



Metro | Agenda

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, September 3, 2014
 Time: 10 a.m. to noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER Updates from the Chair	Information	John Williams, Chair	
	Citizen Comments to MTAC Agenda Items:		All	
10:10 a.m.	Climate Smart Communities: Discuss evaluation results, estimated costs and draft implementation recommendations <i>Objective: To inform and update MTAC about CSC evaluation results and receive input on draft implementation recommendations</i>	Information & Discussion	Kim Ellis, Metro	Packet
11:10 a.m.	2015 Growth Management Decision: Residential Preference Survey <i>Objective: To inform MTAC about the preliminary results of the Residential Preference Study</i>	Information & Discussion	Ted Reid, Metro Project Partners	Packet
Noon	Adjourn			

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2014 MTAC Tentative Agendas
Updated 8/27/14

Left blank on purpose	<p>September 17 MTAC meeting</p> <ul style="list-style-type: none"> • 2015 Growth Management Decision: discussion of employment component of draft 2014 urban growth report (Ted Reid, Metro) • Climate Smart Communities: Oregon's Zero Emission Vehicle (ZEV) Rules, Transition to Cleaner, Low Carbon Fuels and Participation in the Multi-State ZEV Action Plan to Support the Widespread Use of ZEVs – Information/Discussion (Dave Nordberg, DEQ)
<p>October 1 MTAC meeting</p> <ul style="list-style-type: none"> • 2015 Growth Management Decision: draft recommendations to MPAC on residential component of draft 2014 urban growth report (MPAC discussion October 8) (Ted Reid, Metro) • 2015 Growth Management Decision: Regional Large Industrial Sites Inventory update (Ted Reid, Metro, and project partners) 	<p>October 15 MTAC meeting</p> <ul style="list-style-type: none"> • 2015 Growth Management Decision: draft recommendations to MPAC on employment component of draft 2014 urban growth report (MPAC discussion October 22) (Ted Reid, Metro) • Climate Smart Communities: MTAC discussion on draft approach and implementation recommendations (Kim Ellis, Metro)
<p>November 5 MTAC meeting</p> <ul style="list-style-type: none"> • 2015 Growth Management Decision: final recommendation to MPAC on draft 2014 Urban Growth Report (MPAC recommendation to Council November 12) (Ted Reid, Metro) 	<p>November 19 MTAC meeting</p> <ul style="list-style-type: none"> • Climate Smart Communities: MTAC recommendation to MPAC on adoption of the preferred approach (MPAC recommendation to Council December 10) (Kim Ellis, Metro)
December 3 MTAC meeting	December 17 MTAC meeting

Parking Lot:



DATE: August 21, 2014
TO: TPAC and MTAC members and alternates
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project: Draft implementation recommendations

PURPOSE

The purpose of this memo is to:

- seek additional input on the draft toolbox of possible early actions that can be taken at the state, regional and local levels to advance implementation of the draft approach; the actions are non-binding, can be locally tailored, and reflect the kinds of activities needed to begin implementation the draft approach (**Attachment 3**)
- seek additional input on performance monitoring of the preferred approach selected by the Metro Council (**Attachment 4**)

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

ACTION REQUESTED

Input on the draft materials (Attachments 3 and 4) before they are released for public review from Sept. 15 to Oct. 30.

BACKGROUND

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 unanimously recommended on May 30 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. Staff will also prepare amendments to the

Regional Framework Plan that will be subject to review during the public comment period. 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 Nov. 7.

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 strong regional economy. The draft approach relies on ten policies and a toolbox of possible 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. 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. 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 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.

ATTACHMENTS

Attachment 1. Climate Smart Communities 2014 Decision Milestones *(8/7/14)*

Attachment 2. Climate Smart Communities Project Update *(August 2014)*

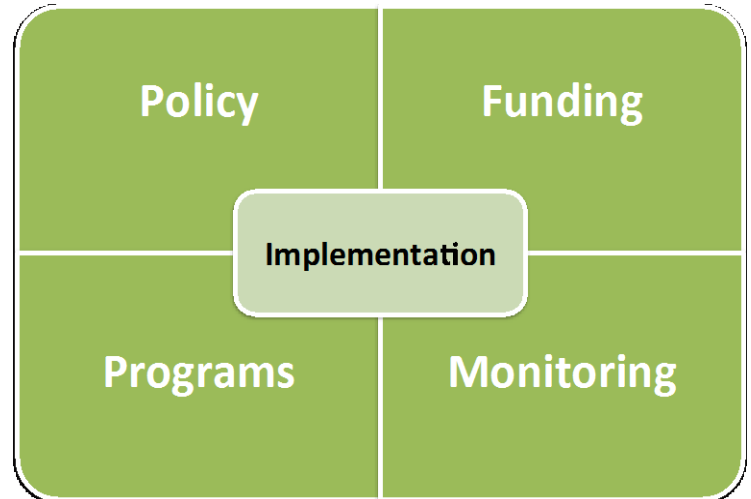
Attachment 3. Climate Smart Communities Strategy Scoping | Draft Toolbox of possible early actions *(2015-2020) (8/20/14)*

Attachment 4. Climate Smart Strategy Scoping | Draft Performance monitoring and reporting *(8/20/14)*

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



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)

Materials following this page were distributed at the meeting.

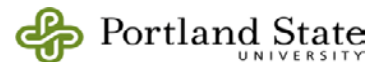


2014 Residential Preference Study



MTAC

September 3, 2014

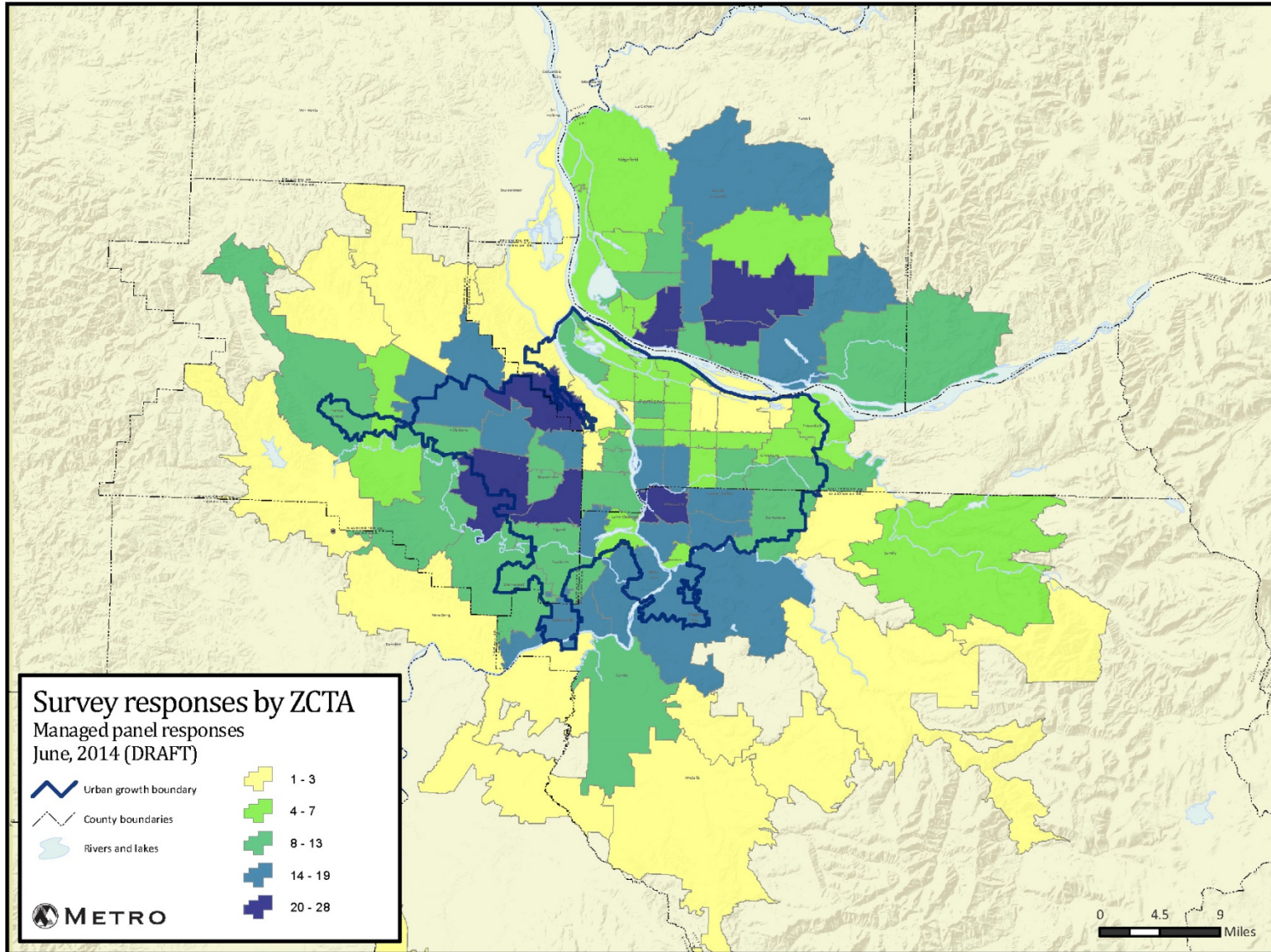


Purpose of study

Gain a better understanding of:

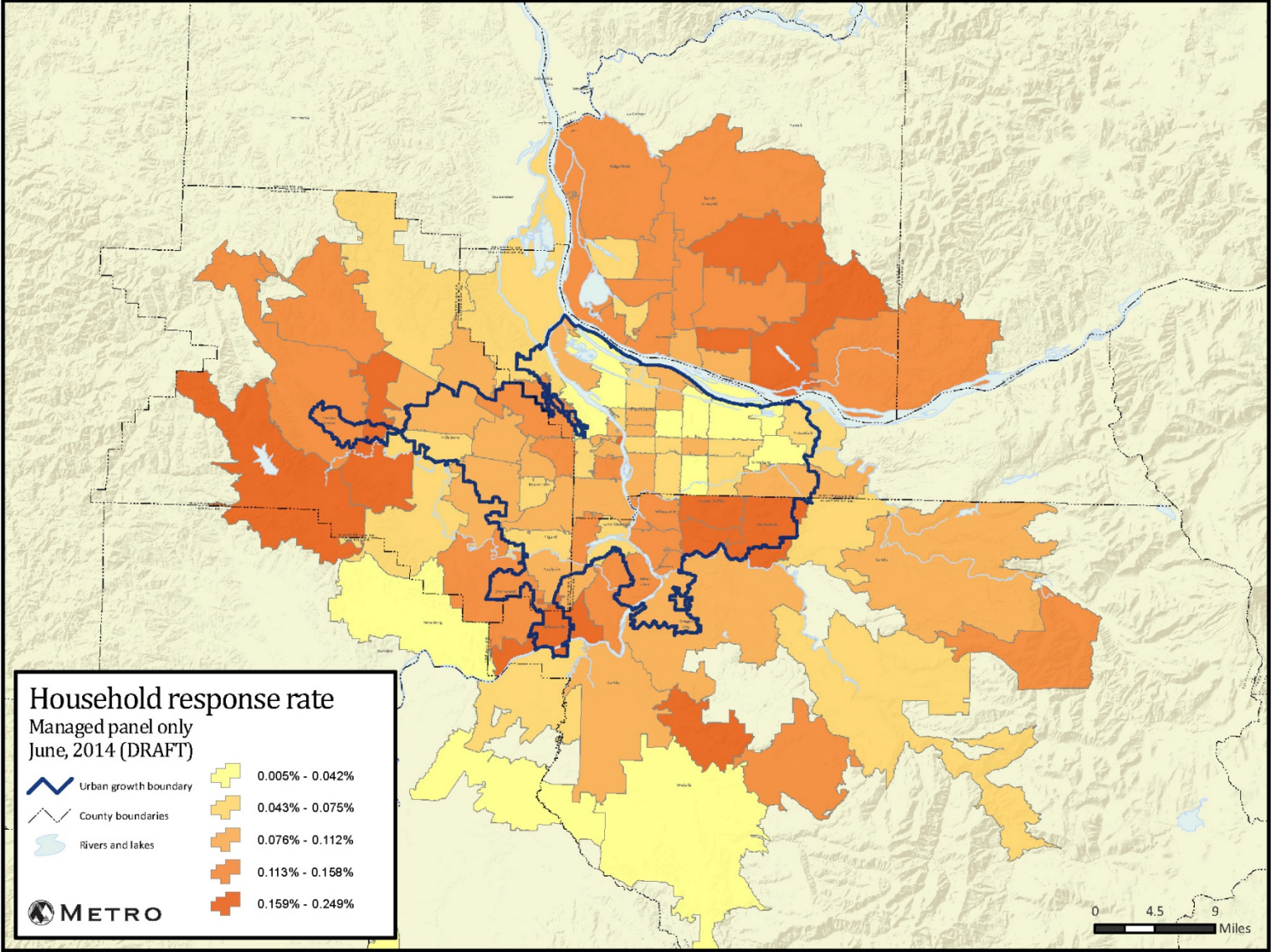
- Preferences for different housing, community, and location characteristics
- How factors such as income, number of household members, presence of kids, the age of the householder, and lifestyle relate to residential preferences

Managed panel responses by zip code



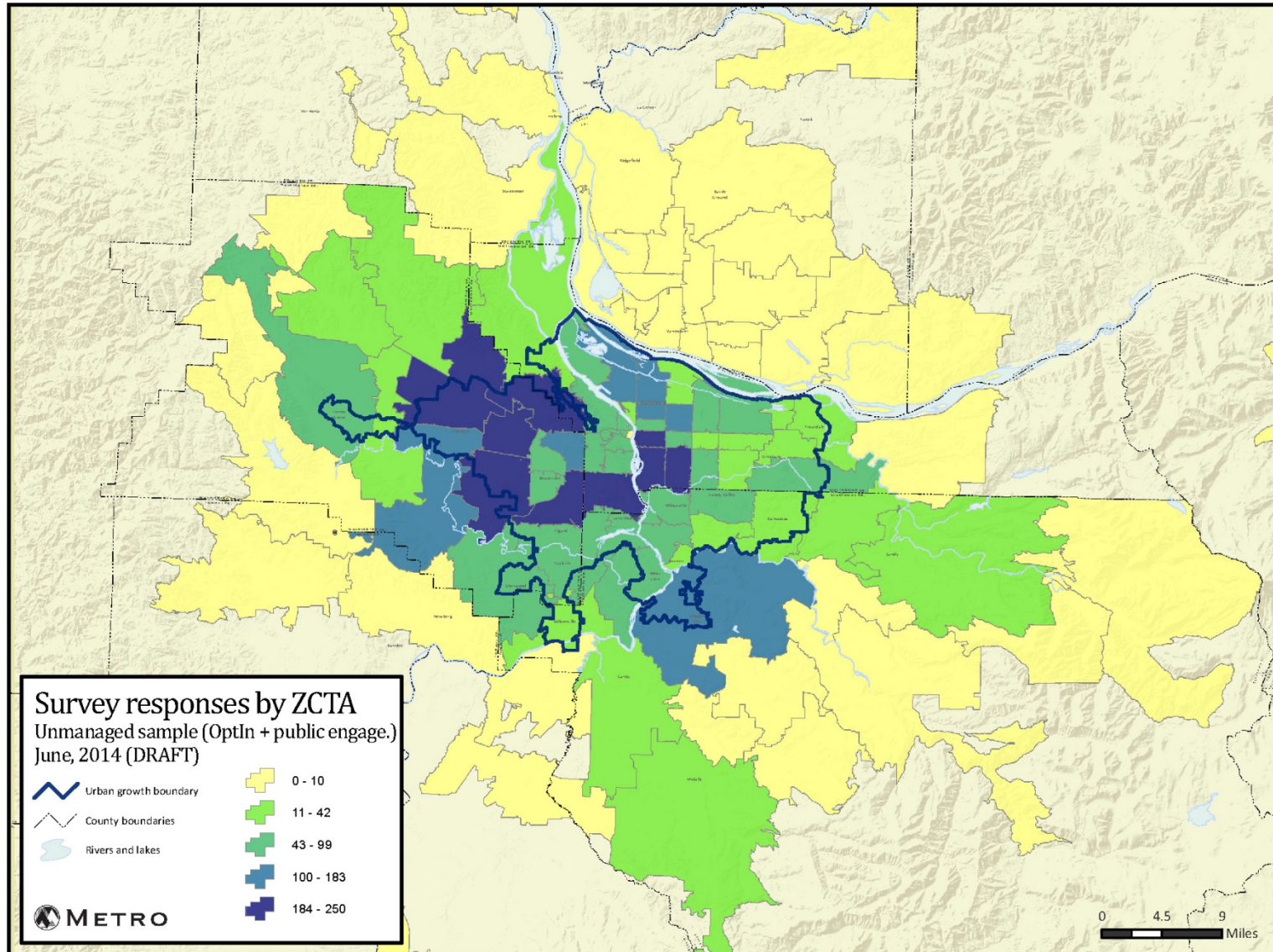
Managed panel response rate by zip code

(compared with ACS 2008-2012)



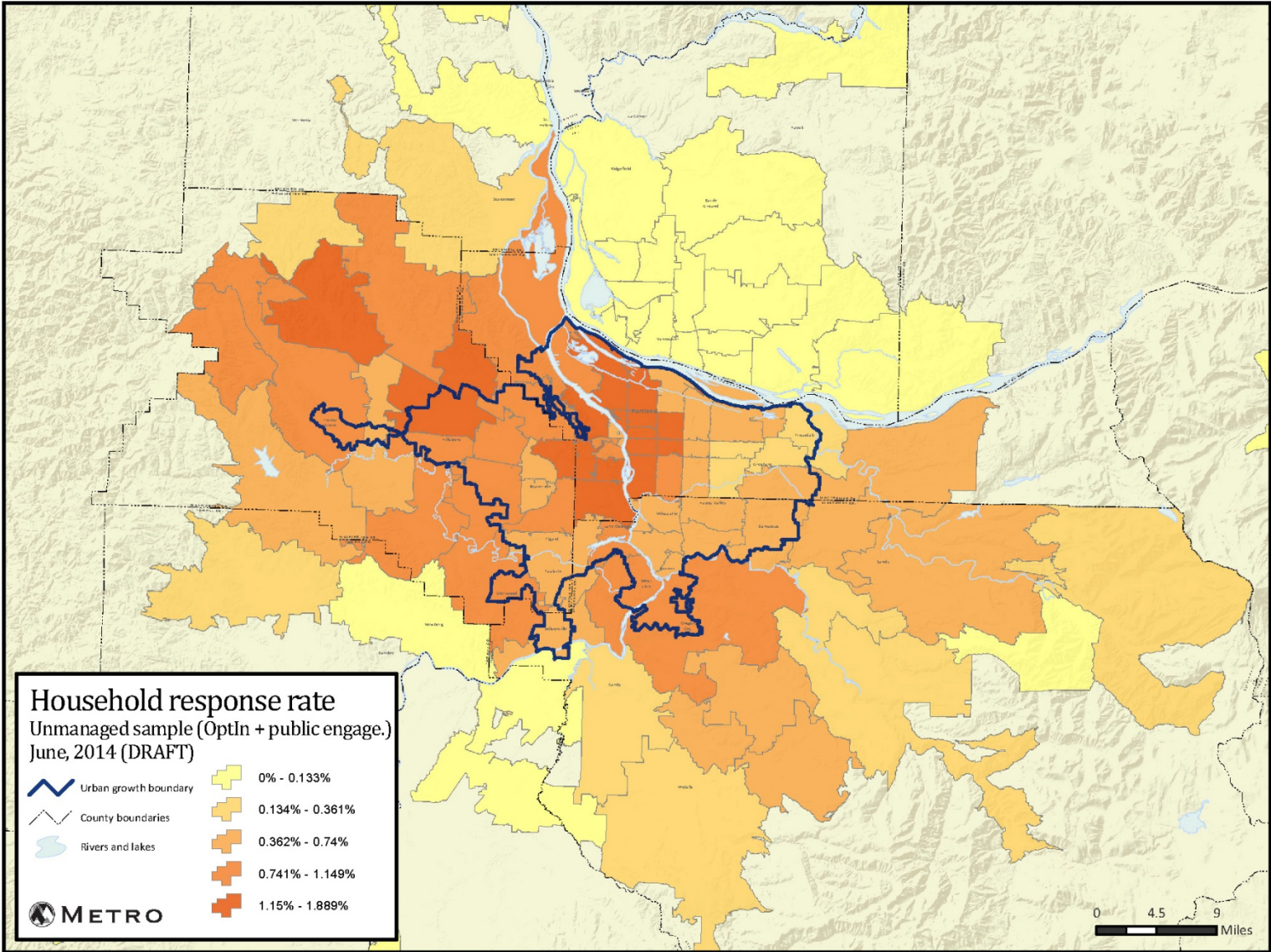
Map saved 6/18/2014 at J:\staff\31605_housing_survey\HHL_response_rate.mxd

Public engagement responses by zip code



Public engagement response rate by zip code

(compared to ACS 2008-2012)



Housing Types

Single Family Detached - These homes have a yard or patio, and do not share walls with other homes.



Housing Types (*cont.*)

Single Family Attached - These homes share walls with other homes, but have their own private ground floor entrance. They are normally part of townhomes, row houses, duplexes, or triplexes and share a common yard or have a small private yard.



Housing Types (*cont.*)

Condo or Apartment - These homes are in multiple story buildings with other units. There are often shared common areas and recreation facilities.



Neighborhood Types

Urban Central or Downtown - These are neighborhoods that have activity during the day and night. Restaurants, shops, parks, and transit are within a short walk. People mostly live in condos or apartment buildings that are five stories high or taller. These neighborhoods have continuous sidewalks, crosswalks, bicycle lanes, and crossing signals.



Neighborhood Types (*cont.*)

Urban Neighborhood or Town Center - These are neighborhoods that have activity during certain times. Restaurants, shops, parks, and transit are within a short walk. Most people live in single-family homes, but these neighborhoods also have condos and apartments mixed in, particularly along major streets and in commercial areas, where buildings are typically two to six stories high. These neighborhoods have continuous sidewalks, crosswalks, bicycle lanes, and crossing signals.



Neighborhood Types (*cont.*)

Outer Portland or Suburban - These neighborhoods may or may not have light activity during the day. Restaurants, shops, parks, and transit stops are generally not within walking distance and most people drive to get there. Most people live in single-family homes with yards, but some live in apartment buildings. The large majority of buildings in these neighborhoods are one or two-stories high. Sidewalks may or may not be present and crosswalks, bicycle lanes, and crossing signals are sparse.



Neighborhood Types (*cont.*)

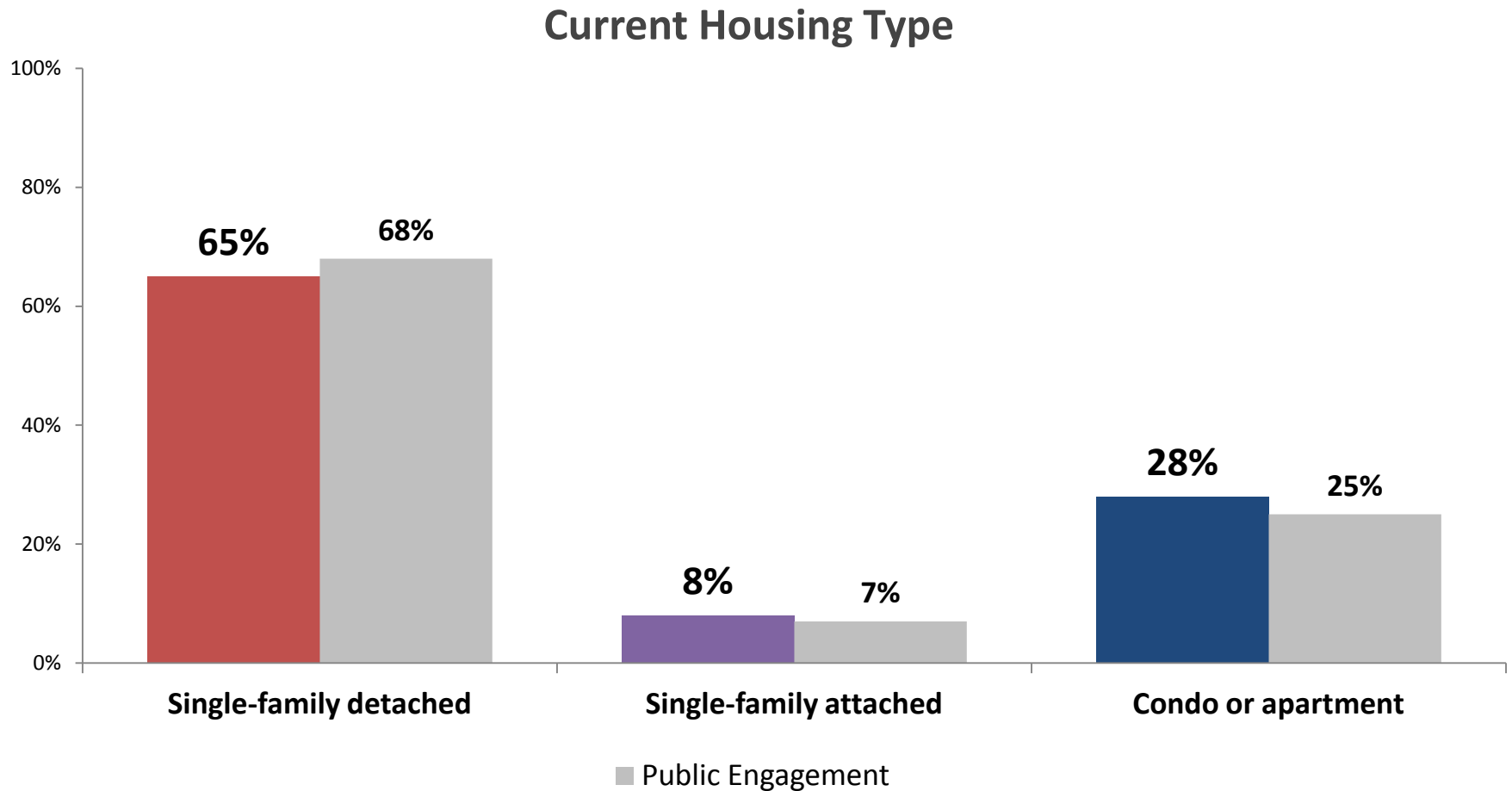
Rural - These are quiet areas away from the city in agricultural or forest areas. People need to drive to get to restaurants, shops, parks, or transit. They mostly live in single-family homes on large lots or acreage and are further away from other homes. There are no sidewalks, crosswalks, bicycle lanes, or crossing signals.



Results of opinion polling

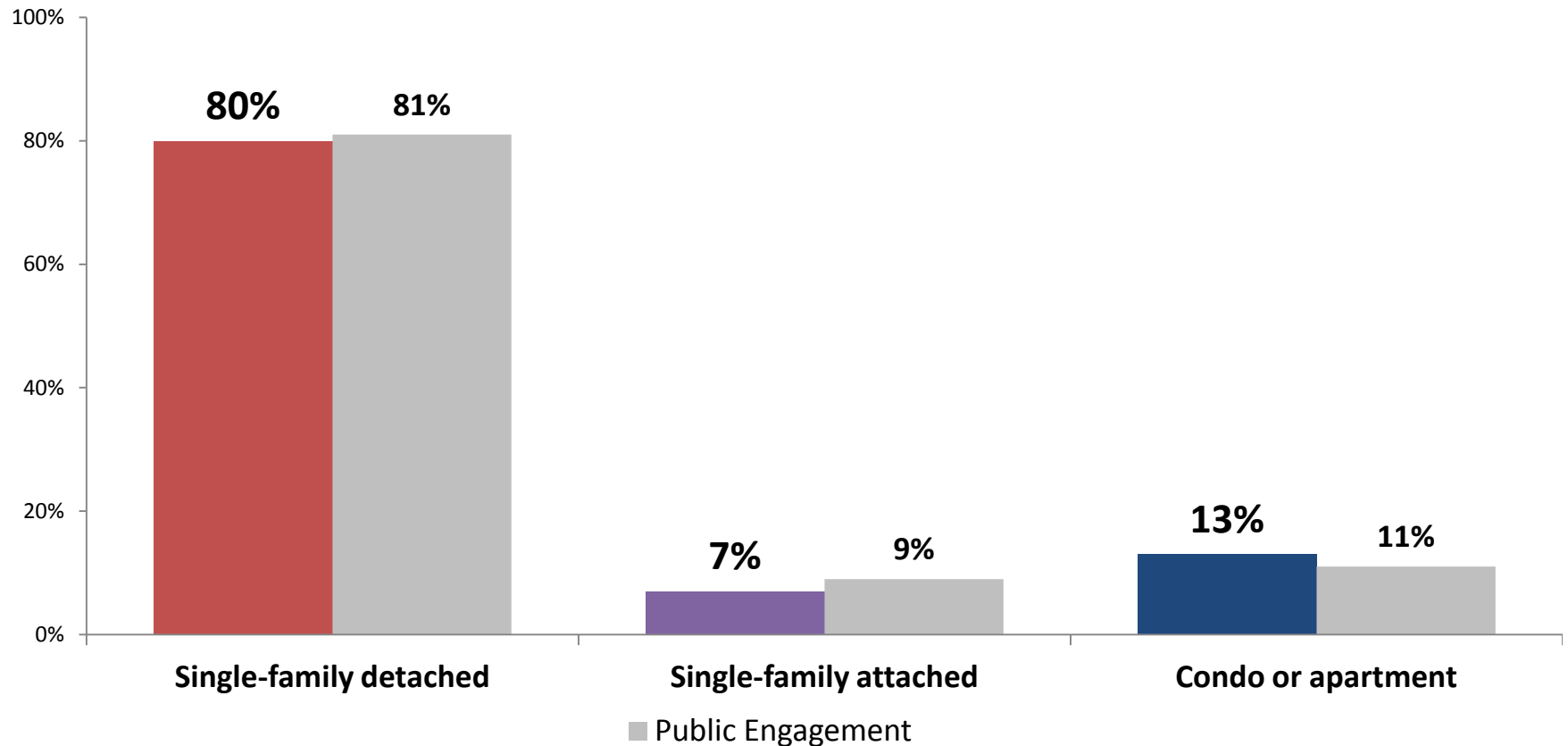
Respondents were not asked to make tradeoffs when answering the following questions about their preferences.

A majority currently live in a single-family detached home



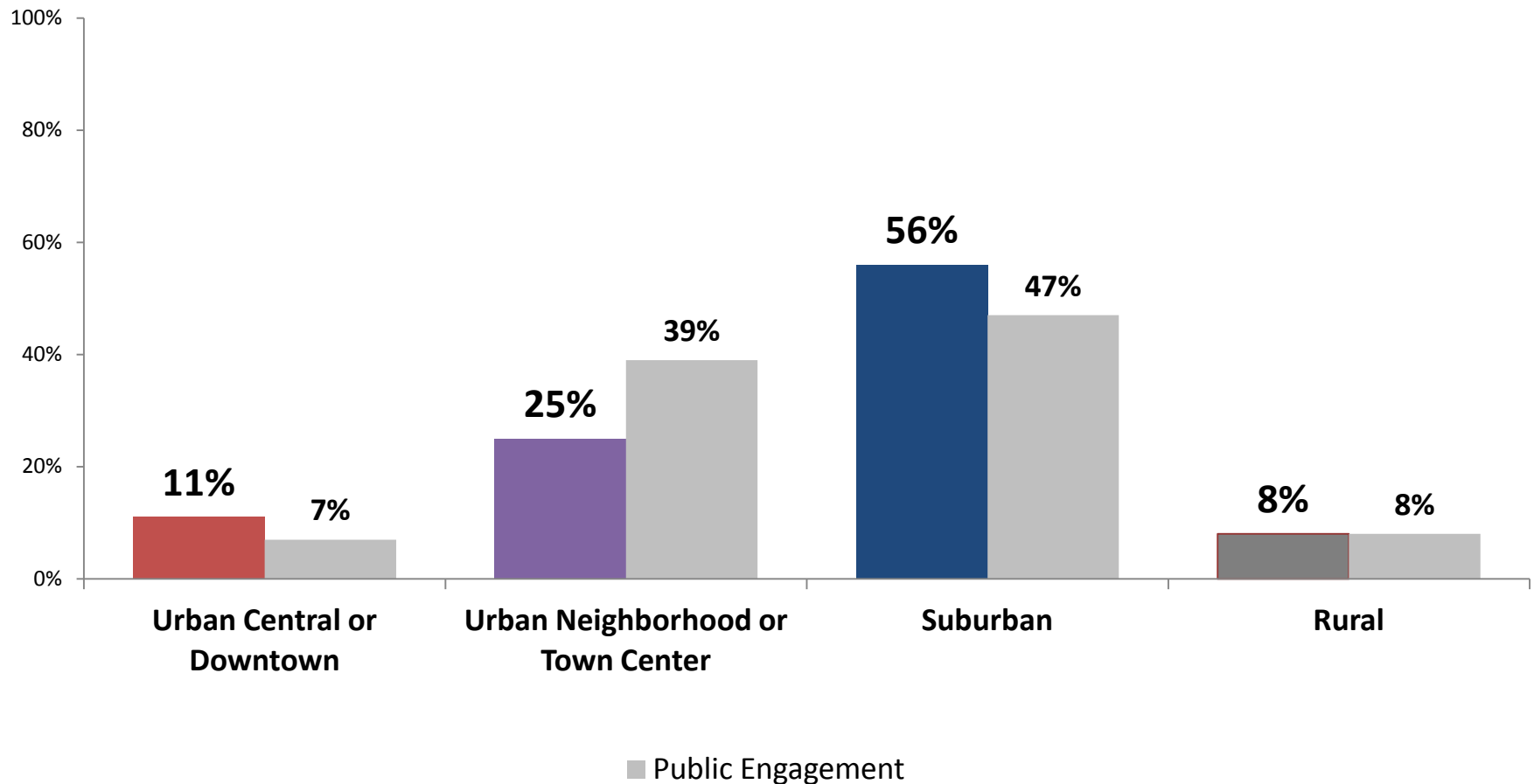
A strong majority prefer to live in a single-family detached home. This is consistent across all counties (no tradeoffs posed)

Preferred Housing Type

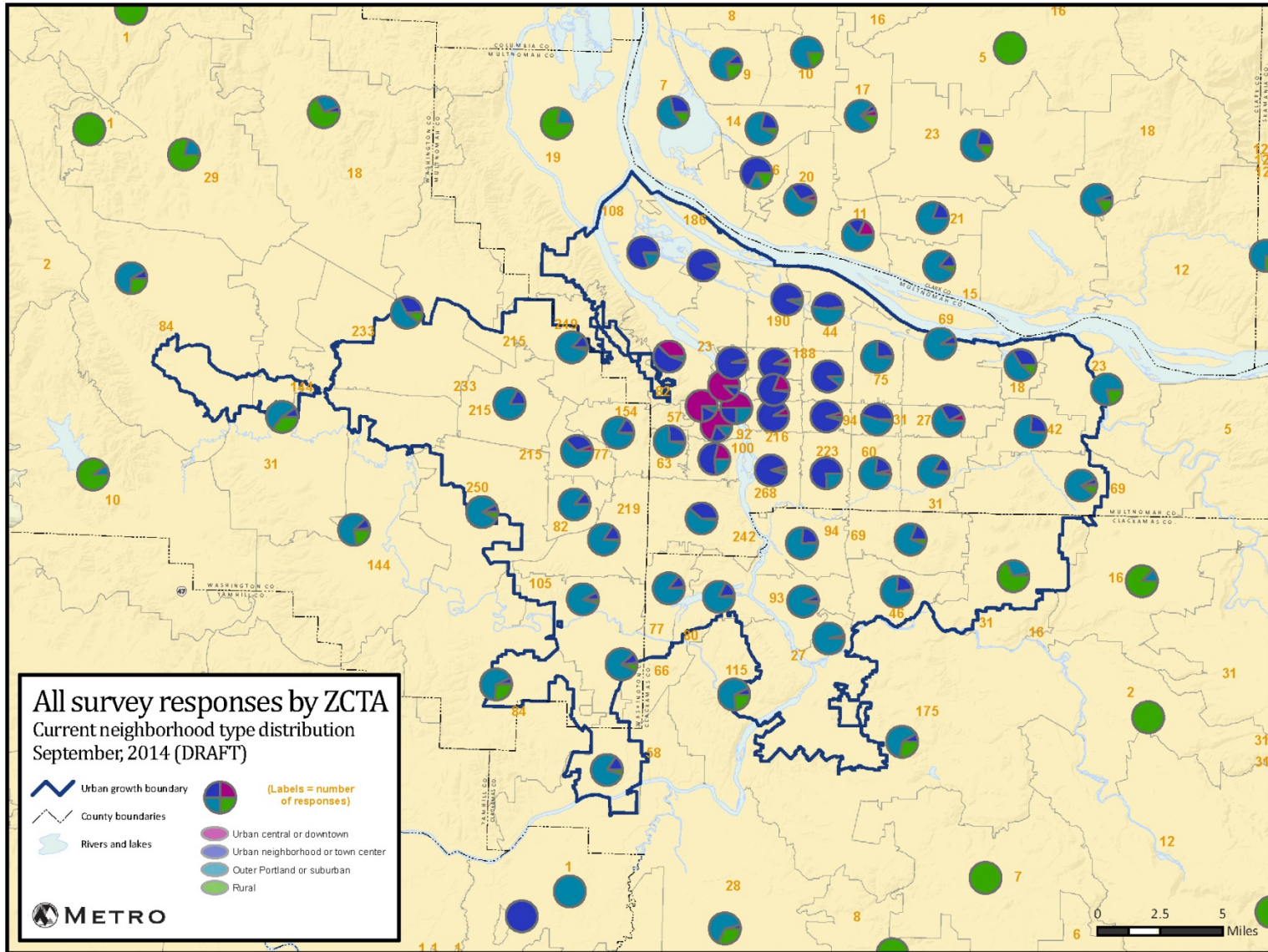


A majority report that they currently live in a suburban neighborhood.

Current Neighborhood Type

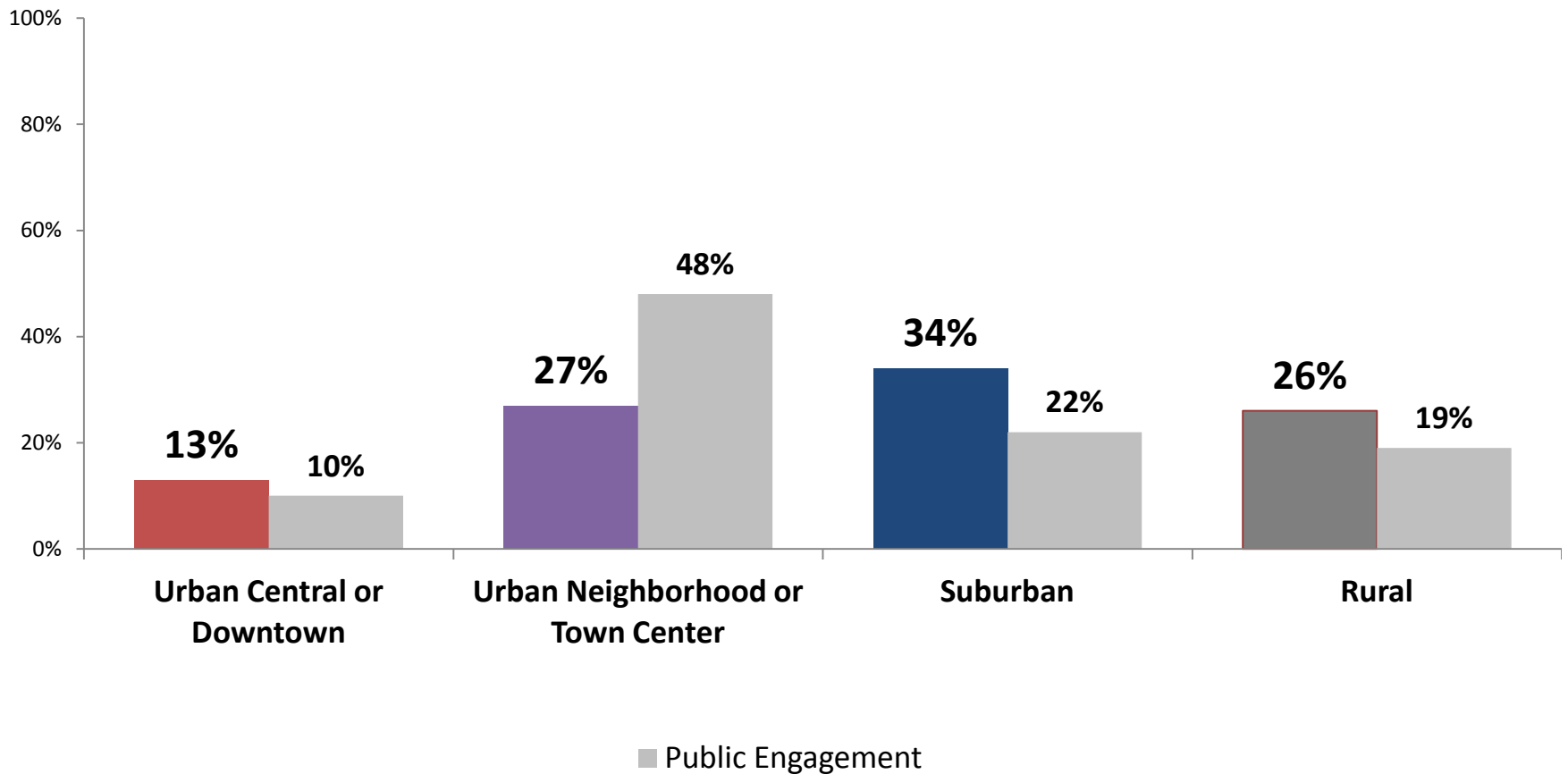


Self-reported neighborhood types by zip code



Neighborhood preference was fairly divided across urban, suburban, and rural (no tradeoffs posed)




Preferred Neighborhood Type



What are respondents preferences
when they consider real life tradeoffs?

Example choice set in survey

If you were choosing where to live today with your current budget, which of the following options would you choose?

	Option A	Option B
Own or Rent	Own	Rent
Housing Type	 <p>Single-Family Detached</p>	 <p>Condo or Apartment</p>
Neighborhood	 <p>Suburban</p>	 <p>Urban Central or Downtown</p>
Size of Home (sq. ft.)	1150	580
Commute Time - One Way (minutes)	30	20
Price per Month (only rent or mortgage)	\$900	\$880
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Choose by clicking one of the radio buttons

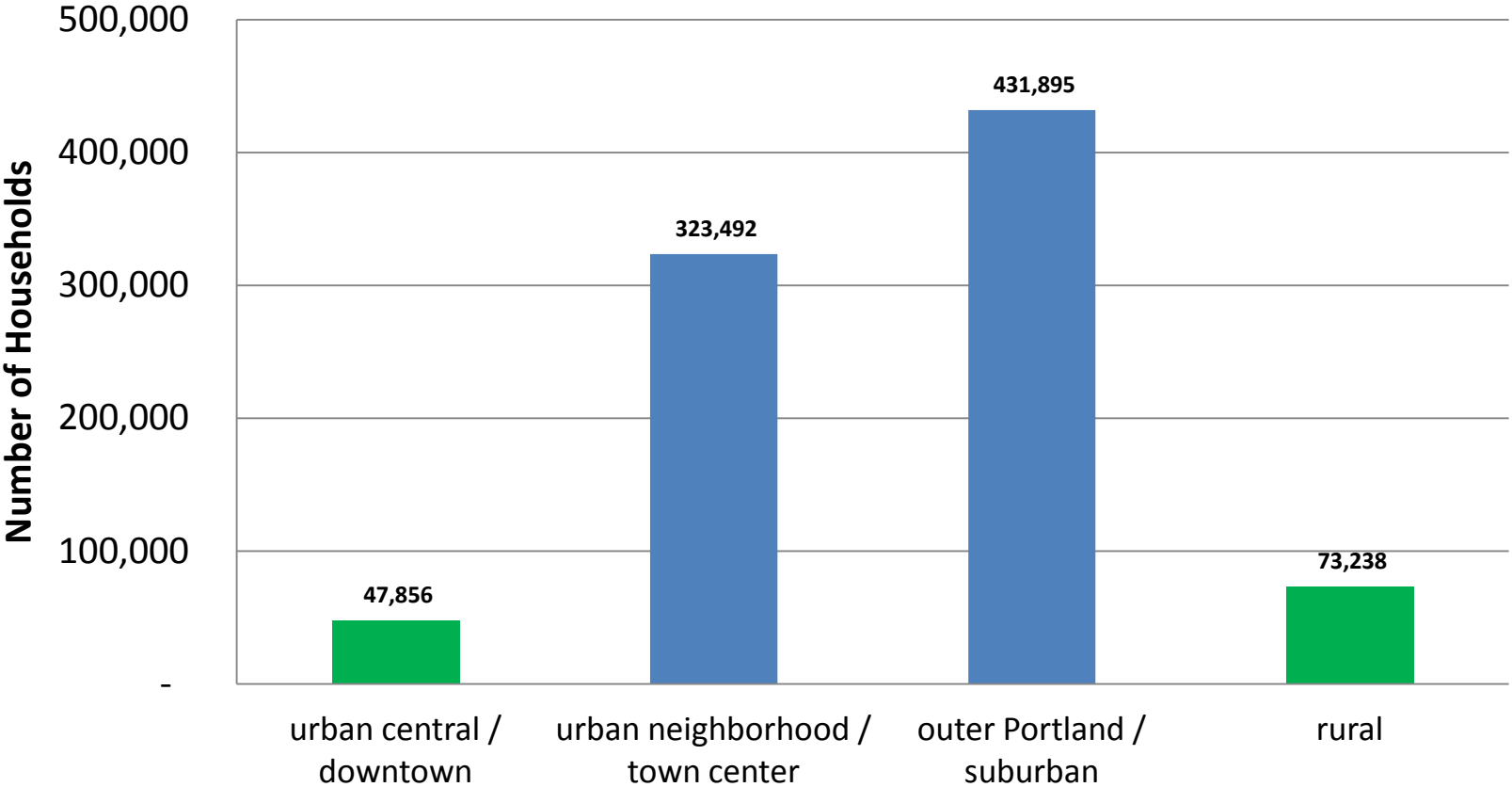
Reporting results using “what if” scenarios

(note – these are not policy recommendations)

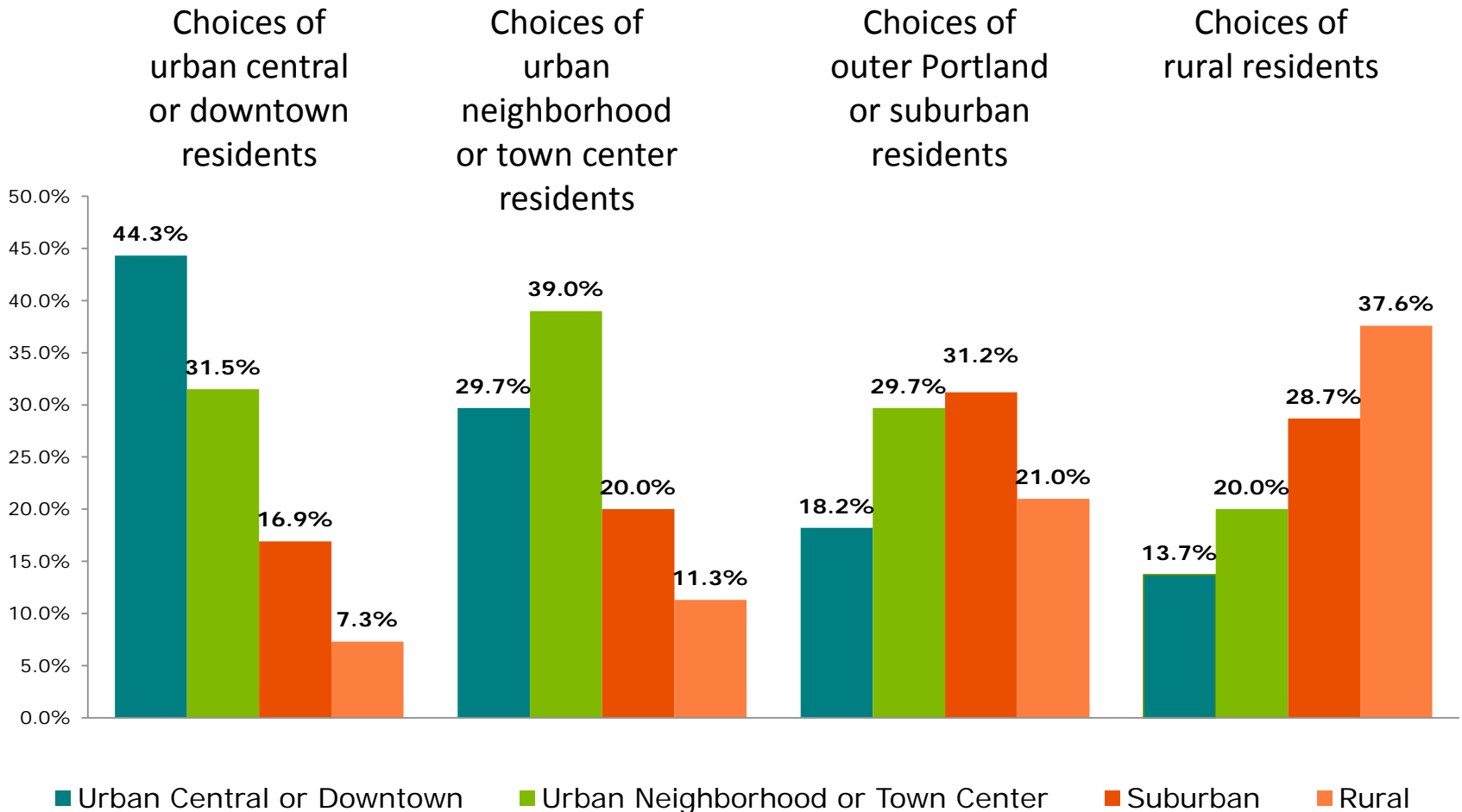
What neighborhood type might respondents choose if...

- All other factors are held constant?
- Housing prices increase?
- Housing size decreases?
- Commute times increase?
- Rental of apartments is the only housing choice?

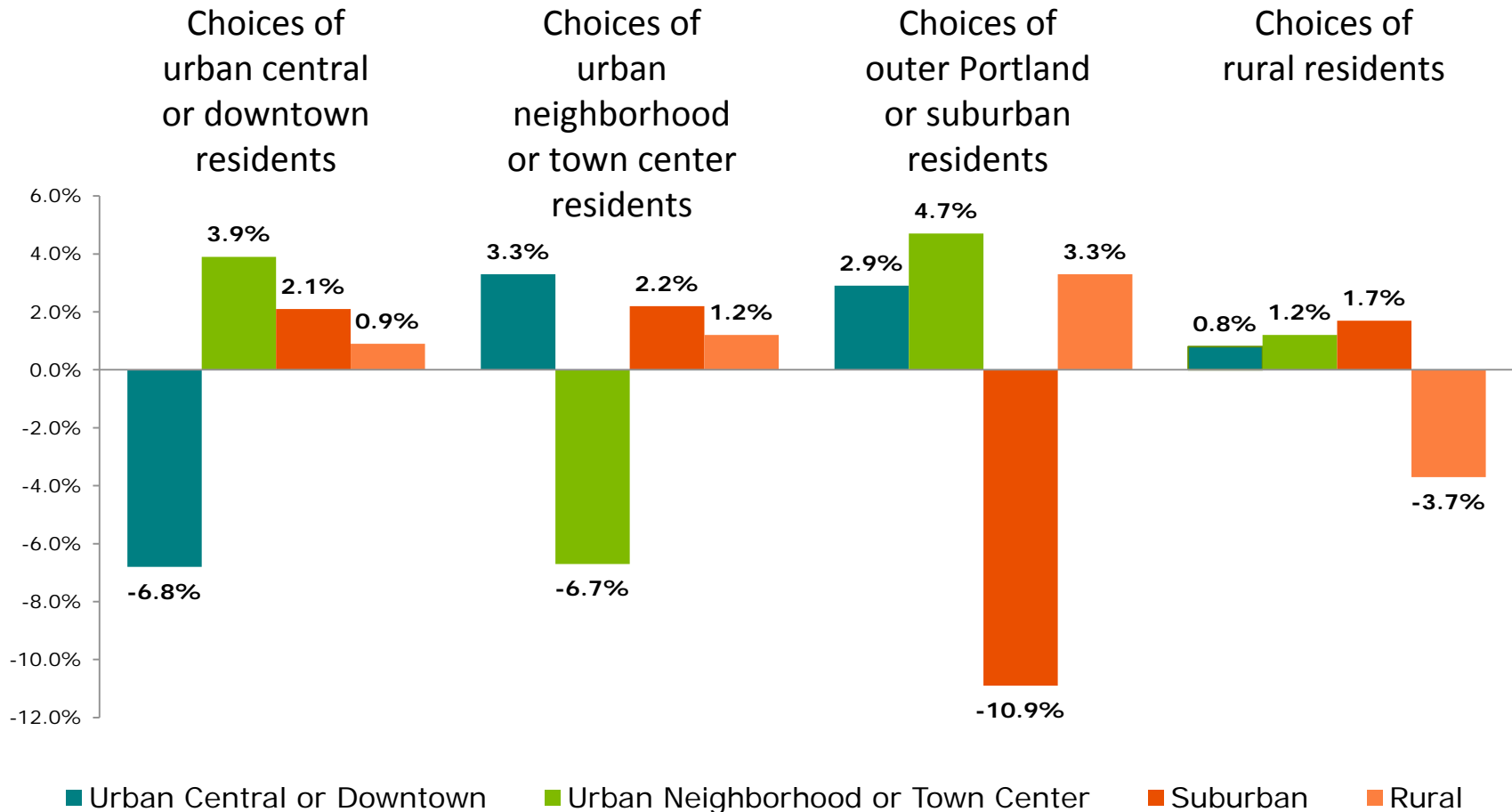
Estimates of current neighborhood market shares (four-county area)



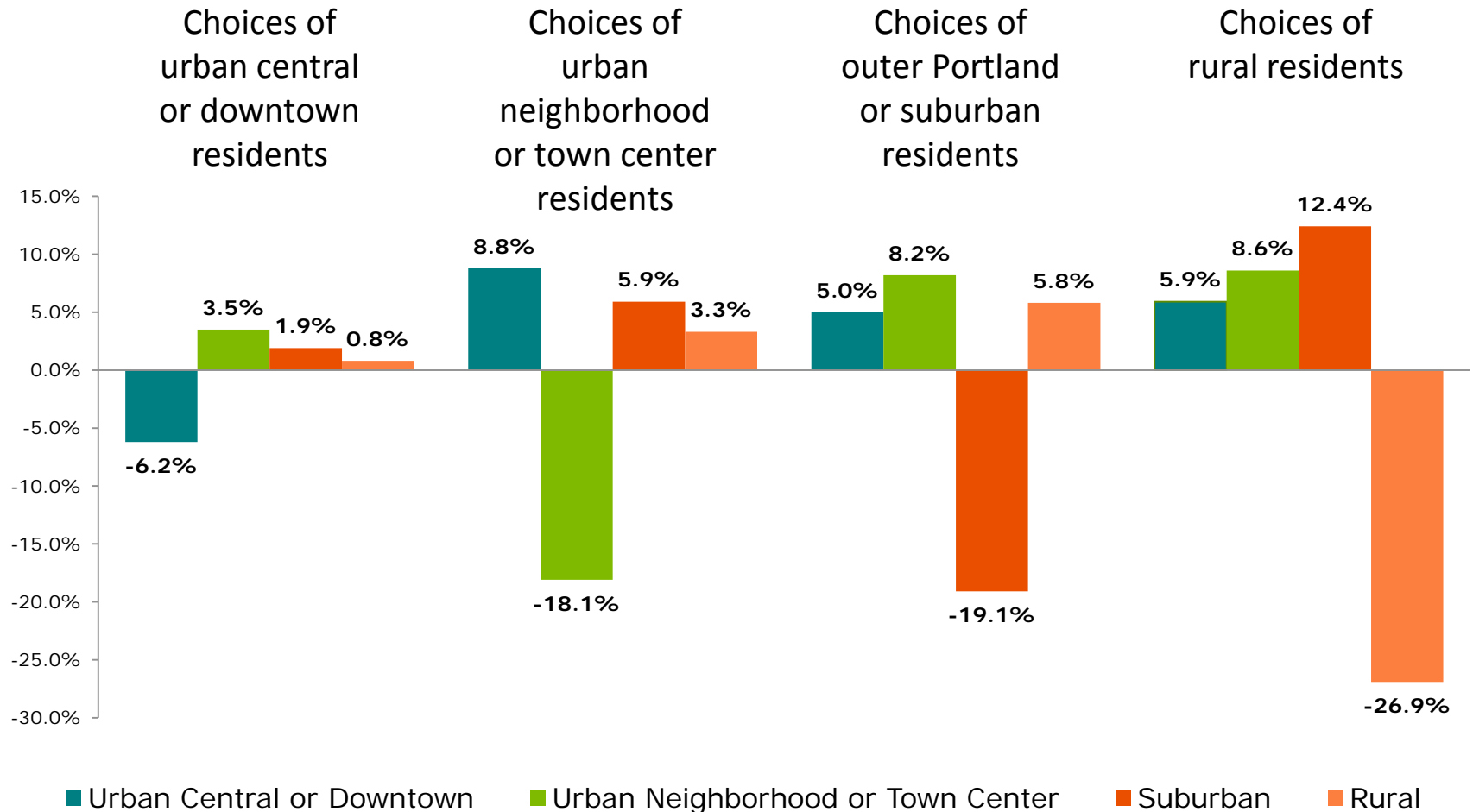
What if all other factors (house size, price, commute, etc.) are held constant?



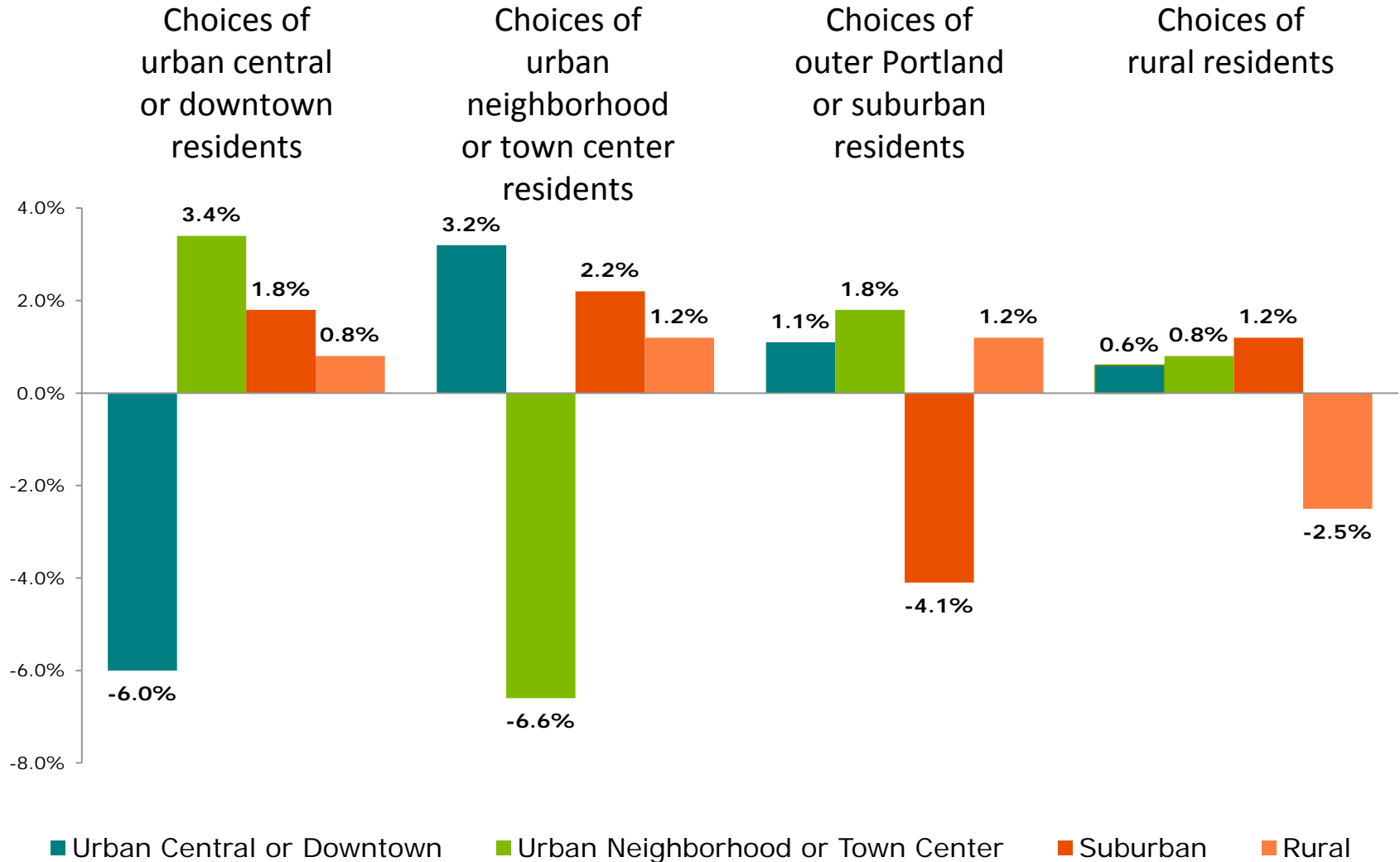
What if housing prices go up by 33%?



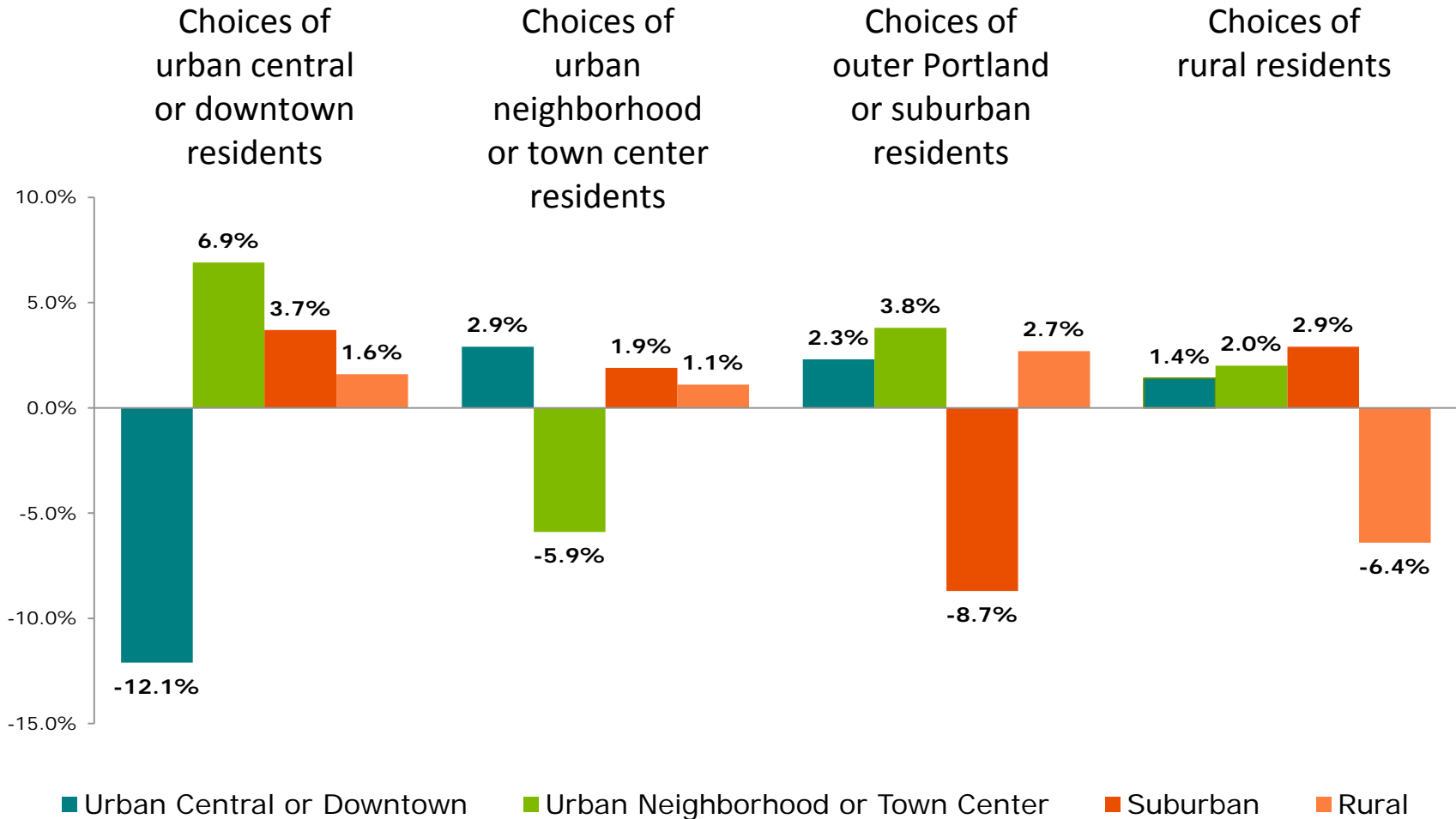
What if rental apartments are the only housing choice?



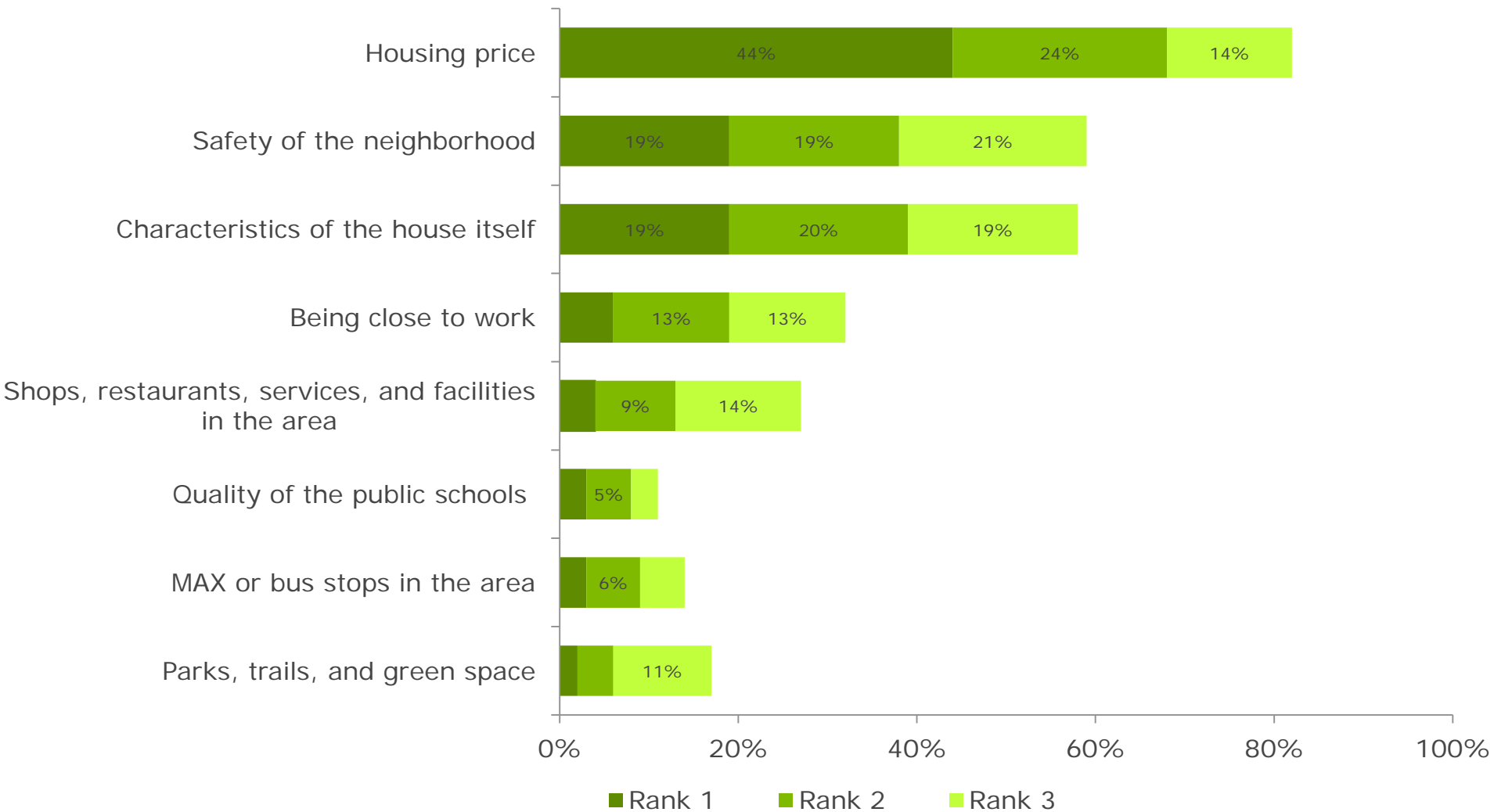
What if commute times increase by 10 minutes?



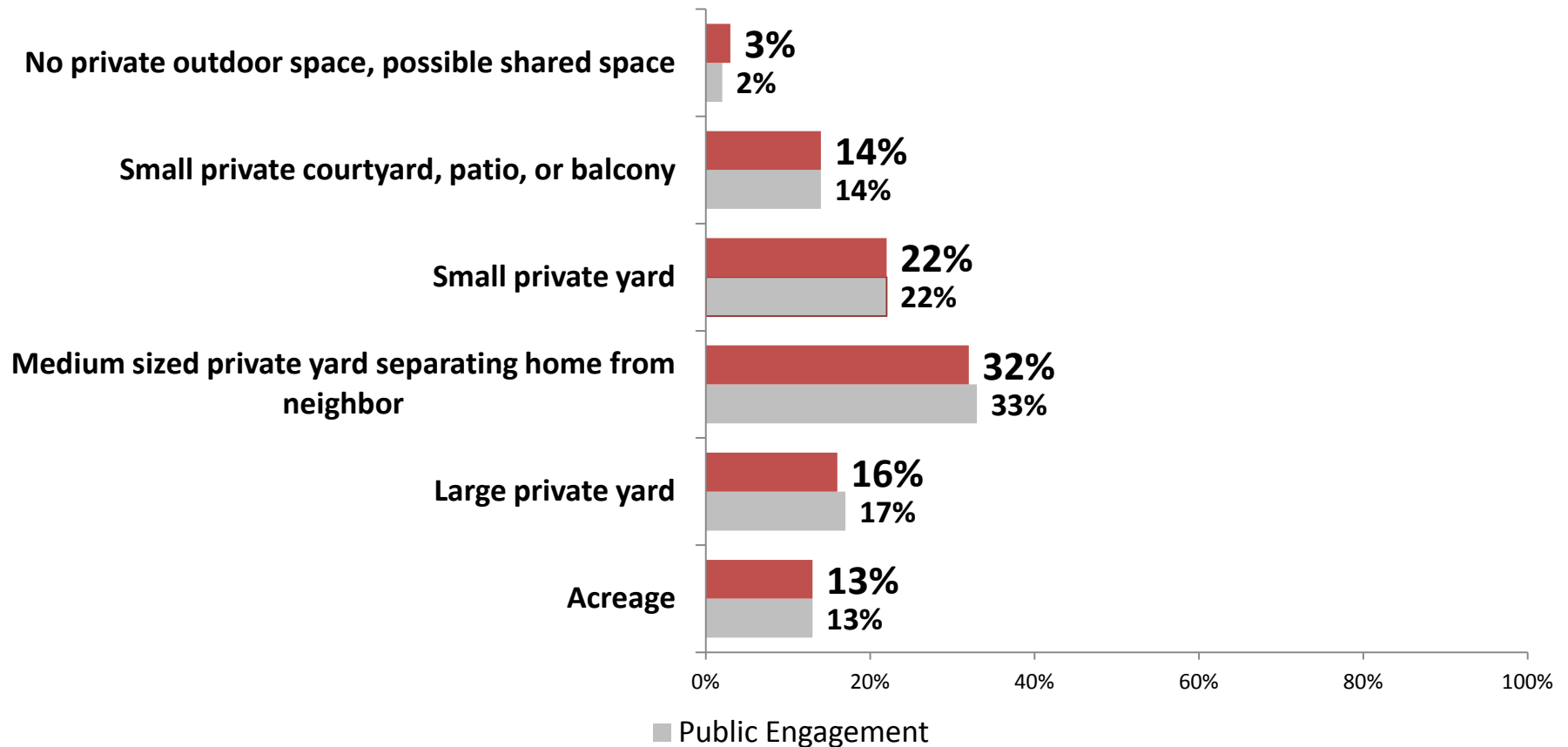
What if housing sizes decrease by 500 square feet?



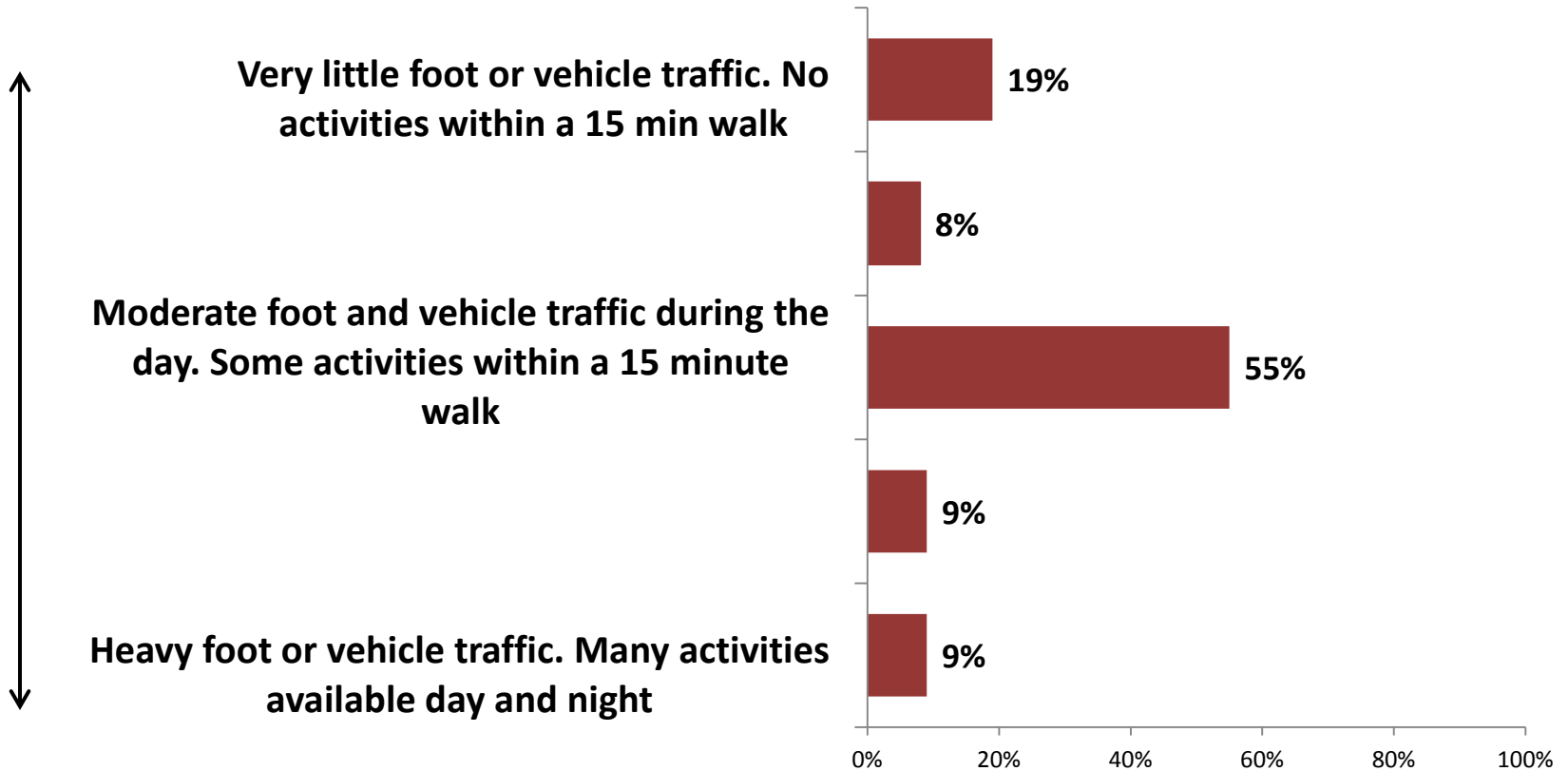
How do respondents rank other factors? (no tradeoffs presented)



The largest share of respondents, though not a majority, would prefer a medium-sized yard



A majority prefer a neighborhood with some activities within a 15 minute walk.



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. On May 30, 2014, the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation unanimously recommended a draft approach for testing. **The results are in: we found good news!**

WHAT DID WE LEARN?

We can meet the target if we make the investments needed to build adopted local plans and visions.

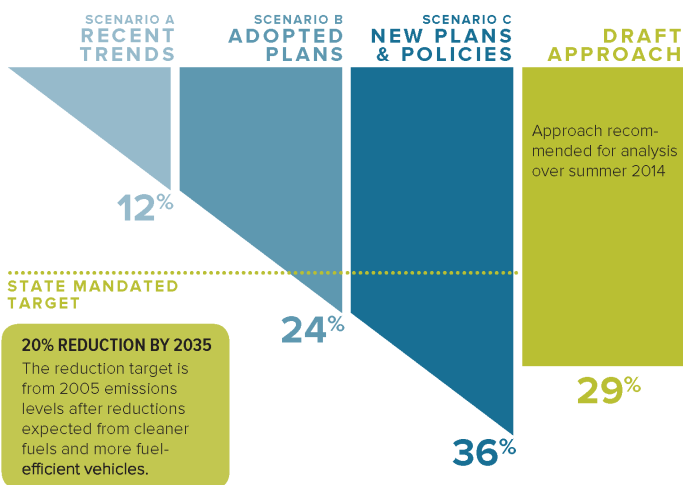
However, we will fall short if we continue investing at current levels.

There's more. The region has identified an approach that does more than just meet the target. It also supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

Overall, implementation of the draft approach is expected to **help people be healthier**, compared to the status quo, through benefits like:

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

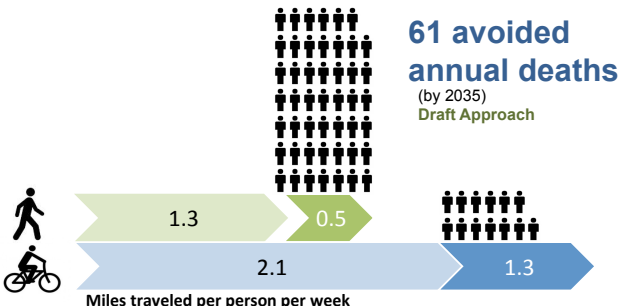
REDUCED GREENHOUSE GAS EMISSIONS
PERCENT BELOW 2005 LEVELS



AIR POLLUTANTS



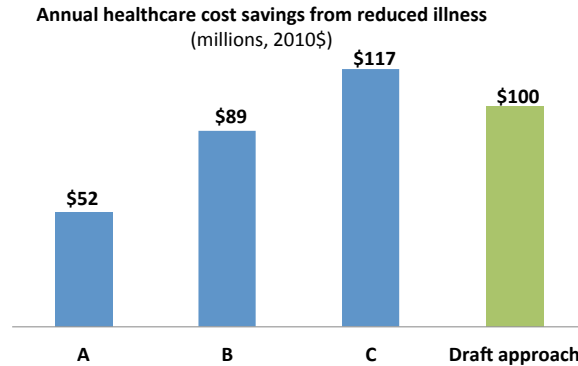
Community design and investment help increase physical activity, saving lives



The draft approach can also significantly help our economy, through benefits like:

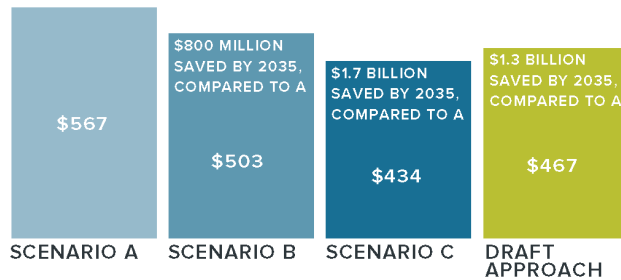
- Reductions in air pollution combined with the greater number of people who regularly exercise by choosing to bike and walk to community destinations can reduce chronic diseases and illness, saving money on healthcare.
- Less air pollution and run-off of vehicle fluids means fewer environmental costs. Along with helping limit the severity of storms, flooding and drought expected from climate change, this saves money that can be spent on other priorities.
- Less time spent in traffic and reduced delay on the system saves businesses money and supports the efficient movement of goods, job creation, and a strong regional economy.

Our economy benefits from improved public health



\$ OUR ECONOMY BENEFITS FROM REDUCED EMISSIONS

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



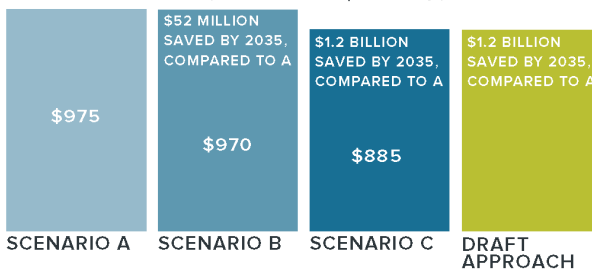
🕒 TIME SPENT IN TRAFFIC

% OF LIGHT VEHICLE TRAVEL TIME SPENT IN TRAFFIC



\$ BUSINESSES AND OUR ECONOMY BENEFIT FROM REDUCED DELAY

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



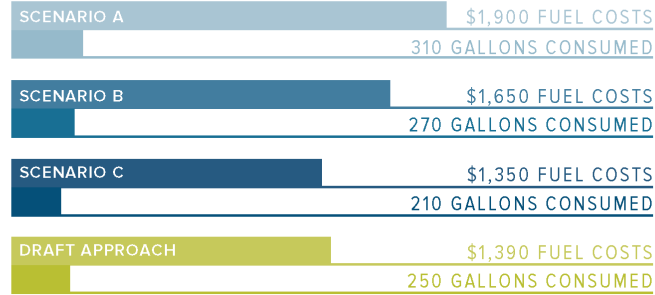
The region's households can also expect to save money under the draft approach, through benefits like:

- Households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more.
- Reducing the share of household expenditures spent on transportation helps household budgets and allows people to spend money on other priorities – this is particularly important for households of modest means.



HOUSEHOLDS SAVE MONEY BY DRIVING LESS AND MORE FUEL-EFFICIENT VEHICLES

ANNUAL HOUSEHOLD FUEL COSTS AND CONSUMPTION IN 2035 (IN 2005\$ AND GALLONS)

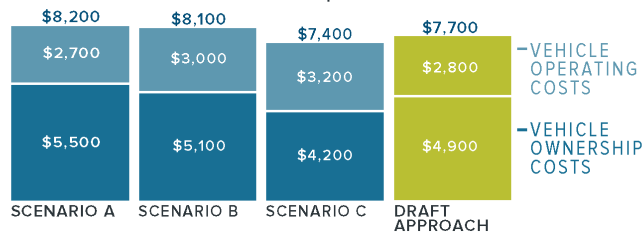


Households save money due to lower ownership costs



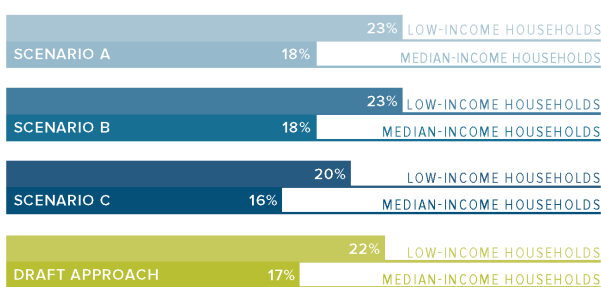
OVERALL VEHICLE-RELATED TRAVEL COSTS DECREASE DUE TO LOWER OWNERSHIP COSTS

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



LOWER VEHICLE COSTS HELP HOUSEHOLD BUDGETS

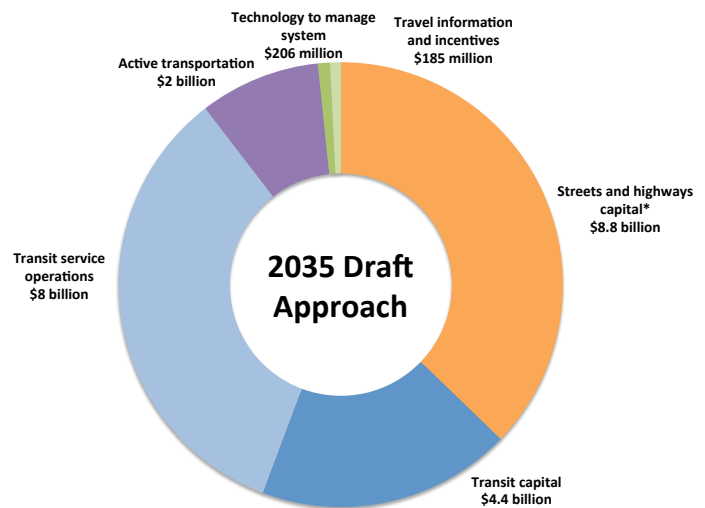
SHARE OF ANNUAL HOUSEHOLD INCOME SPENT ON VEHICLE TRAVEL



WHAT DOES IT COST?

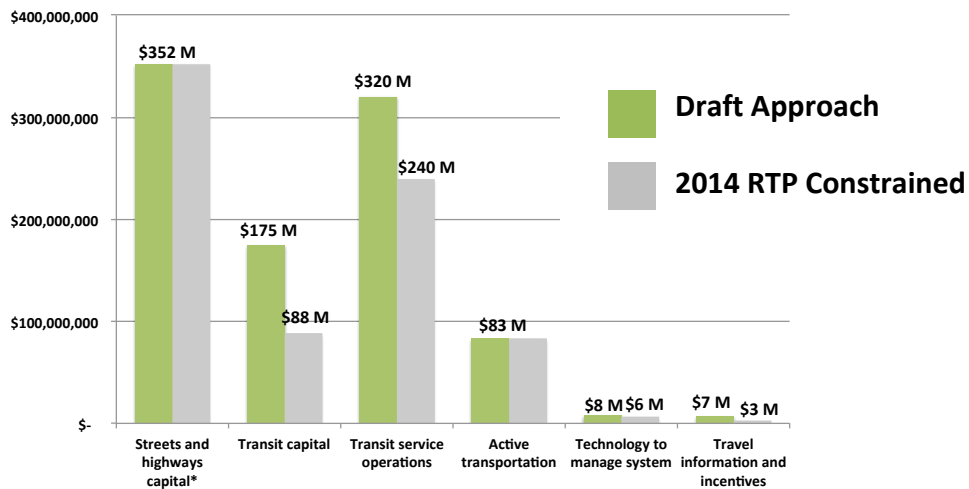
The total estimated cost of the draft Climate Smart Strategy is \$24 billion over the next 20 years, about \$5 billion more than the region identified in the financially constrained RTP. The draft strategy reflects local and regional investment priorities that address current future transportation needs in the region.

Costs are in 2014\$. The total cost does not include road-related operations, maintenance and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are \$12 billion; the estimates are subject to further refinement.



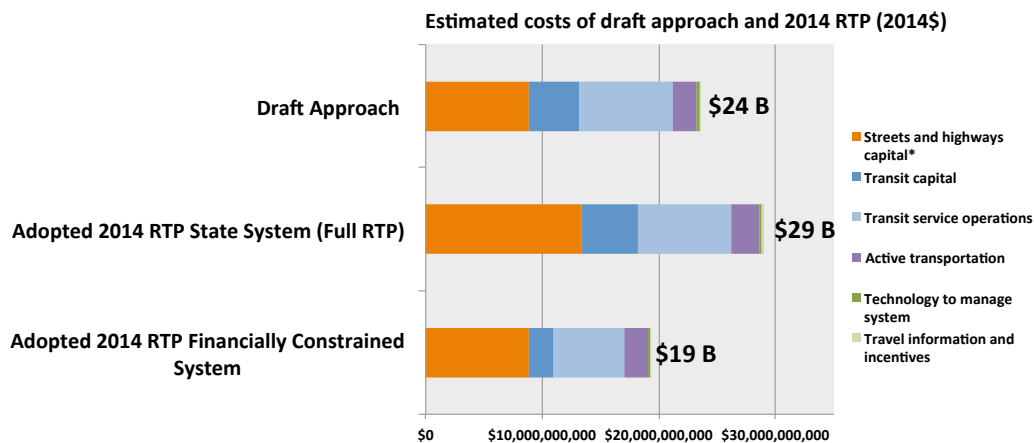
WHAT MUCH DO WE NEED TO SPEND EACH YEAR TO IMPLEMENT?

Total cost to implement is estimated to be \$945 million per year plus the cost to maintain and operate the road system. This is about \$X more than we currently spend on transportation, but as noted above, the benefits extend well beyond our transportation system. *Road OMP to be added once estimates are finalized.



HOW DOES IT COMPARE TO THE 2014 REGIONAL TRANSPORTATION PLAN?

The overall cost is less than in the full 2014 RTP (\$29 billion), but more than the 2014 RTP financially constrained system of investments. It relies on the regionally-agreed upon funding strategy adopted in the 2014 RTP.



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

HOW DO WE MOVE FORWARD?

We're stronger together and everyone has a role. Local, regional, state and federal partnerships and legislative support are needed to secure adequate funding for transportation investments and address other barriers to implementation. Building on existing local, regional and statewide activities and priorities, the project partners have developed a toolbox of early actions with specific steps that can be taken in the next five years. This is a menu of actions that can be selected from and locally tailored to best support local plans and visions.

WHAT CAN LOCAL PARTNERS AND COMMUNITY LEADERS DO?

Local partners and community leaders 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 toolbox can be found at www.oregonmetro.gov/climatescenarios.