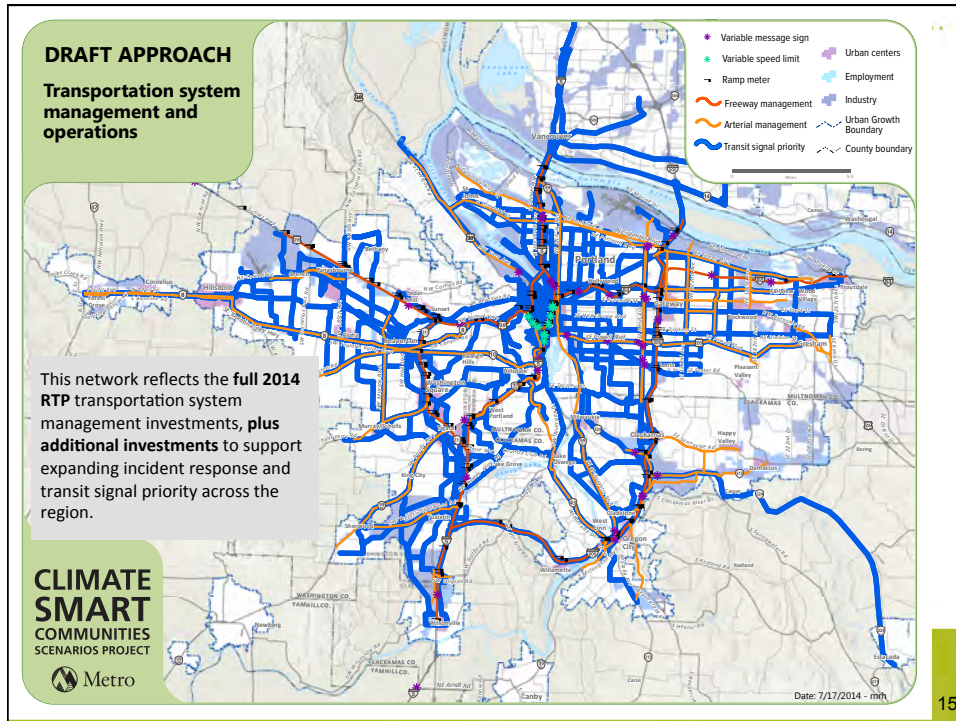
Transportation element

- State assumptions for transition to cleaner, low carbon fuels and more fuel-efficient vehicles and technologies
- 2014 RTP financially constrained system (constrained RTP):
 - Transit capital and capital-related investments to support service levels
 - Active transportation investments
 - Streets and highways investments
 - Parking management assumptions
- 2014 RTP state system (full RTP):
 - Transit service levels
- Additional investments beyond 2014 RTP state system:
 - Technology to manage system
 - Travel information and incentives









Draft Climate Smart Approach

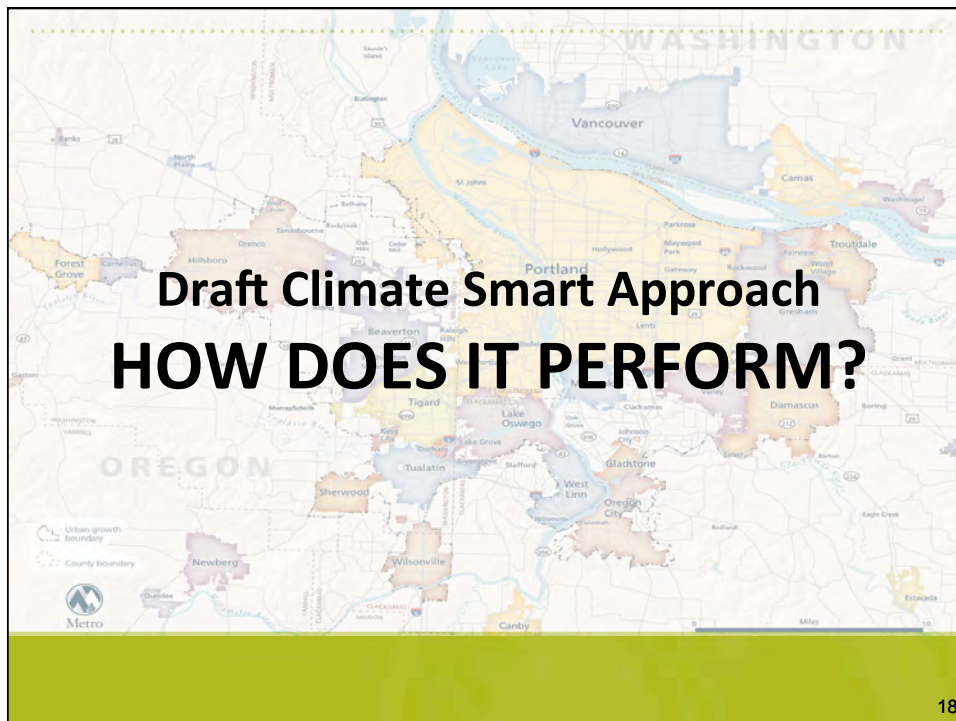
Funding element

- Relies on regionally-agreed upon funding mechanisms adopted in the 2014 Regional Transportation Plan
 - Federal sources
 - State sources
 - Local sources
 - Payroll tax and fares for transit service
- Calls for supporting state efforts to explore new funding sources:
 - pilot the voluntary road-user charge program
 - research the economic impacts of and potential for a carbon fee
- Calls for future coalition building and advocacy to secure adequate funding for transportation investments

Draft Climate Smart Approach

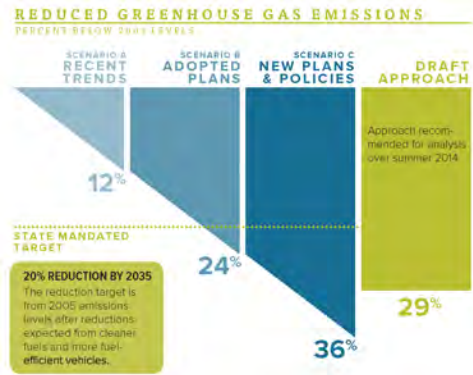
Leadership element

- Provides a framework for continued collaboration, building local, regional, state and federal partnerships and engaging new partners who share commitment to regional and state climate goals and clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy
- Identifies and highlights current activities that demonstrate regional and local commitment to greenhouse gas reduction
- Identifies consensus on areas where regional and local leaders are willing to undertake new actions to demonstrate commitment to greenhouse gas reduction and building great communities
- Makes economic, public health and equity case for investment



We found good news

- We can meet the target - *if we can make the investments needed to implement our plans*
- We will fall short if we continue investing at current levels
- Significant community, economic and environmental benefits are realized



Source: GreenSTEP

Land use and investment help reduce the need to drive

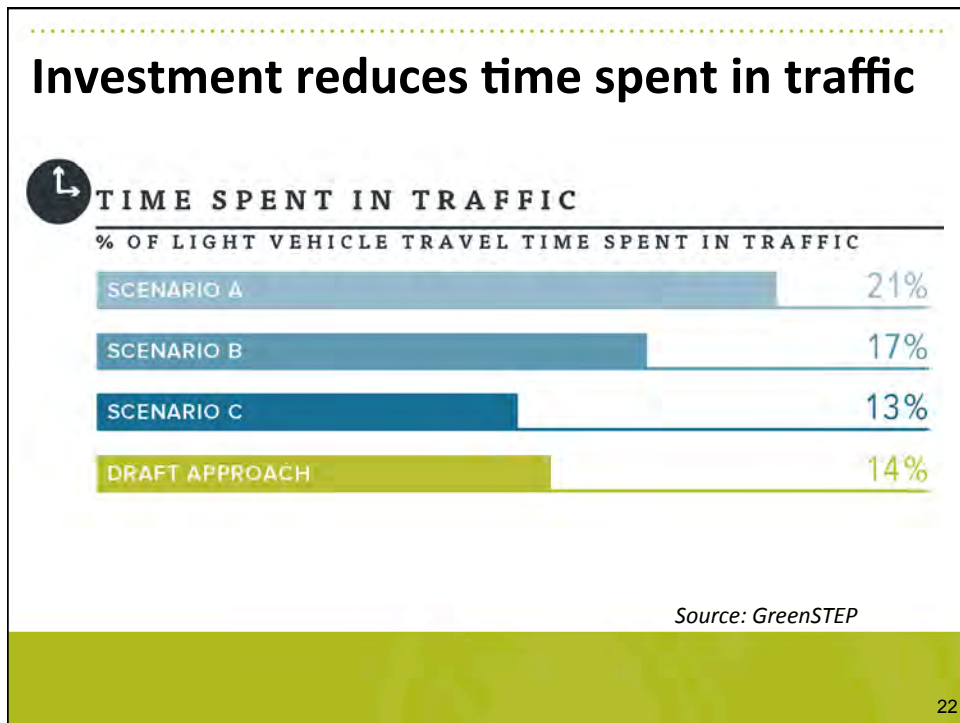
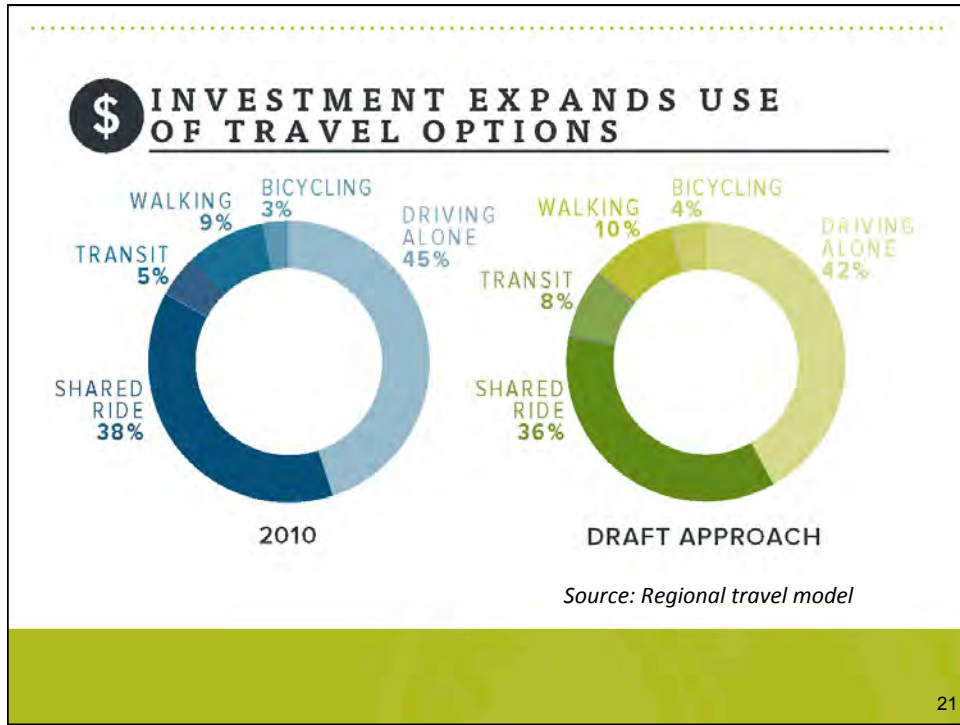


DAILY VEHICLE MILES TRAVELED

PER PERSON



Source: GreenSTEP



Cleaner fuels, more fuel efficient vehicles and investment help keep our air clean



AIR POLLUTANTS

METRIC TONS PER DAY



Analysis includes PM_{2.5}, hydrocarbons and nitrogen oxides.

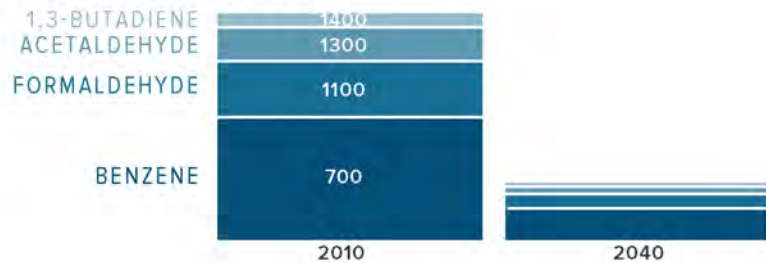
Source: GreenSTEP

Cleaner fuels, more fuel efficient vehicles and investment will reduce air toxics



SELECTED AIR TOXINS

SUMMER, POUNDS PER DAY



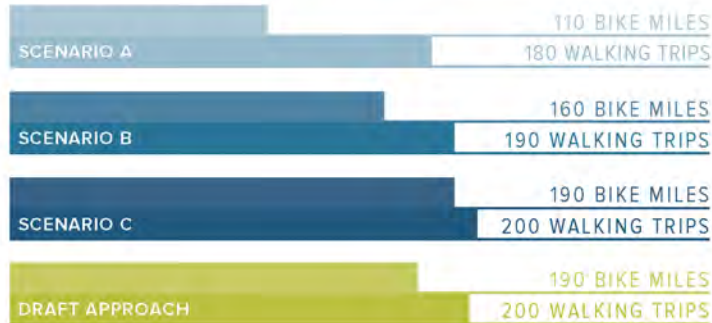
Data from air quality conformity analysis conducted for the 2014 Regional Transportation Plan

Community design and investment help increase physical activity



PHYSICAL ACTIVITY IMPROVES HEALTH

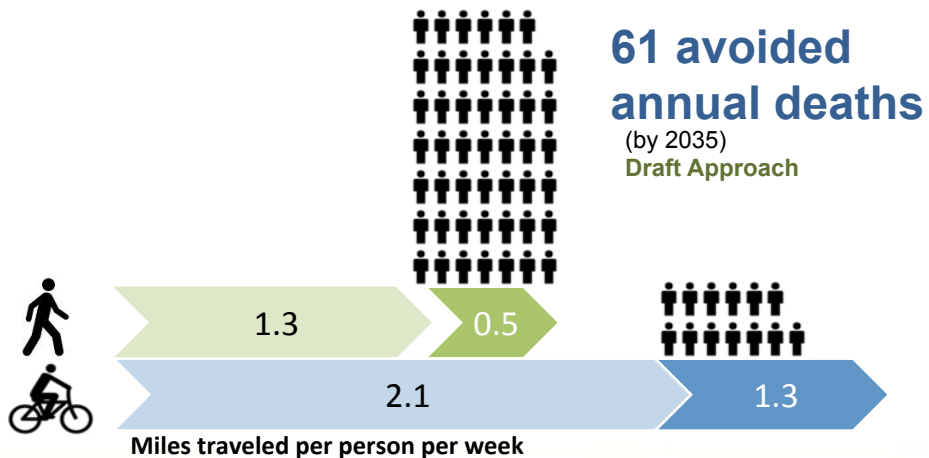
PER PERSON PER YEAR



Source: GreenSTEP

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Community design and investment help increase physical activity, saving lives



Source: ITHIM, Oregon Health Authority

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Less air pollution, more physical activity & improved safety help save lives



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

LIVES SAVED EACH YEAR BY 2035



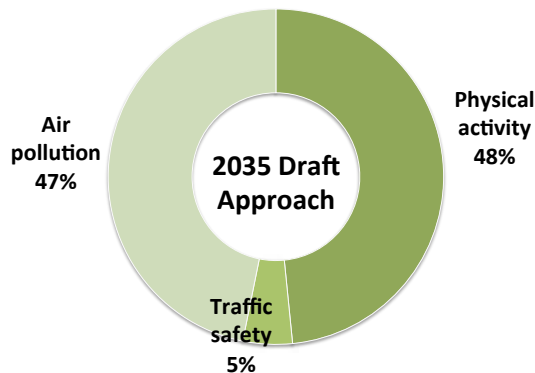
Source: ITHIM, Oregon Health Authority

Note: Phase 2 results for A, B and C have been updated.

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More physical activity and less air pollution provide most health benefits

Lives saved each year by 2035

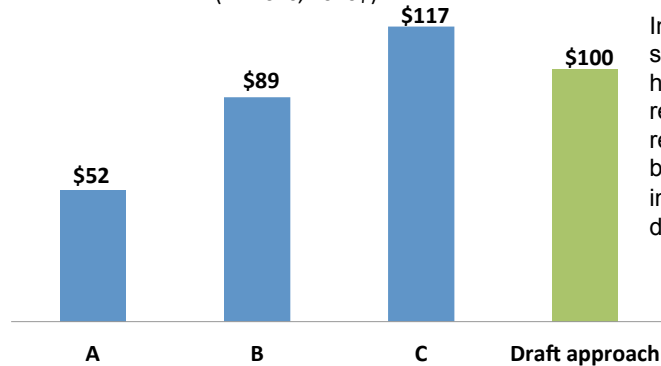


Source: ITHIM, Oregon Health Authority

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Our economy benefits from improved public health

Annual healthcare cost savings from reduced illness
(millions, 2010\$)



In 2010, our region spent \$5-6 billion in healthcare costs related to illness. The region can save \$1 billion per year from implementing the draft approach.

Source: Oregon Health Authority

Our economy benefits from reduced emissions

OUR ECONOMY BENEFITS FROM REDUCED EMISSIONS

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



Source: GreenSTEP

Our economy benefits from reduced delay

\$ BUSINESSES AND OUR ECONOMY BENEFIT FROM REDUCED DELAY

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

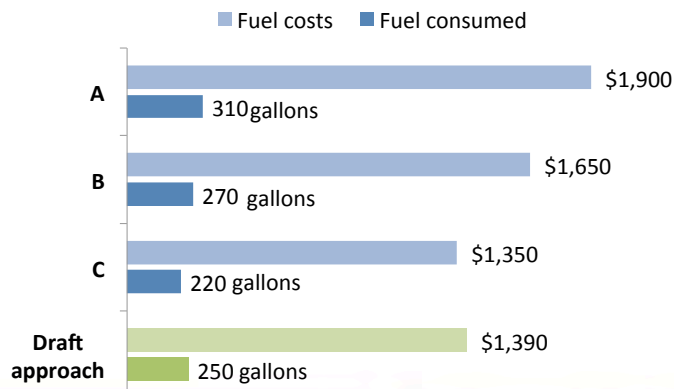


Source: GreenSTEP

Note: Phase 2 results for A, B and C have been updated.

Households save money by driving more fuel-efficient vehicles fewer miles

Annual household fuel costs and consumption in 2035 (in 2005\$ and gallons)



Source: GreenSTEP

Households save money due to lower ownership costs

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

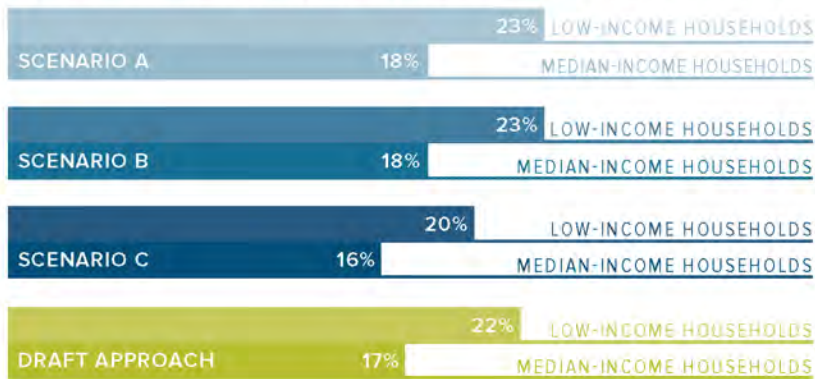
AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS IN 2005\$



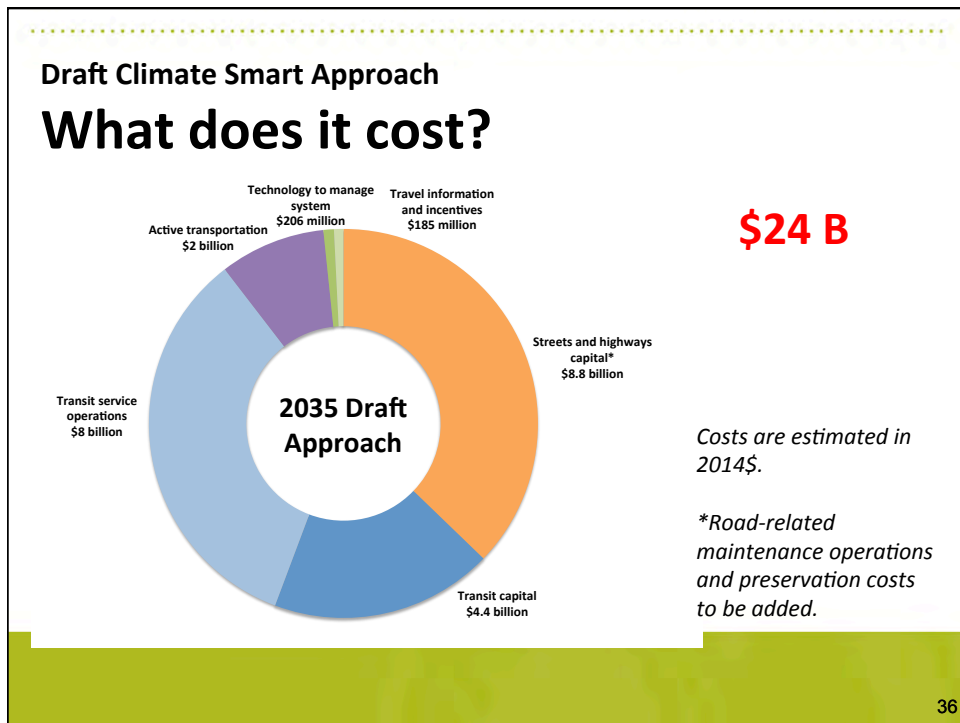
Source: GreenSTEP

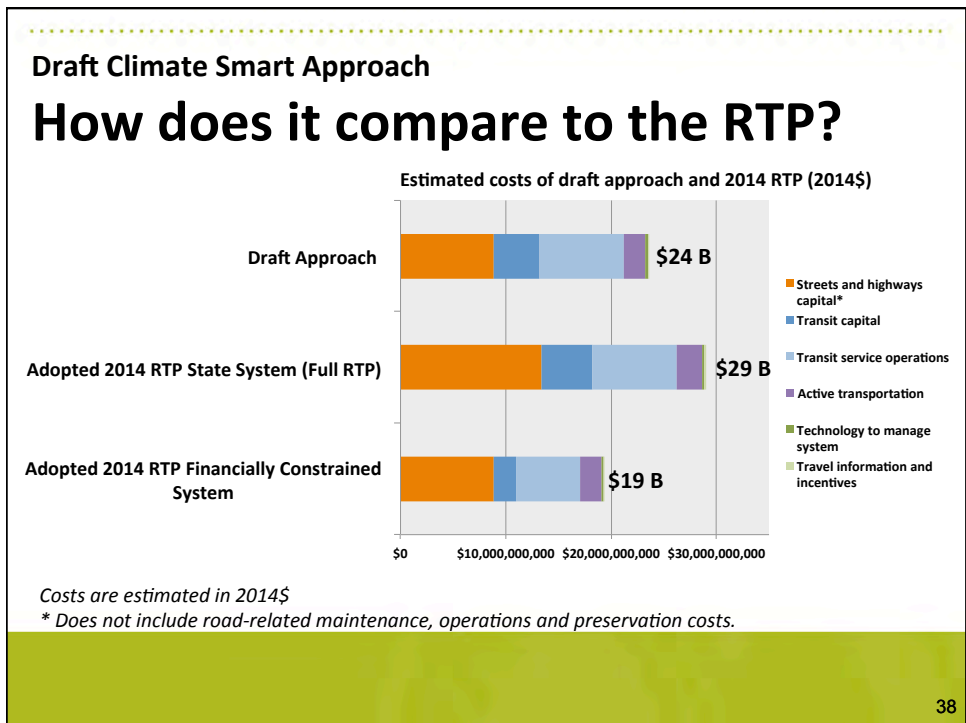
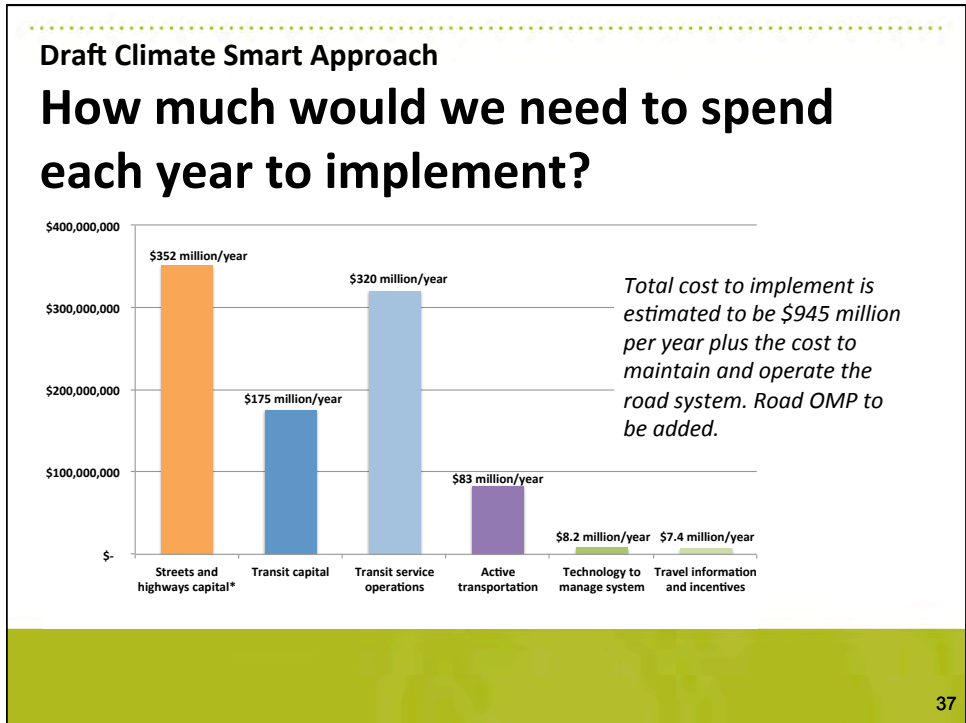
LOWER VEHICLE COSTS HELP HOUSEHOLD BUDGETS

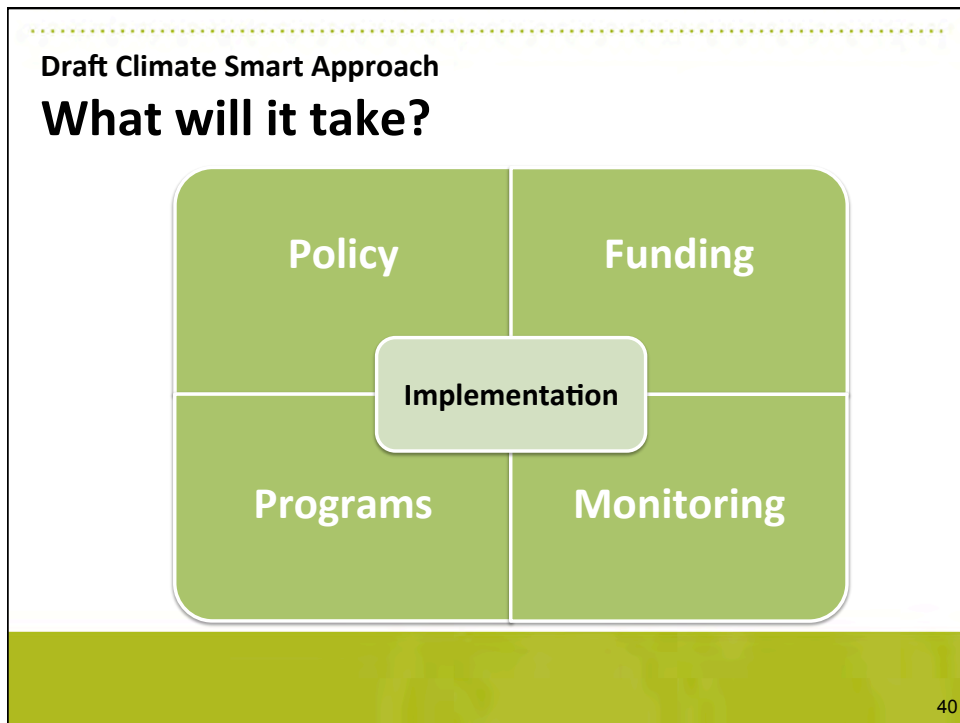
SHARE OF ANNUAL HOUSEHOLD INCOME SPENT ON VEHICLE TRAVEL



Source: GreenSTEP







Principles to guide our shared path forward...

1. Build on existing efforts and aspirations
2. Focus on outcomes and seek strategies with multiple benefits
3. Advance social equity through collaboration and implementation
4. Be bold and innovative, yet grounded
5. Prioritize equitable, cost-effective and achievable actions



The six desired outcomes for the region, endorsed by MPAC and approved by the Metro Council in 2010.

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...our shared path forward

6. Provide incentives and flexibility
7. Build partnerships and capacity
8. Initiate a coordinated strategy to secure adequate funding
9. Monitor progress and update approach as needed

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Draft Climate Smart Approach

Implementation recommendations

The diagram consists of three green rounded rectangular boxes arranged horizontally. Each box contains a light green circle at the top and text below it. A large, light green double-headed arrow spans across the bottom of all three boxes, indicating a bidirectional relationship between the elements.

- Regional Framework Plan amendments
- Toolbox of possible early actions
- Performance monitoring and reporting approach

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Draft Climate Smart Approach

What Regional Framework Plan Changes are needed?

Under construction

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Draft Climate Smart Approach

What is the toolbox of possible early actions?



1. Legislative changes
2. Policy changes
3. Technical assistance and grant funding
4. Research
5. Education and awareness
6. Planning and design
7. Transportation investments
8. Partnerships and coalition building

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Draft Climate Smart Approach

What is the performance monitoring approach?



1. Rely on existing performance monitoring processes, including:
 - Regional Transportation Plan updates every four years
 - Urban Growth Report updates every five years
 - LCDC report every two years in response to Oregon State Statutes ORS 197.301 and ORS 197.296
2. Report on existing measures and targets

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What this means for communities

- **We can meet the target by building local plans and visions**
There is regional agreement to carry forward and implement adopted regional and local plans.
- **Encouragement, local control and flexibility will be provided**
This is an opportunity to collectively advocate for local needs and priorities. Communities can select the actions that best support their vision for the future.
- **We're stronger together and we all have a role**
Local, regional, state and federal collaboration and partnerships are needed to invest in communities to build local plans and visions.

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Final steps in 2014

SEPT. to OCT.	Report back results to advisory committees and stakeholders
SEPT. 15 – OCT. 30	Public review of draft preferred approach
OCT. 30	Council public hearing
NOV. - DEC.	Advisory committees discuss implementation recommendations and public comments to shape recommendation to the Metro Council
NOV. 7	Joint MPAC and JPACT meeting
DEC. 10 & 11	MPAC and JPACT make recommendation to the Metro Council
DEC. 18	Final action by Council

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**Draft Climate Smart Approach
SUPPLEMENTAL MATERIALS
FOR REFERENCE**

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**Draft Climate Smart Approach
PLANNING ASSUMPTIONS**

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Draft Climate Smart Approach

Implement 2040 Growth Concept and adopted local plans

KEY PLANNING ASSUMPTIONS	2010	2035
Population living in the urban growth boundary	1,484,000	1,974,000
Jobs located in the urban growth boundary	753,000	1,118,000
Households living in the urban growth boundary	593,000	837,000
Households living in mixed-use areas (percent)	26%	37%
Urban growth boundary expansion (acres)	2010 UGB	12,000 acres

Source: Growth assumptions reflect the regionally-coordinated 2035 growth distribution adopted by the Metro Council in November 2012 by Ordinance No. 12-1292A . Numbers are rounded to the nearest thousand.

Draft Climate Smart Approach

Support Oregon’s transition to cleaner, low carbon fuels and fleet

KEY PLANNING ASSUMPTIONS	2005 & 2010	2035
Fleet mix (percent)	Auto: 57% Light truck: 43%	Auto: 71% Light truck: 29%
Vehicle replacement rate (average age)	10 years	8 years
Fuel economy for autos (miles per gallon)	28 mpg	68 mpg
Fuel economy for light trucks (miles per gallon)	20 mpg	48 mpg
Plug-in hybrid electric or all electric vehicles (percent)	2%	8%

*Source: OAR 660-044-0010, Table 1 and Table 2
http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/_tables_660/660-044-0010_5-26.pdf*

Draft Climate Smart Approach
Cleaner, low carbon fuels

KEY PLANNING ASSUMPTIONS	2010	2035
Carbon intensity of fuels	90 g CO ₂ e/ megajoule	72g CO ₂ e/ megajoule (20% reduction)

Source: OAR 660-044-0010, Table 1
http://arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/_tables_660/660-044-0010_5-26.pdf

Draft Climate Smart Approach
Other state-wide assumptions to be consistent with Statewide Transportation Strategy

KEY PLANNING ASSUMPTIONS	2010	2035
Fuel price (2005\$)	\$2.43	\$5.53
Gas tax* (dollars per gallon)	\$.424	\$.484
Pay-as-you-drive insurance** (percent of households participating)	0%	40% at \$.05/mile

Note: All costs are in 2005 dollars, which includes adjustment for inflation.
 * This reflects current federal and state gas tax costs in constant dollars and does not account for local gas taxes collected in the some parts of the region.
 ** The STS Vision assumes approximately 20% of households have vehicle insurance paid by the miles driven by 2020 and nearly 100% by 2035.

Draft Climate Smart Approach**Transit capital****2014 RTP Financially Constrained System capital projects and capital-related investments needed to support increased service and operations**

- Columbia River Crossing LRT extension
- Streetcar extension to AmberGlen
- Bus rapid transit as placeholder assumption for corridors undergoing regional or local planning and project development and all next-phase priority corridors (e.g., Division/Powell, SW Corridor, I-205, Oregon City, and TV Highway to Forest Grove)
- Fleet replacement/expansion and maintenance & operations facilities expansion
- Transit centers, bus stop and ROW improvements

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Draft Climate Smart Approach**Transit operations****2014 RTP State System (full RTP) service levels in transit network**

- Approximately 9,400 daily revenue hours of service, reflecting an 80% increase in revenue hours from 2010 levels
 - Partially implements TriMet Service Enhancement Plans (SEPs)
 - Implements existing SMART Transit Master plan
 - Near-Term and Next Phase Priority Corridors in HCT plan modeled as Bus Rapid Transit service for analysis purposes

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Draft Climate Smart Approach

Travel information and incentives

KEY PLANNING ASSUMPTIONS	2010	2035
Households participating in eco-driving* (percent)	0%	45%
Households participating in individualized marketing programs (percent)	9%	45%
Workers participating in employer-based commuter programs (percent)	20%	30%
Car-sharing	One car share per 5,000 vehicles	Twice the number of car share vehicles available

* The Statewide Transportation Strategy vision assumes approximately 30% of households in Oregon practice eco-driving by 2020 and 60% by 2035.

Draft Climate Smart Approach

Technology to manage the system

KEY PLANNING ASSUMPTIONS	2010	2035
Estimated delay reduction from transportation management strategies	9%	35%

Key investments

- interconnect and coordinate timing of all traffic signals in the region
- deploy transit signal priority on all bus routes with 15-min. or better service
- expand incident response patrols to all area freeways and major streets adjacent to freeways

Draft Climate Smart Approach

Active transportation

KEY PLANNING ASSUMPTIONS	2010	2035
Drive alone trips that shift to bicycles (percent)	9%	17%
Regional trails * (miles added)	n/a	223
Bikeway facilities* (miles added)	n/a	126
Pedestrian facilities* (miles added)	n/a	138
Projects with bikeway and pedestrian facilities* (miles added)	n/a	176
Total miles added	n/a	663

** Reflects all 2014 Regional Transportation Plan (Financially Constrained System) bike and pedestrian projects; additional miles of bikeway and pedestrian facilities would be added through road projects.*

Draft Climate Smart Approach

Streets and highways

KEY PLANNING ASSUMPTIONS	2010	2035
Freeway expansion (lane miles added from 2010)	n/a	52
Arterial expansion (lane miles added from 2010)	n/a	386
Total	n/a	438

Source: Reflects 2014 Regional Transportation Plan (Financially Constrained System) street and highway investments; nearly two-thirds of these projects also include bicycle and pedestrian improvements.

Draft Climate Smart Approach

Parking

KEY PLANNING ASSUMPTIONS	2010	2035
Work trips to areas with parking pricing and other parking management strategies (percent)	13%	30%
Non-work trips to areas with parking pricing and other parking management strategies (percent)	8%	30%

Source: 2014 Regional Transportation Plan

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Draft Climate Smart Approach

What is parking management?

The most appropriate parking strategies for each community will depend on their unique characteristics and their vision for the future. Some of the factors affecting parking needs include: population and employment density, presence of high capacity transit, presence (or absence) of frequent bus service as well as infrastructure supporting bicycling and walking in an area.

Each community should determine appropriate strategies for particular locations, recognizing that some communities may not be ready to implement the parking strategies below, and may need to phase them in over time. Parking studies, surveys and other research can provide additional localized data to identify community-specific methods for phasing in parking management strategies over time.

Development process	Public investment
<ul style="list-style-type: none"> • Min. and max. parking ratios • Shared and unbundled parking • Bicycle parking • Freight parking • Parking districts and permits 	<ul style="list-style-type: none"> • Parking storage (e.g., public garages, park-and-rides) • Wayfinding and bike/pedestrian infrastructure • Real-time parking information • Employer incentives

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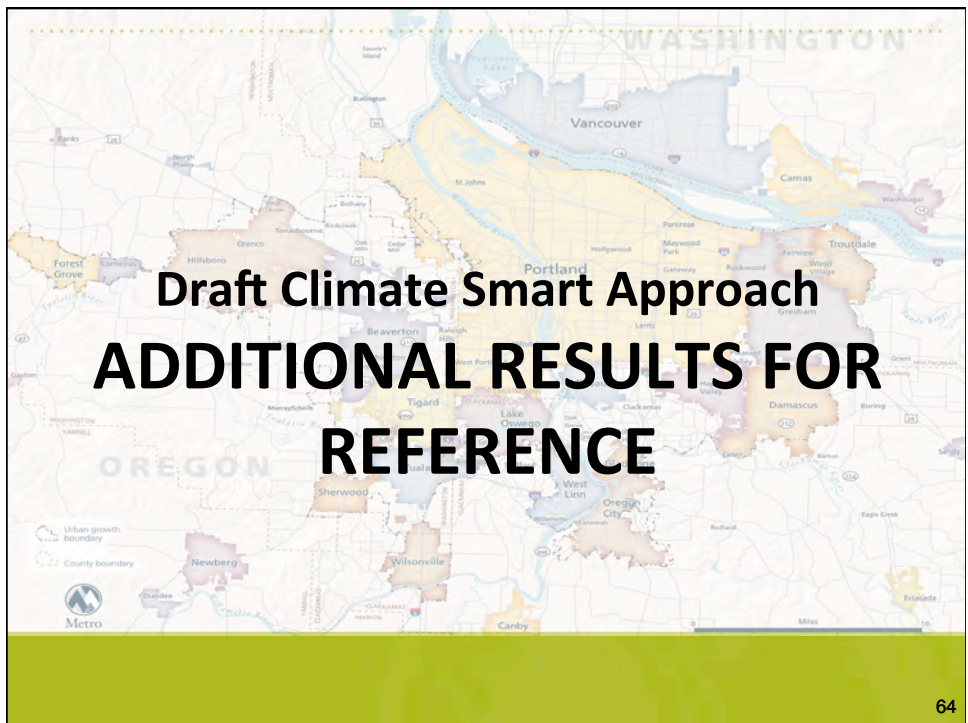
Draft Climate Smart Approach

What is parking management?

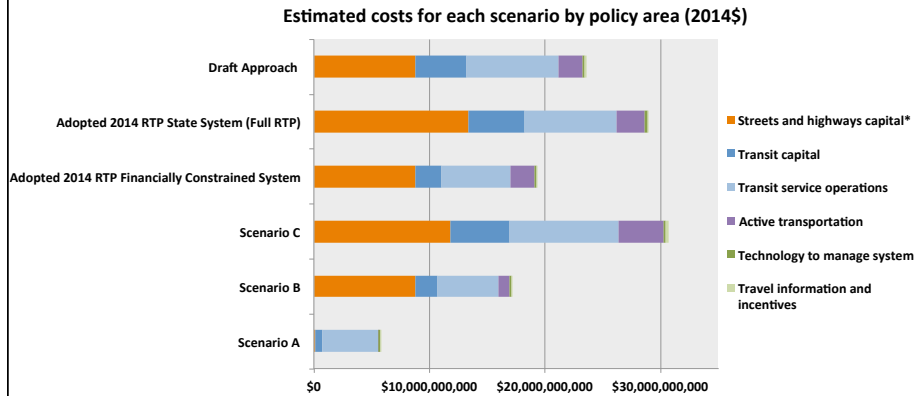
● MOST EFFECTIVE
 ◐ SOMEWHAT EFFECTIVE
 ● HIGH-DENSITY, WALKABLE, TRANSIT-RICH
 ● LOW-DENSITY, NO "MAIN STREET," NO TRANSIT, PARKING RICH

Strategy	High-Density, Walkable, Transit-Rich	Low-Density, No "Main Street," No Transit, Parking Rich
NON-PRICING STRATEGIES		
Reduced Parking Minimums	●	●
Parking Maximums	●	◐
Employer Incentives	●	●
Shared Parking	●	●
Residential Permits	●	●
Peripheral Parking Lots	●	◐
Improved Bicycling and Walking Infrastructure	●	●
Real time parking information	●	●
Unbundled Parking	●	◐
Narrow streets with back-in angled parking	●	●
Park-and-ride	●	◐
PRICING STRATEGIES		
Variable Rates / Dynamic Pricing	●	◐
Performance-based Pricing	●	◐
Coordinated on-street and off-street Pricing	●	◐
Parking Benefit Districts	●	●

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Draft Climate Smart Approach How does it compare?



Costs are estimated in 2014\$ and do not include road-related maintenance, operations and preservation costs.

Investment helps improve traffic safety



IMPROVED TRAFFIC SAFETY HELP SAVE LIVES

TRAFFIC FATALITIES AVOIDED EACH YEAR BY 2035



Source: ITHIM, Oregon Health Authority

Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, September 4, 2014
Time: 2:00 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

- 1. INTRODUCTIONS**
- 2. CITIZEN COMMUNICATION**
- 3. CONSIDERATION OF COUNCIL MEETING MINUTES FOR AUGUST 14, 2014.**
- 4. RESOLUTIONS**
 - 4.1 Resolution No. 14-4557, For the Purpose of Ratifying the 2014-2017 Collective Bargaining Agreement Between AFSCME 3580 and Metro.** **Lisa Colling, Metro**
- 5. CHIEF OPERATING OFFICER COMMUNICATION** **Martha Bennett, Metro**
- 6. COUNCILOR COMMUNICATION**

ADJOURN

Television schedule for September 4, 2014 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, September 4, 2:00 p.m.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmvtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, September 7, 7:30 p.m. <i>Date:</i> Monday, September 8, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, September 8, 2 p.m.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, September 6, 11 p.m. <i>Date:</i> Sunday, September 7, 11 p.m. <i>Date:</i> Tuesday, September 9, 6 a.m. <i>Date:</i> Wednesday, September 10, 4 p.m.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

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DRAFT

OREGON TRANSPORTATION FORUM DRAFT TRANSPORTATION FUNDING AND POLICY PROPOSAL ("STRAW MAN") for Discussion at the September 10, 2014 Stakeholder Meeting

Oregon's roads are crumbling. Freight movement faces serious bottlenecks. Many bridges need reinforcement to withstand earthquakes. Our public transit agencies are unable to keep up with demand for service. Some rural communities do not have easy access to essential services. Many Oregonians are unable to safely walk or bicycle in their neighborhoods. Past transportation decisions have failed to adequately consider impacts on public health and the environment. Federal funding is more and more tenuous, and instead of financing new projects, a large portion of current funds must pay off earlier investments.

While transportation is not an end in itself, a safe and reliable transportation system provides a critical foundation for our prosperity and quality of life. It is our responsibility to invest in a better transportation system, immediately and over the long run, to ensure the health and economic wellbeing of our state's residents and communities.

It is for these reasons that the following proposal is being considered.

GOALS OF THE PROPOSAL

- Put Oregonians to work creating cutting-edge multimodal transportation networks to connect people to jobs, attract new talent, and compete on a global scale.
- Address costly and time-consuming freight bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries.
- To keep goods and people moving safely and reliably, maintain the transportation system in a state of good repair and increase its resiliency to natural disasters.
- Improve public health and air quality by making our neighborhoods walkable and bikeable and improving access to transit.
- Serve all Oregonians in every part of the state without regard to age, race, disability, or income.
- Reduce transportation-related pollution, preserve our natural environment, and make our transportation system more resilient to the impacts of climate change.

THE STRAW MAN APPROACH

Each proposal below has a brief explanation of the proposal, editorial comments and a location for each organization to indicate whether they believe the proposal should be included, modified, or excluded from a 2015 proposal. If it is decided that the proposal should be included, it will be prioritized based upon a ranking from 1 (low priority) to 4 (high priority). OTF Members and participants are strongly encouraged to provide alternatives or refinements to the proposals contained below if they do not meet the needs of your organization. The Straw Man proposals below come from the work groups established at the OTF February meeting and from input over the last several months and do NOT REPRESENT ANY FORMAL

DRAFT

SUPPORT MODIFY EXCLUDE

PRIORITY _____ (Rate 1 low – 4 high)

- **Prevent loss of revenue and purchasing power of highway funds by indexing gas taxes to increases in fuel efficiency of the automobile fleet.**

Comments: This form of indexing acts as a stop-gap measure to prevent further erosion of automobile taxes due to increased fuel efficiency of the fleet until a road user charge can be fully implemented. It does not resolve the problem of non-paying highway users, nor does it impact truck taxes as the indexing will only prevent reduction of revenue owed by automobiles as a class under the cost responsibility requirement of the constitution. As with indexing for inflation, the point of indexing for fuel efficiency would be to stabilize revenues available for maintenance and operations.

SUPPORT MODIFY EXCLUDE

PRIORITY _____ (Rate 1 low – 4 high)

- **Increase funds to maintain highway infrastructure by adopting a \$300 million/year increase for maintenance and preservation of state/county/city highways and roadways. (50/30/20 split). For illustrative purposes only, this could be accomplished by adoption of the following:**

- Implement reformed fee structure recommended in the *DMV Cost of Services Study (2013)* - \$42 million
- Increase vehicle registration fee from \$43 to \$68 - \$130 million
- Increase gas tax from 30 to 35 cents - \$133.5 million
- Total: \$305.5 million
(Revenue totals for vehicle registration fee and gas tax include heavy/light vehicle cost responsibility)

Comments: This proposal is comparable in size to that adopted by the Jobs and Transportation Act of 2009. It preserves the usual 50/30/20 split between state/county/city, providing much needed maintenance funds to all state, county and city operators of the road and highway system.

SUPPORT MODIFY EXCLUDE

PRIORITY _____ (Rate 1 low – 4 high)

- **Provide \$22.6 million per biennium for Cascades AMTRAK service.**

Comments: This proposal requests state general funds to cover the lost federal and state funds that were used to operate and maintain Oregon's portion of the Cascades AMTRAK service. This amount is in addition to \$6.8 million from custom license plate revenue and \$3.16 million from gas taxes on lawn mowers and other non-road equipment.

DRAFT

- Increase funds to enhance non-highway modal infrastructure by restoring the *Connect Oregon* multi-modal funding level to \$100 million in lottery bonds for the 2015-17 biennium. Funds would be used for grants and loans to support capital projects that involve one or more of the following modes of transportation: air; marine; freight rail; passenger rail; public transit; bicycle; and pedestrian.

Comments: This is a short-term step to be taken while we progress toward the creation of a Multi-Modal Trust Fund analogous to the Highway Trust Fund, with dedicated revenues evenly split between passenger and freight investments.

SUPPORT MODIFY EXCLUDE

PRIORITY _____ (Rate 1 low – 4 high)

- Increase funds to enhance non-highway modal infrastructure by establishing a Multi-Modal Trust Fund analogous to the Highway Trust Fund. This would increase the *Connect Oregon* multi-modal funding level to \$198 million per biennium by dedicating 18% of lottery funds to the program. 50% of funds would be used for non-highway freight projects under the traditional *Connect Oregon* model, i.e. grants and loans to improve the movement of freight through capital projects that involve one of the following modes of transportation: air; marine; and rail other than passenger rail. 50% would be committed to non-highway passenger projects and operations and would be used to provide grants and loans to facilitate the movement of people through capital projects (or operations of a transit system) that involve one or more of the following modes of transportation: public transit, including operations; passenger rail; bicycle; and pedestrian.

Comments: This proposal represents the concept forwarded as *Connect Oregon Plus* during the 2013 legislative session. It includes transit operation as an eligible expenditure in addition to air, marine, rail, transit, bike and pedestrian capital projects and divides the overall program evenly between freight and passenger investments. It establishes a Multi-Modal Trust Fund to allow for long-term planning and scheduling of projects on a systematic basis analogous to the Highway Trust Fund. It is generally acknowledged that obtaining a dedicated stream of lottery dollars of this magnitude will be difficult, and discussion continues related to an alternative dedicated revenue source or combination of sources.

SUPPORT MODIFY EXCLUDE

PRIORITY _____ (Rate 1 low – 4 high)

DRAFT

- **Incentivize the co-location of ODOT and local government road maintenance facilities as appropriate.**

Comments: This proposal provides retention of savings from co-location of facilities of different government entities to facilitate and encourage such efficiencies.

SUPPORT MODIFY EXCLUDE

PRIORITY _____ (Rate 1 *low* – 4 *high*)

- **Direct the Road User Fee Task Force to develop an implementation phase-in strategy for transitioning the gas tax to a Road User Charge.**

Comments: This proposal provides legislative direction to continue the development of a road user charge in the hopes of hastening a transition to such a tax method.

SUPPORT MODIFY EXCLUDE

PRIORITY _____ (Rate 1 *low* – 4 *high*)

- **Enact funding and policy approaches that further advance planning for greenhouse gas reduction in the state's urban areas, assist with the implementation of those plans, and direct that carbon emissions be considered as part of required land use and transportation plans.**

Comments: This proposal builds on existing statutory direction to Oregon MPOs to address greenhouse gas emissions from light vehicles.

SUPPORT MODIFY EXCLUDE

PRIORITY _____ (Rate 1 *low* – 4 *high*)

Climate Smart Communities Scenarios Project | Key results

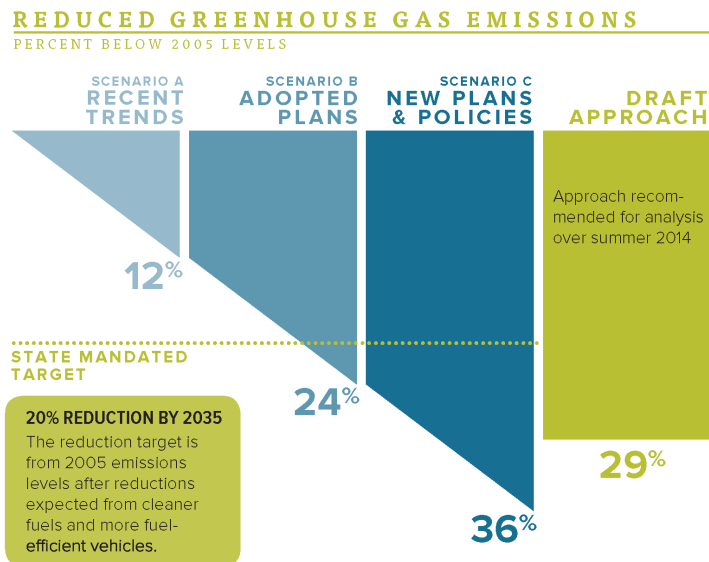
The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The reduction is in addition to significantly greater reductions anticipated to occur from advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies.

WHAT DID WE LEARN?

We can meet the target by building adopted local plans and visions.

The region has identified an approach that meets the target while also supporting many other state, regional and local goals, including clear air and water, transportation choices, health and equitable communities, and strong regional economy.

We will fall short if we continue investing at current levels.

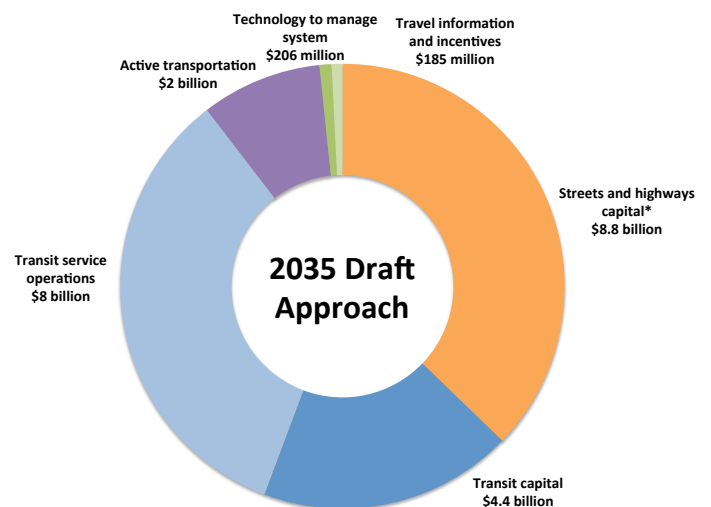


We're stronger together and we all have a role. Local, regional, state and federal partnerships are needed to secure adequate funding for transportation investments and address other barriers to implementation.

WHAT DOES IT COST?

The total estimated cost of the draft Climate Smart Strategy is \$24 billion dollars over the next 20 years, and relies the regionally-agreed upon funding mechanisms adopted in the 2014 Regional Transportation Plan (RTP). The following provides a breakdown of the costs by policy area.

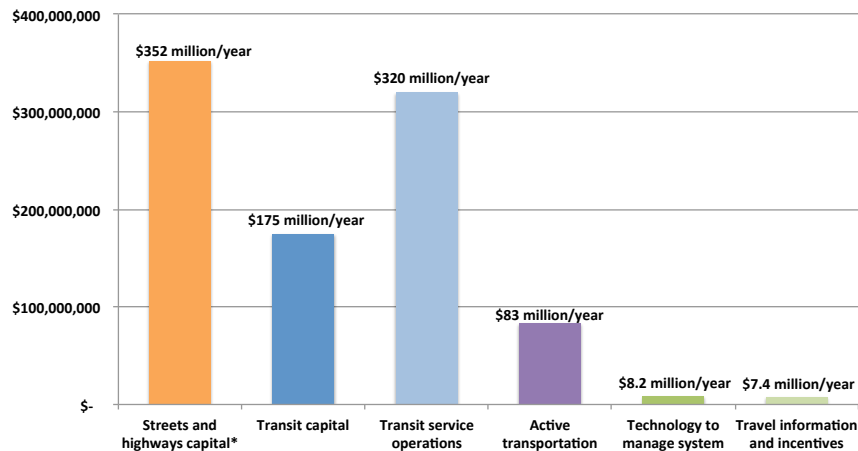
The total cost does not include road-related maintenance, operations and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are \$12 billion; the estimates are subject to further refinement.



Draft

WHAT MUCH DO WE NEED TO SPEND EACH YEAR TO IMPLEMENT?

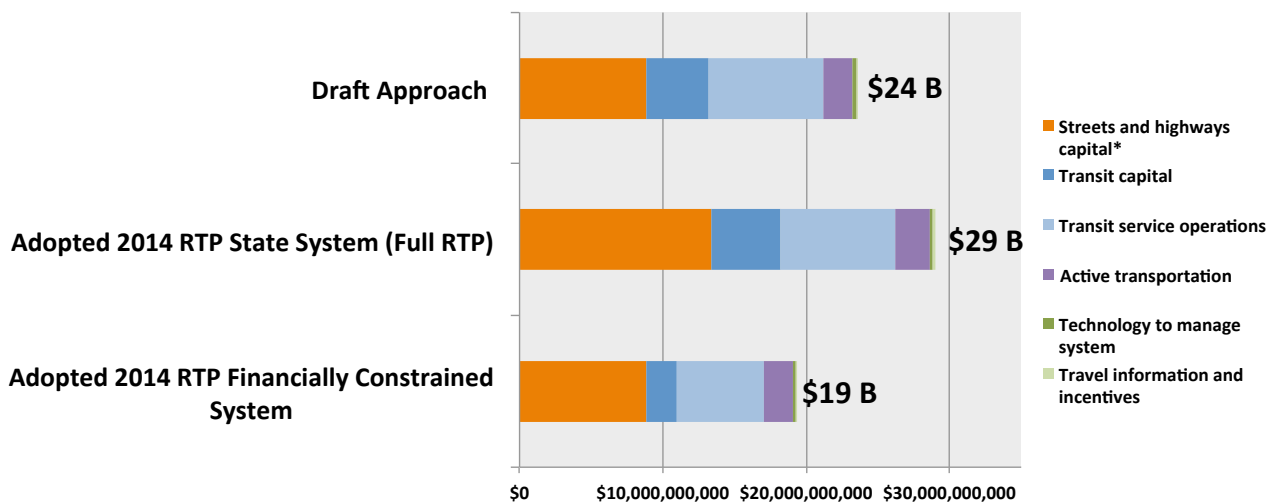
Total cost to implement is estimated to be \$945 million per year plus the cost to maintain and operate the road system. *Road OMP to be added once estimates are finalized.*



HOW DOES IT COMPARE TO THE 2014 REGIONAL TRANSPORTATION PLAN?

While the cost is more than the 2014 RTP financially constrained system of investments (\$19 billion), the overall cost is less than in the full 2014 RTP (\$29 billion), and relies the regionally-agreed upon funding mechanisms adopted in the 2014 RTP.

Estimated costs of draft approach and 2014 RTP (2014\$)



Costs are estimated in 2014\$ and do not include road-related maintenance, operations and preservation costs.

Draft

Draft 2014 UGR, Investing in our communities 2015 – 2035

CONTEXT

“State laws direct the region to determine what share of growth can “reasonably” be accommodated inside the existing UGB before expanding it but ultimately, how the region defines “reasonable” will be a reflection of regional and community values.” (page 7)

Policy considerations **HEALTHY DEBATE AND INFORMED DECISION-MAKING**

Though this report strives for completeness, balance, and accuracy, there is always room for debate. At the end of 2014, the Metro Council will be asked to decide if the report provides a reasonable basis for moving forward and making a growth management decision in 2015. Throughout this document, policy questions and topics that have been raised by Metro Council and involved stakeholders are called out for further discussion by policymakers and members of the community. (page 9)

QUESTIONS POSED

1. GENERAL CONTEXT

a. Policy considerations: **CHANGES IN OUR COMMUNITIES**

People around the region are concerned about new development in their communities. The concern exists not just in existing urban areas experiencing a new wave of development, but also in areas added to the urban growth boundary. With population growth expected to continue, change is inevitable. ***What policies and investments are needed to ensure that change is for the better?***

b. Policy considerations: **OPPORTUNITIES FOR WORKFORCE HOUSING**

Market-rate workforce housing is typically provided by existing housing stock, not new construction. Yet, existing housing in locations with good access to jobs is often too expensive for the region’s workforce. ***What policies, investments, innovative housing designs and construction techniques could provide additional workforce housing in locations with good transportation options? Who has a role?***

c. Policy considerations: **A BIGGER PICTURE**

Regional and local policies and investments also interact with actions taken in neighboring cities, Clark County and Salem. ***What are the best policies for using land efficiently and reducing time spent in traffic?***

2. HOW MANY MORE PEOPLE AND JOBS SHOULD WE EXPECT IN THE FUTURE?

a. POPULATION AND EMPLOYMENT FORECAST: ***Point discussion: choices, benefits, impacts***

b. Policy considerations: **MANAGING UNCERTAINTY**

What are the risks and opportunities of planning for higher or lower growth in the forecast range?

- c. *Recognizing that the two forecasts are linked, are there different risks when planning for employment or housing growth?*
- d. *Are there different risks when planning for land use, transportation, or for other infrastructure systems?*
- e. *Who bears the public and private costs and benefits associated with different growth management options?*

3. HOW MUCH ROOM FOR GROWTH IS THERE INSIDE THE UGB?

a. Policy considerations: HOW SHOULD POLICYMAKERS EVALUATE DEVELOPMENT POTENTIAL?

Since the adoption of the 2040 Growth Concept, there has often been skepticism about the viability of redevelopment as a source of growth capacity. Our region’s history shows that developing urban growth boundary expansion areas is difficult as well. *Aside from developing a concept plan, what other factors support the likelihood that an urban reserve will be developed if brought into the UGB?*

- b. **Population Point in Range:** If policymakers choose to plan for the high end of the growth forecast range, there is a need for additional capacity for jobs and housing. But, at mid-point in the range and below, there is no need for additional growth capacity. (page 21)

c. Policy considerations: WHAT ABOUT DAMASCUS?

With its ongoing community and political challenges, how much of Damascus’ growth capacity should be counted during the 2015 to 2035 time frame is more of a policy question than a technical question. For this analysis, Metro staff followed the advice of its technical advisory group and used a market-based model to determine that about half of Damascus’ estimated buildable land inventory capacity could be counted in the “market-adjusted” residential supply. For modeling purposes, it was assumed that development challenges will persist in Damascus for another decade, delaying its availability to the market. If Damascus’ capacity is not available, it may become somewhat more difficult to provide new single-family housing inside the existing urban growth boundary. *Does the region have other options for making up for Damascus’ capacity if it is not counted?*

4. Policy considerations: PROVIDING HOUSING OPPORTUNITIES

As policymakers consider their options for responding to housing needs, there are considerations to keep in mind.

- a. *If policymakers decide that a urban growth boundary expansion is needed to provide room for housing, where should that expansion occur?* Metro is aware of two cities in the region that are currently interested in UGB expansions for housing – Sherwood and Wilsonville. Both cities had residential land added to the UGB in 2002 that they have not yet annexed. Sherwood requires voter-approved annexation and voters have twice rejected annexing the area. *What is a reasonable time frame for seeing results in past and future UGB expansion areas?*

- b. Given that the region has ample growth capacity for multifamily housing but a more finite supply of single-family growth capacity, ***should policymakers consider ways to encourage “family-friendly” housing in multifamily and mixed-use zones? To what extent might that address single-family housing needs in this analysis? Are there ways to ensure that housing in downtowns and along main streets remains within reach of families with moderate or low incomes?***
- c. State land use laws and regional policy call for efficient use of any land added to the UGB. However, over the years very little multifamily housing has been built in UGB expansion areas. ***What is the right mix of housing types in areas added to the UGB in the future and how are they best served?***
- d. ***How might policymakers balance residential preferences with other concerns such as infrastructure provision, transportation impacts, affordability, and environmental protection?***

5. DOES THE REGION NEED MORE LAND FOR INDUSTRIAL JOB GROWTH?

a. General

b. Policy considerations: INVESTING IN JOB CREATION

Metro has been actively engaged in the question of regional investment priorities since the release of the 2008 Regional Infrastructure Analysis and consequential discussion with regional community and business leaders through the Community Investment Initiative. From these efforts, Metro established the Regional Infrastructure Supporting our Economy (RISE) team to deliver regionally significant projects and new infrastructure investment to enhance the local and regional economy. ***Are there areas where RISE should focus its attention to ensure the region can generate job growth?***

6. HOW SHOULD THE REGION PRIORITIZE INVESTMENTS IN LARGE INDUSTRIAL SITE READINESS?

a. General

b. Policy considerations: THE PORTLAND HARBOR

The harbor is a unique environmental, recreational and economic asset that cannot be replaced elsewhere in the Portland region. For more than a century, the harbor has played a critical role in the history of trade and manufacturing in our region. Today, the harbor needs to be cleaned up to continue providing benefits. ***What is the appropriate balance between environmental and economic goals? What investments and policies can advance those goals?***

7. DOES THE REGION NEED MORE LAND FOR COMMERCIAL JOB GROWTH?

a. General

Table 5 summarizes regional needs for commercial employment growth, expressed in acres. Additional detail about this analysis can be found in Appendix 6. At mid-point in

the forecast range, there is no regional need for additional land for commercial employment uses. At the high end of the forecast range, there is a deficit. Point discussion: choices, benefits, impacts

b. **Policy considerations: KEEPING SHOPPING AND SERVICES CLOSE BY**

It makes sense to locate commercial uses close to where people live. *If the Metro Council chooses to plan for a high growth scenario, are there places where it makes sense to expand the UGB for a mix of residential and commercial uses?*

NEXT STEPS (page 28)

- SEPTEMBER 2015: Metro's chief operating officer makes a recommendation for the Metro Council's growth management decision that becomes the basis for MPAC and council discussion during fall 2015. The recommendation will take into account the final urban growth report, assessments of urban reserve areas, actions that have been taken at the regional or local level – such as measures that lead to more efficient land use and adopted concept plans for urban reserves – and other new information that may influence our understanding of future growth in the region.
- BY THE END OF 2015: If any additional 20-year capacity need remains, the Metro Council will consider UGB expansions into designated urban reserves. The Metro Policy Advisory Committee will be asked to advise the council on the growth management decision.