600 NE Grand Ave
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Agenda*

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, September 26, 2014
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

9:30 AM	**1.**		**CALL TO ORDER AND DECLARATION OF A QUORUM**	**John Williams, Chair**
9:30 AM	**2.**		**COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**	**John Williams, Chair**
9:35 AM	**3.**		**CITIZEN COMMUNICATIONS ON TPAC AGENDA ITEMS**	
9:40 AM	**4.**	*	**CONSIDERATION OF THE TPAC MINUTES FOR AUG. 29, 2014**	
9:45 AM	**5.**	*	Unified Planning Work Program(UPWP) Amendment: Behavior-Based Freight Model – INFORMATION • *Purpose*: To amend the 2013-15 Unified Planning Work Program to include a Behavior-Based Freight Model project	**Chris Myers, Metro**
9:50 AM	**6.**	*	Climate Smart Communities Scenarios Project: Continue discussion on draft implementation recommendations to identify priority toolbox actions and options - DISCUSSION • *Purpose*: TPAC begins to create straw proposals for a short list of immediate toolbox actions and options to demonstrate the region's commitment to implementation for MPAC and JPACT discussion	**Kim Ellis, Metro**
10:50 AM	**7.**	#	Oregon Department of Transportation Region 1 Area Commission on Transportation (ACT) – INFORMATION/DISCUSSION • *Purpose*: Provide brief review and discussion options, update TPAC on JPACT discussion	**Kelly Brooks, ODOT** **Andy Cotugno, Metro**
11:30 AM	**8.**	*	Draft Urban Growth Report – INFORMATION • *Purpose*: Provide TPAC with an introduction to the 2015 urban growth management decision and the draft 2014 Urban Growth Report	**Ted Reid, Metro**
12:00 PM	**8.**		**ADJOURN**	**John Williams, Chair**

Upcoming TPAC Meetings:

- Friday, Oct. 31, 2014 from 9:30 a.m. to 12 p.m. at the Metro Regional Center, Council Chamber.
- Friday, Nov. 21, 2014 from 9:30 a.m. to 12 p.m. at the Metro Regional Center, Council Chamber.

* Material available electronically.
** Material will be distributed in advance of the meeting.
# Material will be distributed at the meeting.

For agenda and schedule information, call 503-797-1916
To check on closure or cancellations during inclement weather please call 503-797-1700.

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧視公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullan dadweyne, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحترم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءاً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.Notificación de no discriminación de Metro.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights . Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

Metro | *Making a great place*

July 2014

2014 TPAC Work Program
9/19/2014

Sept. 26, 2014 – Regular Meeting	**Oct. 31, 2014 – Regular Meeting**
• UPWP Amendment: Behavior-Based Freight Model, Information (Chris Myers, 5 min) • Climate Smart Communities Scenarios Project: Continue discussion on draft approach and draft implementation recommendations – Discussion (Kim Ellis, 60 min) • ODOT Region 1 ACT (Andy Cotugno, Kelly Brooks (ODOT), 30 min) • Draft Urban Growth Report (Ted Reid, 30 min) FYI: A 45-day comment period is planned from Sept. 15 to Oct. 30 on the CSC draft approach and draft implementation recommendations.	• Oregon Department of Transportation (ODOT) All Roads Transportation Safety Program – Action: Share input before program is implemented (Doug Bish, ODOT) • MOSAIC presentation (Lucia Ramirez, ODOT) • Climate Smart Communities Scenarios Project: Begin discussion of public comments and recommendation to JPACT – Information/Discussion (Kim Ellis)
Nov. 21, 2014 – Regular Meeting • Climate Smart Communities Scenarios Project: Adoption of preferred approach – Action: Recommendation to JPACT requested (Kim Ellis)	

Parking Lot

- TriMet Service Enhancement Plan Update (presentation by TriMet – fall)
- Travel model update
- Regional Infrastructure Supporting Our Economy (RISE) update

600 NE Grand Ave.
Portland, OR 97232-2736
www.oregonmetro.gov

Metro | *Making a great place*

TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
Aug. 29, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT	AFFILIATION
Karen Buehrig	Clackamas County
Lynda David	Southwest Washington Regional Transportation Council
Chris Deffebach	Washington County
Elissa Gertler	Metro
Carol Gossett	Community Representative
Judith Gray	City of Tigard, representing Cities of Washington Co.
Eric Hesse	TriMet
Katherine Kelly	City of Gresham, representing Cities of Multnomah Co.
Nancy Kraushaar	City of Wilsonville, representing Cities of Clackamas Co.
Dave Nordberg	Oregon Department of Environmental Quality
Cora Potter	Community Representative
Karen Schilling	Multnomah County
Steve White	Community Representative
John Williams	Metro
MEMBERS EXCUSED	AFFILIATION
Mike Clark	Washington State Department of Transportation
Courtney Duke	City of Portland
Adrian Esteban	Community Representative
Susie Lahsene	Port of Portland
Heather McCarey	Community Representative
Satvinder Sandhu	Federal Highway Administration
Mychal Tetteh	Community Representative
Rian Windsheimer	Oregon Department of Transportation
ALTERNATES PRESENT	AFFILIATION
Ken Burgstahler	Washington State Department of Transportation
Phil Healy	Port of Portland
Peter Hurley	City of Portland
Lainie Smith	Oregon Department of Transportation

STAFF: Kim Ellis, Ted Leybold, John Mermin, and Jill Schmidt.

1. CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS

Ms. Elissa Gertler, Metro Director of Planning and Development, appointed Mr. John Williams, Deputy Director of Planning and Development, to Chair of the Transportation Policy Alternatives Committee (TPAC).

Chair John Williams declared a quorum and called the meeting to order at 9:33 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Williams updated members on the following items:

- Chair Williams directed members to the memo provided in the packet regarding Transportation Improvement Program adjustments for April through June 2014.
- Metro will host a 2014 Regional Transportation Plan (RTP) Implementation Workshop Sept. 29 at 1 p.m.
- Chair Williams provided a brief update on the process for Metro's 2014 Urban Growth Report (UGR).

TPAC members shared the following updates:

- Mr. Eric Hesse provided updates on TriMet service spending. He stated that TriMet would return to the level of service provided prior to the recession by the end of the current fiscal year.
- Ms. Cora Potter shared that Ride Connection's office moved to 9955 NE Glisan St. in Portland.
- Mr. Steve White welcomed members to attend the Oregon Public Health Institute's fall speaker series.
- Ms. Nancy Kraushaar stated that Cities of Clackamas County would be appointed Ms. Amanda Owens of Lake Oswego as alternate to TPAC.
- Ms. Katherine Kelly opened a discussion on the Oregon Department of Transportation (ODOT) Region 1 Area Commission on Transportation (ACT) options. Members of TPAC and the ODOT Task Force provided context for the discussion and summarized the four options under consideration, including two options for creating one ACT and two options for creating two ACTs in ODOT Region 1. Members noted that Metro's Joint Policy Advisory Committee on Transportation (JPACT) is not an ACT. Mr. Ted Leybold of Metro clarified the significance of an ACT in the region's funding allocation process. He stated that the Task Force is anticipated to make a decision on the formation of an ACT by the end of 2014.

3. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR JUN. 27, 2014

MOTION: Ms. Nancy Kraushaar moved and Ms. Judith Gray seconded to adopt the TPAC minutes from June 27, 2014.

ACTION: With all in favor, the motion passed.

5. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: DRAFT APPROACH EVALUATION RESULTS, ESTIMATED COSTS AND DRAFT IMPLEMENTATION RECOMMENDATIONS

Ms. Kim Ellis provided an overview of the Climate Smart Communities draft approach evaluation and sought TPAC input on draft materials [Attachments 3 and 4] to be released for public review from Sept. 15 to Oct. 30.

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. 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.

Ms. Ellis stated that the project is in its third phase: working to adopt a preferred approach. The 10 land use and transportation policies included in the draft approach tested were shown to produce measurable emissions reductions. She discussed key elements of the draft approach, including growth and development, transportation, funding, and leadership.

Mr. John Williams summarized the results tested in the draft preferred approach recommended by MPAC and JPACT on May 30.

Ms. Ellis presented maps illustrating the draft approach, including: extent of transit, frequency of transit during rush hour, active transportation, streets and highways network, parking management, and transportation system management and operations.

Ms. Ellis discussed the funding element, which relies on regionally-agreed upon funding mechanisms adopted in the 2014 Regional Transportation Plan (RTP). She provided an overview of overall costs anticipated for the draft approach, which was largely built around the financially constrained RTP.

Ms. Ellis presented the toolbox for implementing the draft approach and an overview of the project's final steps in 2014.

Member comments included:

- Ms. Carol Gossett raised concerns about impacts on low income families if new infrastructure raises property values. Mr. Hesse acknowledged potential gentrification impacts from investments in transportation and stated that such possibilities should be minimized to ensure access to affordable housing and reduction of travel costs.
- Members and staff discussed the project's funding obstacles. Ms. Ellis stated that Metro staff did not have the information needed to produce a definitive gap analysis. Members suggested Metro request funding estimates from city and county staff. Members clarified the role that local, regional and state leaders would need to play in addressing funding issues identified by the project and the recently adopted 2014 Regional Transportation Plan. The committee recognized that funding transportation needs in the region has been a long-standing issue and more work is needed.
- Ms. Gossett discussed evolution of implementation plan and finance strategy.
- Mr. Phil Healy clarified that Port of Portland does not have an active transportation plan under development for all facilities, but only for the airport.

6. OREGON'S ZERO EMISSION VEHICLE (SEV) RULES, TRANSITION TO CLEANER, LOW CARBON FUELS AND PARTICIPATION IN THE MULTI-STATE ZEV ACTION PLAN TO SUPPORT THE WIDESPREAD USE OF ZEVS

Mr. Dave Nordberg of the Oregon Department of Environmental Quality (DEQ) provided background on Oregon's Low Emission Vehicle (LEV) program and Zero Emission Vehicle (ZEV) rules. Oregon is one of 10 states that have adopted ZEV rules. The ZEV rules require auto manufacturers to significantly increase the sale of plug-in electric vehicles in the period from 2018 to 2025. The Multi-State ZEV Action Plan sets goals for 25 percent of state fleet vehicle purchases to be zero emissions by 2025. He updated members on Oregon's transition to cleaner, low carbon fuels through technology. He stated that efforts would advance implementation of the Statewide Transportation Strategy (STS) and Climate Smart Communities draft approach for reducing greenhouse gas emissions. Mr. Nordberg discussed the Oregon Clean Fuels Program authorized in 2009 to reduce carbon intensity of transportation fuels lifetime by 10 percent over 10 years and explained the program will sunset in 2015 if it is not reauthorized.

Ms. Ashley Horvat, State of Oregon Chief Electric Vehicles (EV) Officer, discussed Oregon's EV initiatives. She explained the role of the market in availability of LEVs and ZEVs and stated there were currently 250,000 EVs in the country, including 5,000 in Oregon. Oregon has committed to obtain 130,000 EVs by 2025. Ms. Horvat provided an overview of the Multi-State ZEV Action Plan, a partnership among governors of California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island, and Vermont committing to coordinated action to ensure the successful implementation of their state ZEV programs.

Ms. Horvat shared Oregon's EV roadmap. She identified key aspects for reaching Oregon's EV goal, including: visibility, policy, infrastructure, collaborations and industry development, and economic development and outreach. She explained a key action local governments could take is to require the provision of charging infrastructure in new development, particularly the providing conduit that would make it easier to add charging stations later.

7. STREETCAR PREDICTIVE DEVELOPMENT MODEL

Ms. Elissa Gertler, Metro's Director of Planning and Development, and Mr. Eric Engstrom from City of Portland provided an overview of the streetcar predictive development model. The Streetcar Evaluations Methods project was funded by a grant to Metro from the Federal Transit Administration (FTA). The objective of the project was to develop a predicative computer-based model that projects the potential new economic development within a proposed streetcar transit corridor. Ms. Gertler described the process undertaken by Metro and partners to inform and build the Model. She provided an overview of the Model's methodology and discussed results of test runs of the Model on four corridor types. She stated that research on the cause and effect relationship between development and transit infrastructure is limited. Peer review feedback supported the direction of the model, but did not endorse it.

Ms. Gertler stated three key takeaways the model can share:

1. Magnitude of new development stimulated by public investment
2. How local regulations affect development feasibility
3. Estimated fiscal and economic benefits of development

She stated that the model can be applied through policy and transit projects, locally and nationally.

Mr. Eric Engstrom commented that the model can be translated to model development outcomes by any improvement in transit and movement. He stated that City of Portland is using the model to analyze several corridors identified as potential streetcar routes in the 2009 Streetcar System

Concept Plan. These results will feed into the project evaluation process underway as part of the Transportation System Plan update.

Member comments included:

- Mr. Hesse recognized FTA for providing investment in the model and funding an opportunity to do research on economic development around transit improvements.
- In response to member inquiry, Ms. Gertler and Mr. Engstrom noted that the model did not consider land ownership.

8. ADJOURN

Chair Williams adjourned the meeting at 12:00 p.m.

Respectfully Submitted,

Jill Schmidt, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF AUG. 29, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
5.0	Handout	8/25/14	Updated Attachment 1: Climate Smart Communities Scenarios Project 2014 Decision Milestones	82914t-01
5.0	Presentation	8/25/14	Draft Climate Smart Approach	82914t -02
6.0	Presentation	8/29/14	Low and Zero Emission Vehicles	82914t -03
6.0	Presentation	8/29/14	Oregon's Emission Vehicles Initiatives	82914t -04
7.0	Presentation	8/29/14	Streetcar Corridor Economic Impact Predictive Model	82914t -05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD FUNDING FOR THE BEHAVIOR-BASED FREIGHT MODEL PROJECT	))))	RESOLUTION NO. XX-XXXX Introduced by Chief Operating Officer Martha Bennett with the concurrence of Council President Tom Hughes

WHEREAS, the Unified Planning Work Program (UPWP) describes all Federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2013-15; and

WHEREAS, the FY 2013-15 UPWP indicates Federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, Clackamas County and its cities, Multnomah County and its cities, Washington County and its cities, TriMet, and the Oregon Department of Transportation; and

WHEREAS, approval of the FY 2013-15 UPWP is required to receive Federal transportation planning funds; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved the 2013-15 UPWP update in May of 2014 as a two year work plan; and

WHEREAS, this resolution amends the FY 2013-15 UPWP to include one new project:

1. Behavior Based Freight Model

WHERAS, a SHRP-2 grant was recently awarded for this project and therefore the Behavior-Based Freight Model was not included in the adopted FY 2013-15 UPWP.

WHEREAS, all Federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2013-15 UPWP; now therefore

BE IT RESOLVED that the Metro Council hereby amends the FY 2013-15 UPWP to add the Behavior Based Freight Model project as shown in the attached Exhibit A.

ADOPTED by the Metro Council this _____ day of 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Behavior-Based Freight Model

Project Description for Unified Planning Work Program

Description:

This project will replace Metro's current trip-based truck model that utilizes fixed commodity flows with a truck tour model designed to reflect decisions made by shippers, receivers, truck operators, terminal managers, and others. The model will simulate movement of individual shipments throughout the supply chain, including transshipment facilities. Shipments are allocated to truck of various classes, and the movements of all freight vehicles are simulated over the course of a typical weekday. Metro's freight model will also be coordinated with the economic and commercial transport modules of the Statewide Integrated Model (SWIM2).

Metro was selected to receive one of four Freight Model Implementation Assistance grants under the federal SHRP2 C20 Freight Demand Modeling and Data Improvement Project. These funds will be used for model development. Model development and implementation will require collection of behavioral data from shippers and receivers representing a wide range of industries, common and contract freight carriers, business that operate non-freight commercial vehicles, warehouse managers, and logistics agents. The establishment surveys will gather data about industry type and size, commodities shipped and received, shipment size and frequency, and truck fleet data. Truck operators will be asked to complete diaries that provide details on all truck movements, including type and quantity of goods delivered and picked up at each stop, over a 24-hr period. Additional freight data, such as GPS truck tracking data and truck counts may also be collected. Freight data collection will be funded with Surface Transportation Program (STP) as part of the MTIP Regional Freight Analysis and Project Development program, in an amount to be determined at a later time.

Objectives:

Develop tools to enable a more comprehensive analysis of infrastructure needs and policy choices pertaining to the movements of goods. The following are examples:

- Infrastructure needs to support the region's export sectors
- Effects of vehicle length or weight restrictions on roads and bridges
- Local market potential for electric-powered freight vehicles
- Policies that affect location of warehouse and distribution facilities

Develop more detailed network assignments by truck type, which support regional environmental analysis, as well as local traffic operations and engineering analysis.

Develop freight forecasts that are responsive to changes in economic forecasts, changing growth rates among industrial sectors, and changing rates of economic exchange and commodity flows between sectors.

Replace trip-based truck model with more realistic tour-based model.

Previous Work:

The current truck model was initially implemented in 2002, based on commodity flow forecasts prepared for the Port of Portland and derived from the federal Freight Analysis Framework (FAF). A major model enhancement occurred in 2007, using data obtained in the Portland Freight Data Collection Project, including extensive vehicle classification counts, origin-destination surveys, and estimates of activity at transshipment facilities. The truck model was most recently updated in December, 2013 using new commodity flow forecasts prepared for the Port of Portland, Metro, and other partner agencies. They include commodity flow estimates for the 2010 base year, and forecasts for 2020, 2030, and 2040 based on FAF3 and TransSearch databases.

Methodology:

Metro will implement a metropolitan truck tour model using the framework developed for Federal Highway Administration (FHWA), and previously implemented as a metropolitan demonstration project for the Chicago Metropolitan Agency for Planning (CMAP) and implemented in a statewide application for the Florida Department of Transportation. The model specification will be customized for our region and model parameters will be re-estimated using data to be collected in a locally-funded establishment survey. The model will exchange data with Oregon's Statewide Integrated Model (SWIM2), utilizing simulated commodity flows between industrial sectors as regional control totals and allocating external flows into and out of the region to local producer and consumer entities, consistent with state and regional economic forecasts.

The SHRP2 C20 funds will be used to hire qualified consultants to 1) develop Model Implementation and Data Plans, 2) transfer the current FHWA truck tour model framework to our region, 3) update the model specification and re-estimate parameters using local surveys, and 4) add model components to simulate movement of heavier classes of non-goods commercial vehicles (e.g., utility, construction), for which data will also be obtained in the local surveys.

The STP funds will be used to implement the Data Plan. Qualified consultants will be hired to 1) design, test, and conduct business establishment surveys and truck diary surveys and utilize other instruments to obtain behavioral data for model specification and parameter estimation, 2) collect truck counts, vehicle tracking data and other data for model calibration, and 3) prepare a report summarizing data methodology and results. STP and local matching funds will be used to develop land use, economic, demographic, and freight network infrastructure data for use in model development.

The consultants will be required to:

1. Prepare an Implementation Plan, detailing initial demonstration model transfer, software requirements, integration into the current Metro travel models, SWIM2 data exchange, and desired enhancement/customization of the demonstration model;
2. Prepare a Data Plan outlining all data needs including currently available land use, economic, demographic, and transport infrastructure data, desired behavioral data to be obtained in the establishment surveys and truck diaries, contingency data resources to be used if the local survey data are not available within the project time frame, or to fill in gaps for shipment types not adequately captured in the local survey, and both existing and desired data to be obtained for model calibration and validation, such as truck counts, GPS vehicle tracking data (e.g., ATRI), and a portion of the local survey data set. A range of data options will be prepared, from

funding levels $250,000 to $450,000. The funding amount will be determined by Metro following completion of this task.
3. Implement the enhanced demonstration model, to include SWIM data integration and non-freight commercial vehicles;
4. Implement the Data Plan
5. Prepare a memorandum describing key findings from the local surveys, with a plan for updating the model specification and re-estimating model parameters to reflect local behavior;
6. Implement, calibrate and validate the updated model. Both truck flows by vehicle type and shipments by commodity type will be validated;
7. Provide monthly progress reports;
8. Provide a final report.

Tangible Products Expected in FY 2014-15:

1. Model Implementation Plan
2. Model Data Plan
3. Survey Instruments
4. Land Use, Economic, Demographic, and Infrastructure Data

Tangible Products Expected in FY 2015-16:

1. Initial Implementation of FHWA Demonstration Model
2. Survey Report / Model Update Memorandum
3. Calibrated and Validated Behavior-Based Freight Model
4. Final Report

Entity Responsible for Activity:

Metro Research Center	Project management, data
Port of Portland	Technical advisor, data, private sector outreach
Oregon DOT	Contract administration, technical advisor, data
Southwest Washington Regional Transportation Council	Technical advisor, data
Port of Vancouver	Technical advisor, data
Washington State DOT	Technical advisor, data

Schedule for Completing Activities:
Please refer to schedule information provided in the *Tangible Products* section of this planning activity description.

FY 2014-15 Costs and Funding Sources:

Requirements:				**Resources:**		
Personal Services	$			SHRP2 C20 IAP	$	350,000
Interfund Transfers	$			STP	$	TBD
Materials & Services	$	350,000			$	
					$	
				Local Matching Funds	$	TBD

TOTAL	**$**			*TOTAL*	**$**	
Full-Time Equivalent Staffing						
Regular Full-Time FTE						
TOTAL						

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. XX-XXXX, FOR THE PURPOSE OF AMENDING THE FY 2013-15 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD THE BEHAVIOR-BASED FREIGHT MODEL PROJECT.

Date: September 5, 2014

Prepared by: Chris Myers
(503) 813-7554

BACKGROUND

On May 1, 2014, the Metro Council adopted the FY 2013-15 Unified Planning Work Program (UPWP) Update via Resolution No. 14-4514 ("FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS").

This resolution is an amendment to the FY 2013-15 UPWP Update to add the Behavior Based Freight Model Project. This project was awarded funds by the Federal Highway Administration (FHWA) after adoption of the FY 2013-15 UPWP. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. The proposed UPWP narrative for the Behavior Based Freight Model Project is included in Exhibit A.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – Metro Council Resolution No. 14-4514: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM AND CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS, adopted by the Metro Council on May 1, 2014.
3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on this project between now and June 30, 2015, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

RECOMMENDED ACTION

Approve Resolution No. XX-XXXX and amend the FY 2013-15 UPWP.

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax

www.oregonmetro.gov

Metro | *Memo*

DATE: September 16, 2014

TO: MTAC and TPAC members and alternates, and interested parties – UPDATED ATTACHMENT

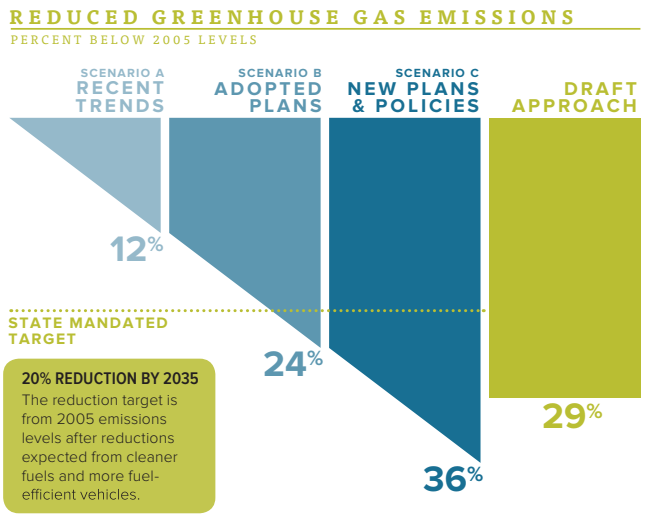
FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: Release of draft approach and implementation recommendations for public review

****

BACKGROUND

The Climate Smart Communities Scenarios Project responds 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.



After four years of research, analysis, community engagement and discussion the region has identified a draft approach that achieves a 29 percent reduction in per capita greenhouse gas emissions and other significant community, public health and economic benefits. The draft Climate Smart Strategy and draft implementation recommendations are ready for review.

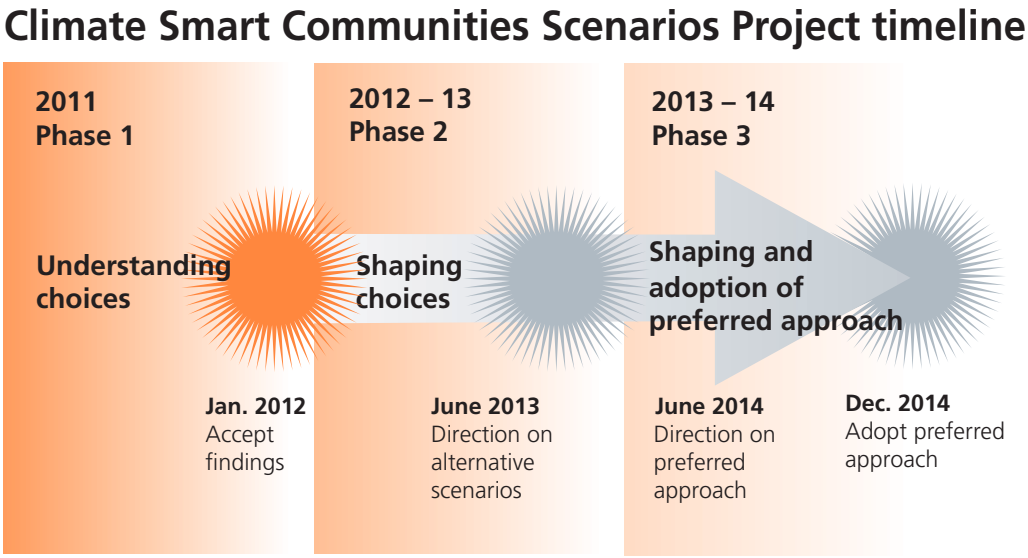
PURPOSE

The purpose of this memo is to transmit the materials released on Sept. 15 for public review and comment. The materials are posted on the project website at oregonmetro.gov/draftapproach and include:

- **Key Results** *(an overview of the analysis of the draft approach, expected benefits and estimated costs)*
- **Draft Climate Smart Strategy** *(an overview of the draft approach)*
- **Draft Implementation Recommendations** *(policy, actions and monitoring recommendations organized in three parts)*
  1. Draft Regional Framework Plan Amendments
  2. Draft Toolbox of Possible Actions (2015-20)
  3. Draft Performance Monitoring Approach

WHAT'S NEXT?

Copies of the materials will be provided at your upcoming meetings. Comments will be accepted through Oct. 30, and summarized to identify potential refinements for consideration by the regional policy advisory committees and the Metro Council in November and December. A schedule of upcoming discussions is provided in Attachment 1 for reference.



ACTION REQUESTED

No action is requested at this time. MTAC and TPAC will be requested to make a recommendation to the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) on November 19 and 21, respectively.

Attachment:

Attachment 1. 2014 Decision Milestones *(Sept. 17, 2014)*

Updated September 17, 2014

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

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.	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	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	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
June 19	Council direction on draft approach to test

Milestone 2	**Release draft approach and implementation recommendations for 45-day public comment period**
June – Sept.	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	Public notice published on upcoming public comment period
Sept. 15, 2014	**Release draft approach and implementation recommendations for 45-day public comment period**

Milestone 3	**Seek Council adoption of recommended preferred approach**
Sept. – Nov.	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. 10 and 11	MPAC and JPACT discussion on draft approach results, implementation recommendations and topics for future policy discussion
Sept. 17	MTAC update on update on public review materials and next steps for defining priority toolbox actions and options to demonstrate region's commitment to implementation
Sept. 25	Land Conservation and Development Commission briefing
Sept. 26	TPAC update on public review materials and begin discussion to prioritize toolbox actions and define options to demonstrate region's commitment to implementation
Week of Oct. 6	Climate Smart Communities technical work group discussion to prioritize toolbox actions and define options to demonstrate region's commitment to implementation
Oct. 7	Council discussion on draft approach and implementation recommendations, including actions Metro can take to implement draft approach
Oct. 8	MPAC update on public review materials and next steps for prioritizing toolbox actions and options to demonstrate region's commitment to implementation *(as part of Councilor communications)*
Oct. 9	JPACT update on public review materials and next steps for prioritizing toolbox actions and options to demonstrate region's commitment to implementation
Oct. 15	MTAC discussion on prioritizing toolbox actions and options to demonstrate region's commitment to implementation
Oct. 22	MPAC discussion on prioritizing toolbox actions and options to demonstrate region's commitment to implementation
Oct. 30	Public hearing (also first reading and initial evidentiary hearing)
Oct. 31	TPAC begins discussion of public comments and recommendation to JPACT
Nov. 6	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 *(8am to noon, World Forestry Center, Cheatham Hall)*
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 & 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**

600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1700
503-797-1804 TDD
503-797-1797 fax
www.oregonmetro.gov

Metro | *Memo*

DATE: September 18, 2014

TO: TPAC and MTAC members and alternates, and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: Next steps for addressing policy topics prioritized by MPAC and JPACT for further discussion

****

BACKGROUND

The Climate Smart Communities Scenarios Project responds 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.

Working together through a four-year collaborative process, community, business and elected leaders have shaped a draft approach that meets the goal while creating healthy and equitable communities and a strong economy. The draft Climate Smart Strategy and implementation recommendations were released for public review from Sept. 15 to Oct. 30, 2014 at oregonmetro.gov/draftapproach.

MPAC and JPACT will make recommendations to the Metro Council on adoption of the draft Climate Smart Strategy and implementation recommendations on Dec. 10 and 11, respectively. The Metro Council will consider those recommendations on Dec. 18, 2014.

PURPOSE

On September 10 and 11, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) requested that the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) work together to develop proposals for further discussion at a joint MPAC and JPACT meeting to be held on November 7, 2014. The topics identified by MPAC and JPACT are:

- **Topic #1:** Create a straw proposal that identifies **a short list of toolbox actions** that the region will immediately work on together (in 2015 and 2016); and
- **Topic #2:** Create a straw proposal that identifies **options for demonstrating the region's commitment to implementation** of the Climate Smart Strategy the Metro Council considers for adoption in Dec. 2014.

Topic #1: Create a straw proposal of immediate toolbox actions that the region will work on together in 2015 and 2016

Additional background: Local government partners and other stakeholders have raised questions around what priority actions the region is willing to work on together starting in 2015 given the voluntary nature of the toolbox and the significant number of actions identified to date. While many actions are already being implemented to varying degrees across the region and at the state level, the toolbox identifies new actions the state, Metro, local governments and special districts can take to help implement the draft approach. Immediate (2015-16) and near-term (2017-20) identified in the public review draft toolbox include:

- Advocating for **state legislative changes** related to the Oregon Clean Fuels program, brownfield redevelopment, local housing policies and programs and transportation funding;
- Adopting **policy and program changes** at the state, regional and local levels to align policies and investments with community visions, focus growth in designated areas, improve safety for all modes and all users of the transportation system, and incorporate greenhouse gas emissions reduction in planning and funding decisions;
- **Building a diverse transportation funding coalition** that includes elected officials and community and business leaders at local, regional and state levels working together to secure adequate transportation funding for all modes and all users of the transportation system;
- **Considering expanded or new state and local funding mechanisms** to stabilize funding and meet current and future transportation needs;
- **Expanding funding available to low carbon travel options and programs,** including transit, intelligent transportation systems (ITS), travel information and incentives and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs; and
- **Expanding technical assistance and best practices** provided to local governments and other business and community partners to support implementation of the strategy;
- Increasing the **public and private alternative fuel vehicle (AFV) fleet and charging/fueling infrastructure**; and
- Further developing **appropriate tools and methods to support greenhouse gas emissions reduction planning and monitoring**.

QUESTIONS FOR CONSIDERATION

1. Are there immediate or near-term actions that should be added to or removed from the list of possible actions included in the toolbox?
2. Which actions under consideration are the highest priority for the region to pursue together in the immediate term (2015-16)?

Topic #2: Create a straw proposal of options for demonstrating region's commitment to implementation

Additional background: Local government partners and other stakeholders have raised questions around how the region can best demonstrate to the Land Conservation and Development Commission a shared commitment to implement the draft approach and priority actions given that the toolbox reflects a menu of actions that can be locally tailored to best support local, regional and state plans and visions. Ideas raised to date have included:

- A signed **regional compact** that outlines, at a broad level, what the region agrees to work on together starting in 2015 and how to monitor progress;
- Adoption of the **Metro Council Ordinance** that outlines, at a broad level, what the region agrees to work on together starting in 2015 and how to monitor progress;
- Adoption of **local resolutions or other means** to signal a commitment to work together and implement priority actions; and
- Submittal of **letters of support** from responsible agencies, coordinating committees, city councils, county boards and other decision-making bodies indicating a shared commitment to implement their priority actions.

QUESTIONS FOR CONSIDERATION

1. What other options should be considered?
2. What are the pros and cons of each option?

NEXT STEPS

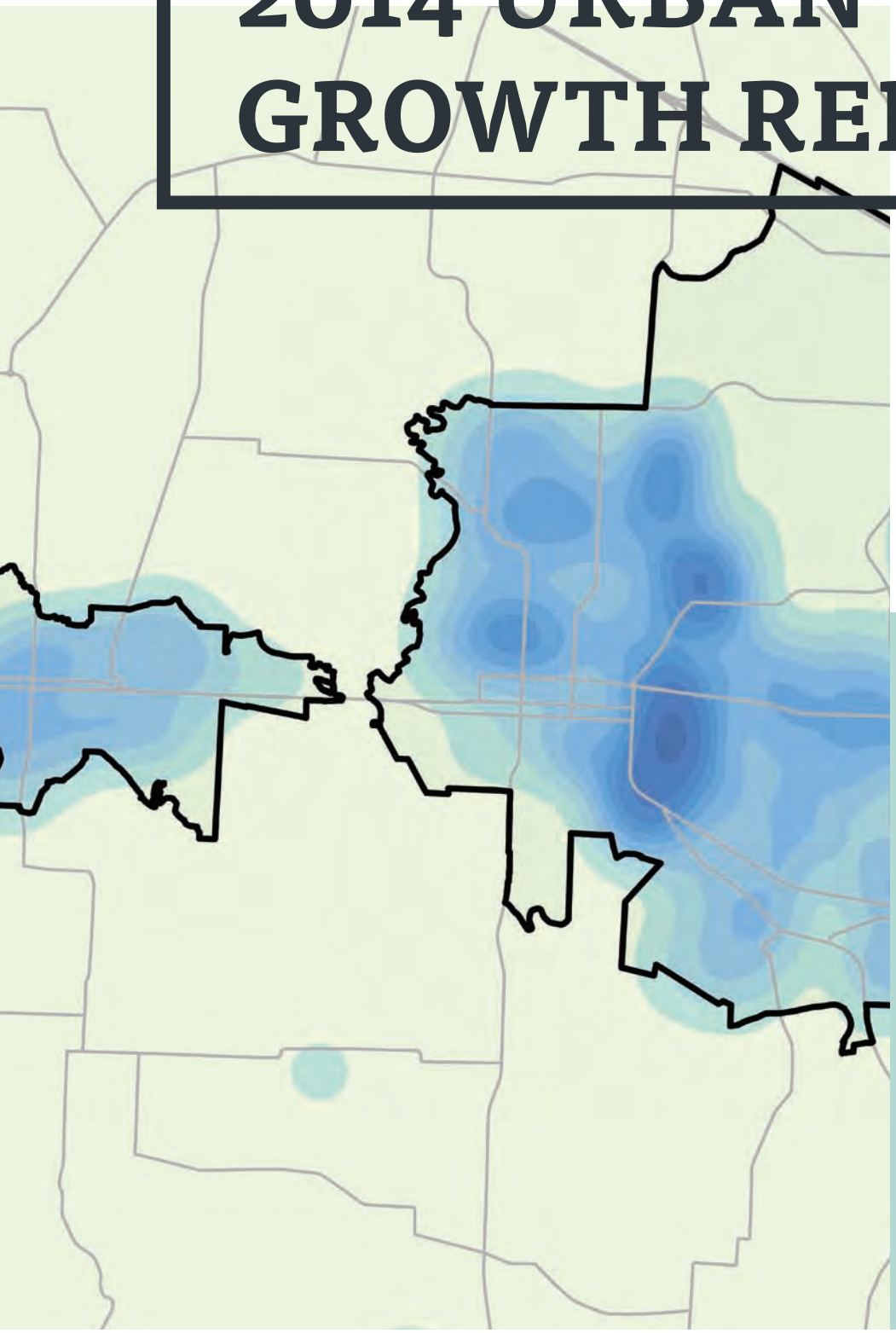
On Sept. 17, MTAC members were requested to send initial ideas to Metro staff by Sept. 24. TPAC will begin discussion of these topics on Sept. 26. JPACT will be provided a progress report on Oct. 9.

In addition, at MTAC's suggestion, the Climate Smart Communities technical work group will be convened on Oct. 9 to further discuss these topics and prepare straw proposals for consideration by MTAC on Oct. 15, MPAC on Oct. 22, and TPAC on Oct. 31. MPAC and JPACT will jointly discuss the straw proposals at a joint meeting on Nov. 7.

September / 2014

2014 URBAN GROWTH REPORT

Revised Draft



Investing in our communities
2015 – 2035

Metro | *Making a great place*

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we've already crossed paths.

So, hello. We're Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Metro
Making a great place

If you have a disability and need accommodations, call 503-220-2781, or call Metro's TDD line at 503-797-1804. If you require a sign language interpreter, call at least 48 hours in advance. Activities marked with this symbol are wheelchair accessible:

Bus and MAX information
503-238-RIDE (7433) or trimet.org

Stay in touch with news, stories and things to do.
oregonmetro.gov/connect

To learn more about the growth management decision and the urban growth report, visit **oregonmetro.gov/growth**

Printed on recycled-content paper. 14226-R

2014 URBAN GROWTH REPORT

Investing in our communities
2015 – 2035

TABLE OF CONTENTS

APPENDICES

Introduction

As the Portland metropolitan region grows, our shared values guide policy and investment choices to accommodate growth and change, while ensuring our unique quality of life is maintained for generations to come.

Metro, local jurisdictions and many other partners work together to guide development in the region. This means striking a balance between preservation of the farms and forests that surround the Portland region, supporting the revitalization of existing downtowns, main streets and employment areas, and ensuring there's land available for new development on the edge of the region when needed.

Oregon law requires that every five years, the Metro Council evaluate the capacity of the region's urban growth boundary to accommodate a 20-year forecast of housing needs and employment growth. The results of that evaluation are provided in the urban growth report.

While complying with the requirements of state law, the urban growth report serves as more than just an accounting of available acres inside the urban growth boundary. It plays a vital role in the implementation of the region's 50-year plan that calls for the efficient use of land, redevelopment before expansion, and the preservation of the region's resources for future generations.

ACHIEVING DESIRED OUTCOMES

To guide its decision-making, the Metro Council, on the advice of the Metro Policy Advisory Committee (MPAC), adopted six desired outcomes, characteristics of a successful region:

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

WORKING TOGETHER

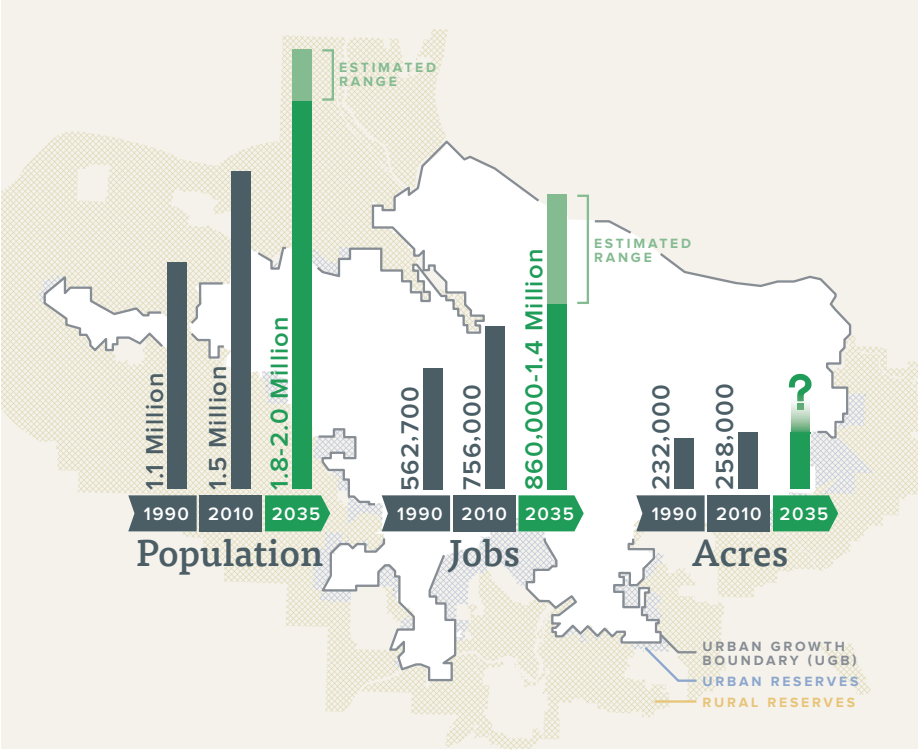
The population and employment range forecasts in the urban growth report help inform Metro, local jurisdictions, and other public and private sector partners as they consider new policies, investments, and actions to maintain the region's quality of life and promote prosperity.

The urban growth report, once accepted in its final form by the Metro Council in December 2014, will serve as the basis for the council's urban growth management decision, which will be made by the end of 2015.

But the work does not end with the council's decision. Implementation will require coordination of local, regional and state policy and investment actions. In its role as convener for regional decision-making, Metro is committed to building and maintaining partnerships and alignments among the different levels of government and between the public and private sectors.

Past growth-future forecast

Population and job growth within the Metro urban growth boundary
1990-2035



SUCCESSES AND CHALLENGES

The region's longstanding commitment to protecting farms and forests, investing in existing communities, and supporting businesses that export goods and services is paying off in economic growth. From 2001 to 2012, the Portland region ranked third among all U.S. metropolitan areas for productivity growth, outpacing the Research Triangle in North Carolina, the Silicon Valley in California, and several energy producing regions in Texas.[i] Likewise, the region's walkable downtowns, natural landscapes, and renowned restaurants, breweries, and vineyards are well known around the world. In 2013, visitors to Clackamas, Multnomah and Washington counties spent $4.3 billion dollars, supporting 30,100 jobs in the region.[ii] These successes are no accident – they demonstrate that prosperity, livability and intentional urban growth management are compatible.

However, Metro and its partners also have challenges to face when it comes to planning for additional population and employment growth. These include making sure that workforce housing is available in locations with access to opportunities, providing more family-friendly housing choices close to downtowns and main streets, delivering high quality transportation options that help people get where they need to go, ensuring freight mobility, and protecting and enhancing the environment.

Outcomes-based approach to growth management

A core purpose of the urban growth report is to determine whether the current urban growth boundary (UGB) has enough space for future housing and employment growth. Considerable care and technical engagement have gone into the assessment of recent development trends, growth capacity, and the population and employment forecasts provided in this report. However, this kind of analysis is necessarily part art and part science. 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.

HOW WE ACCOMMODATE GROWTH

URBAN AND RURAL RESERVES Areas outside the current UGB designated by Metro and the three counties through a collaborative process. Urban reserves are the best places for future growth if urban growth expansions are needed over the next 50 years. Rural reserves are lands that won't be urbanized for the next 50 years.

INFILL Development on a tax lot where the original structure has been left intact and the lot is considered developed.

REDEVELOPMENT Development on a tax lot where the original structure has been demolished and there is a net increase in housing units.

VACANT LAND Land inside the UGB that's not developed.

RESIDENTIAL BUILDABLE LAND INVENTORY

If the region's historic annual housing production records (high and low from 1960 to 2012) are any indication, how long might the residential buildable land inventory last?

SINGLE FAMILY 10 to 52 years

MULTIFAMILY 28 to 354 years

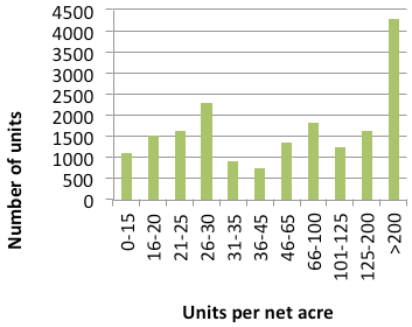


FIGURE 1 Net new multifamily units by density inside UGB *(built 2007-2012)*

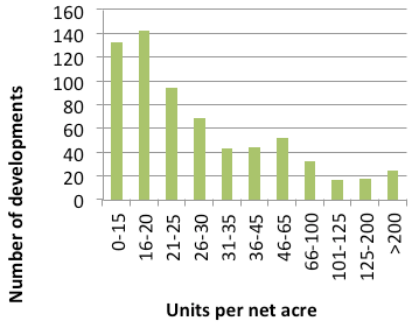
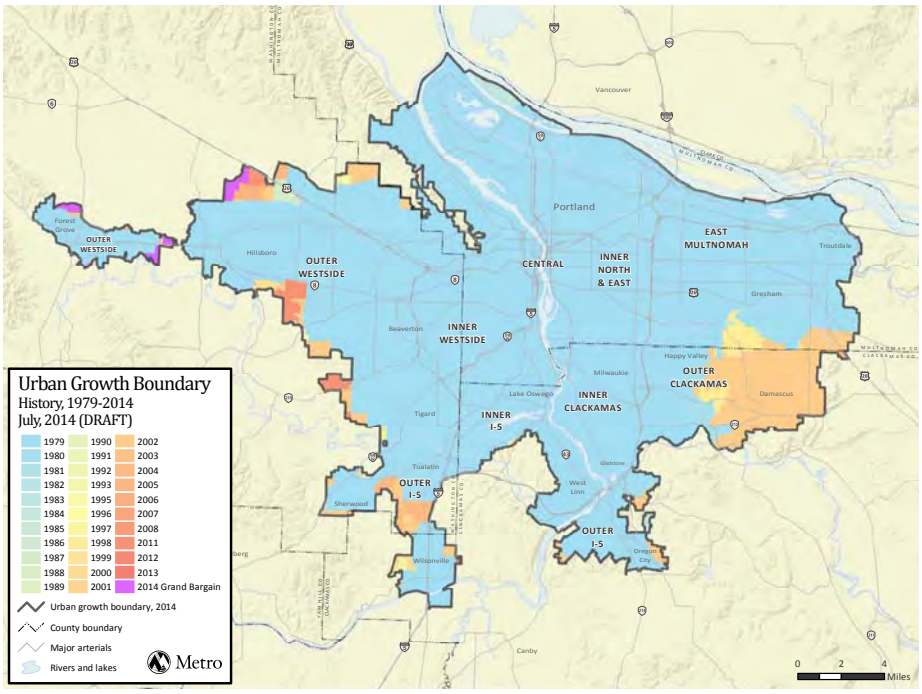


FIGURE 2 Net new multifamily developments by density inside UGB *(built 2007-2012)*



MAP 1 Metro UGB expansions over time *(1979 - 2014)*

How has the region been growing?

The Portland region's original urban growth boundary was adopted in 1979. As depicted in Map 1, the UGB has been expanded by about 31,400 acres. During the same time period, the population inside the UGB has increased by over half a million people. This represents a 61 percent increase in population inside an urban growth boundary that has expanded by 14 percent.

RESIDENTIAL DEVELOPMENT TRENDS

From 1998 to 2012, 94 percent of the new residential units were built inside the original 1979 boundary. During these 14 years, post-1979 UGB expansion areas produced about 6,500 housing units compared to the approximately 105,000 units produced in the original 1979 UGB. With a couple of notable exceptions, UGB expansion areas have been slow to develop because of challenges with governance, planning, voter-approved annexation, infrastructure financing, service provision, and land assembly. Development of Wilsonville's Villebois and Hillsboro's Witch Hazel communities demonstrates that new urban areas can be successful with the right combination of factors such as governance, infrastructure finance, willing property owners, and market demand. There are also challenges in our existing urban areas. Infill and redevelopment have been focused in a few communities while many downtowns and main streets have been slow to develop.

The 2040 Growth Concept, the Portland region's 50-year plan for growth, calls for focusing growth in existing urban centers and transportation corridors, and making targeted additions to the urban growth boundary when needed. To achieve this regional vision, redevelopment and infill are necessary. During the six years from 2007 through 2012, which included the Great Recession, the region saw levels of redevelopment and infill that exceeded past rates.

During this time period, 58 percent of the net new residential units built inside the UGB were through redevelopment (46 percent) or infill (12 percent) and 42 percent were on vacant land. There are a variety of views on whether the recession explains this uptick in redevelopment and infill or whether this is an indication of people wanting to live in existing urban areas with easy access to services and amenities. What is clear is that development challenges exist in both urban areas and past expansion areas. In some cases, however, market demand in existing urban areas appears to have overcome those challenges.

During this same six years, new residential development was evenly split between multifamily and single-family units with a total of 12,398 single-family and 12,133 multifamily residences built. The average density of new single-family development was 7.6 units per acre (5,766 square foot average lot size) and multifamily development was 41.8 units per acre. The highest density multifamily developments also tended to be the largest, so while there were many smaller developments, the statistics are dominated by the large high-density developments. This pattern is clear in Figures 1 and 2 (p. 8), which depict the number of units and developments built per net acre, indicating levels of density.

EMPLOYMENT TRENDS

As in most regions, many people in the Portland region lost their jobs in the Great Recession. With the ensuing recovery, total employment in the region was essentially unchanged when comparing 2006 and 2012. However, the recession did lead to some major changes across industries. Private education recorded the highest growth rate at 25.4 percent from 2006 to 2012, while health and social assistance employers saw the largest net gain in employment with the addition of just over 14,000 jobs during the same period. Construction saw the largest decline, with a loss of around 9,600 jobs, or 20.2 percent of total jobs, in the industry as of 2006. The loss of construction jobs reflects the housing crash that brought residential construction nearly to a halt for several years. Appendix 8 describes the region's employment trends in greater detail.

Aggregating to the sector level, industrial and retail employment declined from 2006 to 2012 while service and government employment increased (Table 1).

Sector	2006 Employment	2012 Employment	Net Change	Percent Change	Avg. Annual Growth Rate
Industrial	244,951	218,311	-26,640	-10.9%	-1.9%
Retail	86,921	84,475	-2,446	-2.8%	-0.5%
Service	396,470	419,516	23,046	5.8%	0.9%
Government	103,736	108,582	4,846	4.7%	0.8%

Table 1 Employment in the three-county area by aggregated sector 2006-2012 *(Clackamas, Multnomah, Washington)* | **Source** *Quarterly Census of Employment and Wages*

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.

LAND READINESS OR LAND SUPPLY?

For better or worse, our state land use planning system asks Metro to focus on counting acres of land to determine the region's 20-year growth capacity. Over the years, it's become clear that land supply alone isn't the cause or the solution for all of the region's challenges. Working together, we must make the most of the land we already have inside the urban growth boundary to ensure that those lands are available to maintain, improve, and create the kinds of communities that we all want – today and for generations to come.

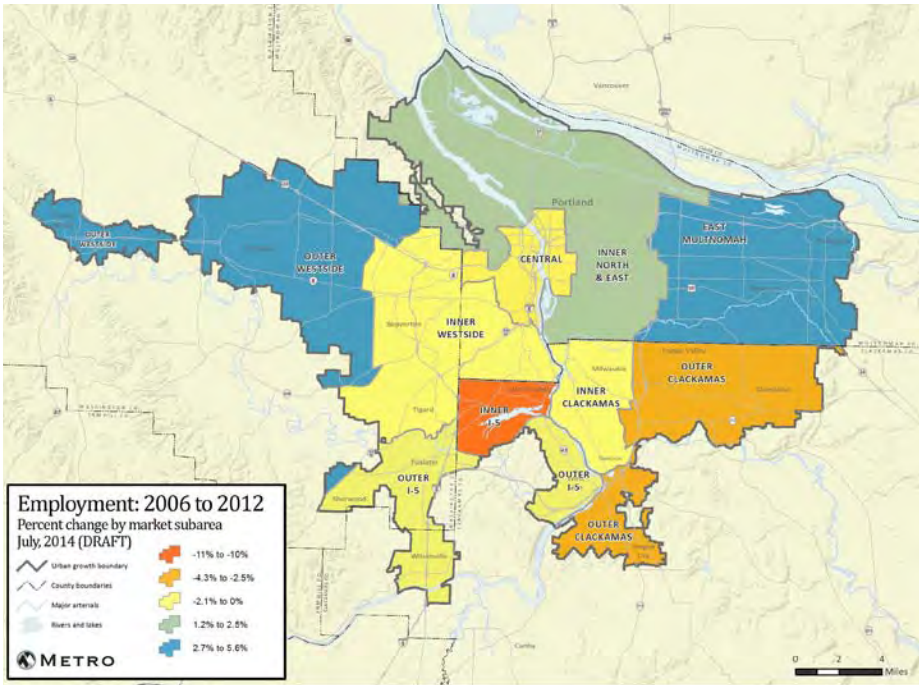
Working together, we can:

- ensure that communities have governance structures in place that can respond to growth and change
- provide the types of infrastructure and services that signal to the development community a site or area is primed for investment
- make the strategic investments needed to clean up and reuse neglected lands.

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?



Map 2 Employment gains and losses in Metro UGB 2006 - 2012

From 2006 to 2012, there was also a change in where jobs were located in the three-county area (Map 2). While about 25 percent of all jobs could still be found in the central part of the region, the subarea experienced a loss of about 2,300 jobs, or 1.2 percent. The inner I-5 area saw a decline in employment of roughly 2,200 jobs, or 11.0 percent of 2006 employment. This area was home to many firms involved in real estate and finance, industries that were hard hit by the housing collapse and recession. Many businesses in the area, like mortgage and title companies, contracted or closed during this time period. For example, the Kruse Way area in Lake Oswego had an office vacancy rate of 22.4 percent in 2012. In the southeastern part of the region, the outer Clackamas and outer I-5 subareas together lost about 3,400 jobs or 3.2 percent. In contrast, the outer Westside experienced the greatest increase in employment, gaining about 5,800 jobs, an increase of 5.6 percent. The East Multnomah subarea also gained jobs, increasing employment by 1,800 or 2.7 percent.

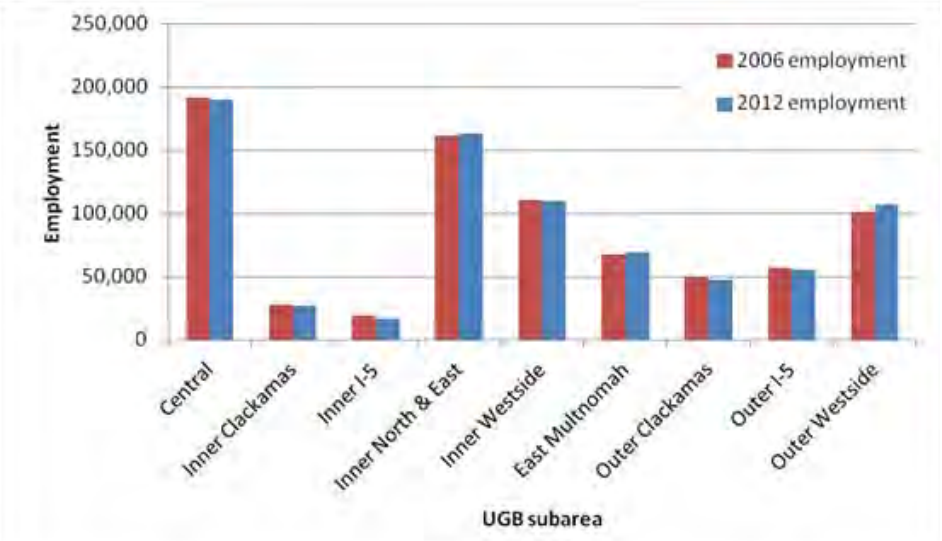


Figure 3 Total employment by subarea for 2006 and 2012

Case study
VILLEBOIS, WILSONVILLE

The Villebois community is one of only a few urban growth boundary expansion areas that has been developed. The roughly 500-acre area was brought into the UGB in 2000. With plans for about 2,600 households, the area quickly rebounded from the recession and is now about half built. Residents benefit from a variety of amenities such as parks, plazas, and community centers.

Case study
HASSALO ON 8TH, LLOYD DISTRICT, PORTLAND

Adjacent to MAX and streetcar stops, construction is now underway on a site that was previously a parking lot. Once built, the development will provide over 600 rental apartments, plazas, office and retail space, more than 1,000 underground car parking places, and space to park more than 1,000 bikes – all in a central location.

Policy considerations

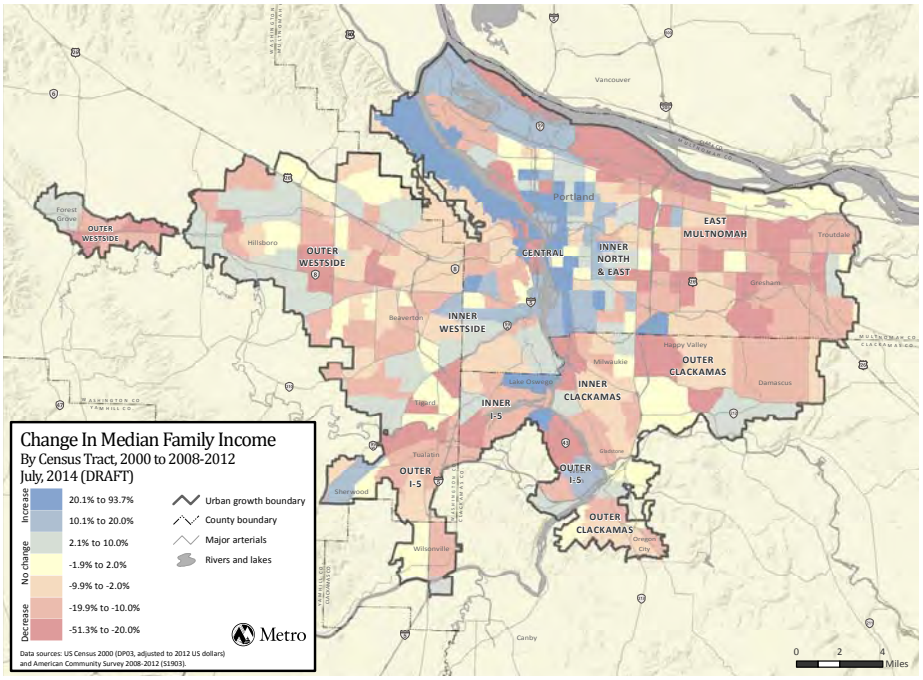
OPPORTUNITIES FOR WORKFORCE HOUSING

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?

UNINTENDED CONSEQUENCES OF REDEVELOPMENT

Our region has made a commitment to ensuring its decisions improve quality of life for all. Yet, like many metropolitan areas, we've struggled to make good on that intent. Investments made to encourage redevelopment and revitalization have too often disproportionately impacted those of modest means. The consequence has been that people with lower incomes have often been displaced from their long-time communities when redevelopment in the city center drives up land values and prices follow.

Map 3 shows the change in median family income around the region over the last decade. There is a clear trend of incomes increasing in close-in Northwest, Northeast, and Southeast Portland, Lake Oswego, and West Linn, while incomes have stagnated or decreased elsewhere. Outlying areas like outer east Portland, Gresham, Cornelius, and Aloha stand out as having decreasing incomes. In many cases, increases in incomes in central locations and decreases elsewhere indicate displacement of people from their communities as housing prices increase.



Map 3 Change in median family income 2000-2012

GROWTH WITHOUT SERVICES AND FACILITIES

Over the last couple of decades, the trend of depopulation of the urban core and the movement of the middle class to the suburbs has reversed in many regions in the U.S. The Portland metropolitan region is no exception. While there have been positive outcomes, this has also led to displacement and concentrations of poverty in places that lack adequate services and facilities like sidewalks and transit. Additional information about access to opportunity around the region can be found in Appendix 10. Information about housing and transportation cost burdens can be found in Appendix 12.

COMMUTING TRENDS: THE JOBS-HOUSING BALANCE

For years, leaders have talked about a jobs-housing balance – ensuring there are homes close to employment areas. But evidence and common sense tell us that people's lives don't neatly line up with the available housing inventory. Some people work at or close to home, some commute from one end of the region to the other, and some live halfway between where they work and their spouse works. In other words, putting homes next to major employers doesn't necessarily cut down on commuting.

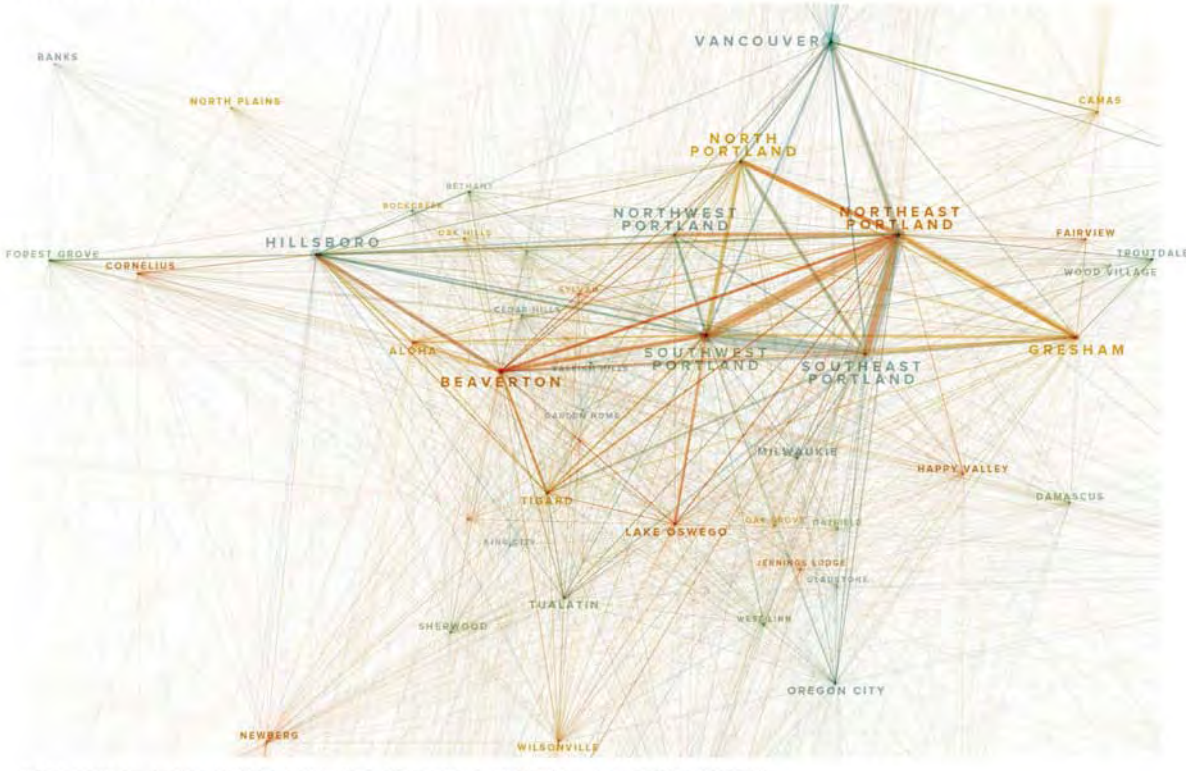
However, services and amenities near residential areas can make our lives outside of jobs and commutes easier and help create strong local economies. When people can go out to eat, do their shopping, visit the bank or see a doctor close to where they live, they spend less time going somewhere and more time with friends and family, actively enjoying their communities and the region.

Map 4 illustrates the region's commute patterns. Using Washington County as an example (2011 data):[iii]

- about 120,000 people who live in Washington County also work there
- about 118,000 people who live outside Washington County work in Washington County
- about 104,000 people who live in Washington County work outside Washington County.

TRAVEL COMMUTE PATTERNS

2011 commute patterns from cities/places in the Portland metropolitan region
Lines connect a person's place of residence to place of employment
Line thickness represents number of people



DATA SOURCE: LONGITUDINAL EMPLOYER-HOUSEHOLD DYNAMICS, U.S. CENSUS BUREAU

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?

Policy considerations

MANAGING UNCERTAINTY

- What are the risks and opportunities of planning for higher or lower growth in the forecast range?
- Recognizing that the two forecasts are linked, are there different risks when planning for employment or housing growth?
- Are there different risks when planning for land use, transportation, or for other infrastructure systems?
- Who bears the public and private costs and benefits associated with different growth management options?

How many more people and jobs should we expect in the future?

A core question this report addresses is how many more people and jobs should the region plan for between now and the year 2035. In creating the 2035 forecast, Metro convened a peer review group consisting of economists and demographers from Portland State University, ECONorthwest, Johnson Economics, and NW Natural. The forecast assumptions and results in this report reflect the recommendations of this peer review panel. A summary of the peer review can be found in Appendix 1C.

However, even with a peer review of the forecast, some forecast assumptions will turn out to be incorrect. For that reason, the population and employment forecasts in this report are expressed as ranges, allowing the region's policymakers the opportunity to err on the side of flexibility and resilience in choosing a path forward. As with a weather forecast, this population and employment range forecast is expressed in terms of probability. The baseline forecast (mid-point in the forecast range) is Metro staff's best estimate of what future growth may be. The range is bounded by a low end and a high end. There is a ninety percent chance that actual growth will occur somewhere in this range, but the probability of ending up at the high or low ends of the range is less.

Appendix 1B describes the accuracy of past forecasts. These typically have been reliable, particularly when it comes to population growth. For example, Metro's 1985 to 2005 forecast proved to be off by less than one percent per year for both population and employment over the 20-year time frame.

POPULATION AND JOB GROWTH IN THE SEVEN-COUNTY PORTLAND/VANCOUVER METROPOLITAN AREA

To "show our work" and to understand our region in its economic context, this analysis starts with a forecast for the larger seven-county Portland/Vancouver/Hillsboro metropolitan area.[2] Full documentation of the metropolitan area forecast is available in Appendix 1A. It is estimated that there will be about 470,000 to 725,000 more people in the seven-county area by the year 2035. Mid-point in the forecast range, or best estimate, is for 600,000 more people. This amount of growth would be consistent with the region's past growth; the seven-county area grew by about 600,000 people between 1985 and 2005 and by about 700,000 from 1990 to 2010. Adding 600,000 people would be comparable to adding the current population of the city of Portland to the area.

The forecast calls for 120,500 to 648,500 additional jobs in the seven-county Portland/Vancouver metropolitan area between 2015 and 2035. The forecast range for employment is wider than the forecast range for population since regional employment is more difficult to predict in a fast-moving global economy. Unexpected events like the Great Recession, technological advances, international relations, and monetary policy can lead to big changes. Mid-point in the forecast range, or best estimate, is for 384,500 additional jobs. This amount of growth would surpass the 240,000 additional jobs that were created in the seven-county metropolitan area during the 20-year period from 1990 to 2010, which included job losses from the recession.

2 The seven-county Portland/Vancouver metropolitan area includes Clackamas, Clark, Columbia, Multnomah, Skamania, Washington, and Yamhill counties.

POPULATION AND JOB GROWTH IN THE METRO UGB

A market-based land and transportation computer model is used to determine how many of the new jobs and households in the seven-county area are likely to locate inside the Metro urban growth boundary. The model indicates that about 75 percent of new households and jobs may locate inside the UGB. The share of regional growth accommodated inside the boundary varies depending on what point in the forecast range is chosen. More detail can be found in Appendices 4 and 6. It is estimated that there will be about 300,000 to 485,000 additional people inside the Metro urban growth boundary between 2015 and 2035 (Figure 4). At mid-point in this range, the UGB will have about 400,000 additional people. This would be comparable to adding more than four times the current population of the city of Hillsboro to the UGB . The population forecast is converted into household growth for this analysis.

It is estimated that there will be about 85,000 to 440,000 additional jobs in the Metro UGB between 2015 and 2035 (Figure 5). At mid-point in this range, there would be about 260,000 additional jobs between 2015 and 2035. This job forecast is converted into demand for acres for this analysis.

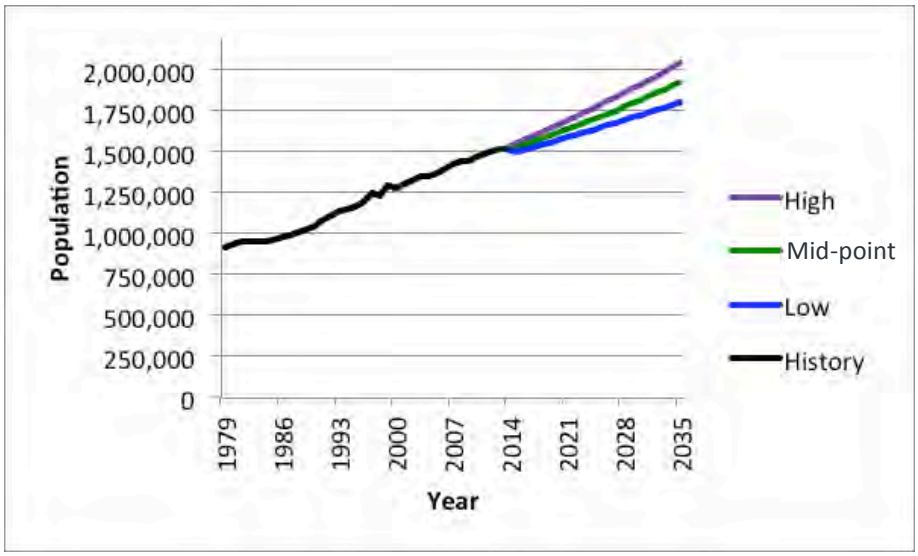


Figure 4 Population history and forecast for Metro UGB *1979 - 2035*

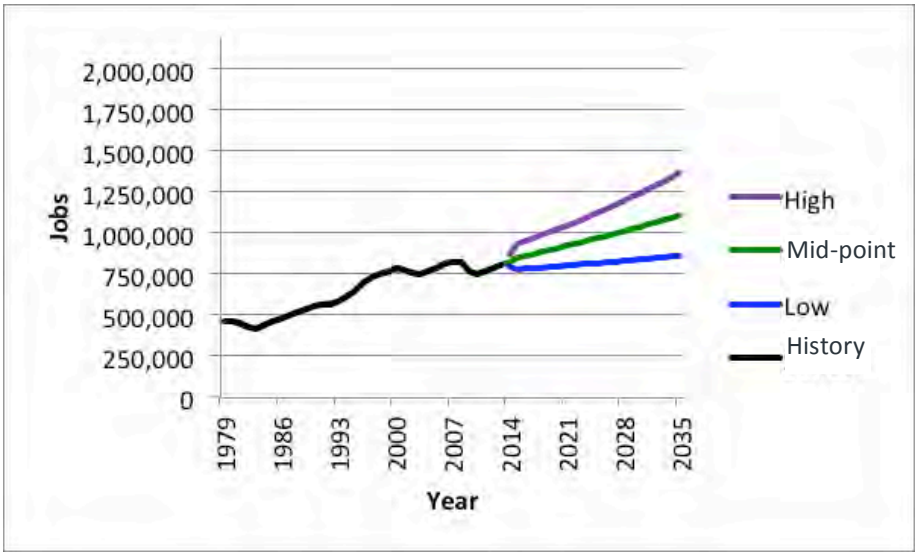


Figure 5 Employment history and forecast for Metro UGB, *1979-2035*

DIDN'T THE STATE LEGISLATURE JUST EXPAND THE UGB?

Signed into state law in the spring of 2014, HB 4078 codifies the fundamental principles behind our region's decision about urban and rural reserves. The legislation provides greater protection for farms, forests and natural areas, offers predictability to our communities, home builders and manufacturers, and makes our land use system more efficient. The legislation also expanded the UGB in several locations in Washington County and described how Metro must account for those lands in this urban growth report.

How much room for growth is there inside the UGB?

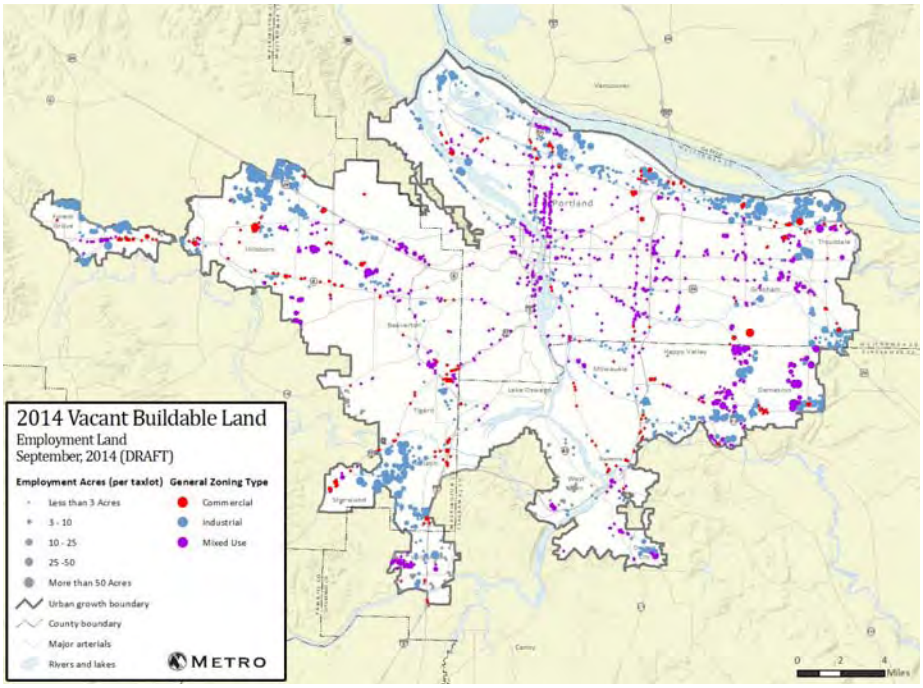
Cities and counties around the region plan for the future and prioritize investments that support their community's vision. In most cases, however, long-term plans for downtowns, main streets and employment areas are more ambitious than what is actually built or redeveloped. One task of this analysis is to help us understand how the market might respond to long-term community plans in the next 20 years.

To analyze the region's growth capacity, detailed aerial photos of all the land inside the urban growth boundary were taken. Factoring in current adopted plans and zoning designations, the photos were used to determine which parcels of land were developed and which were vacant. Methodologies for assessing the redevelopment potential and environmental constraints of the land were developed over the course of a year by Metro and a technical working group consisting of representatives from cities, counties, the state and the private sector (see pages 30-31 for a complete list of technical working group members).

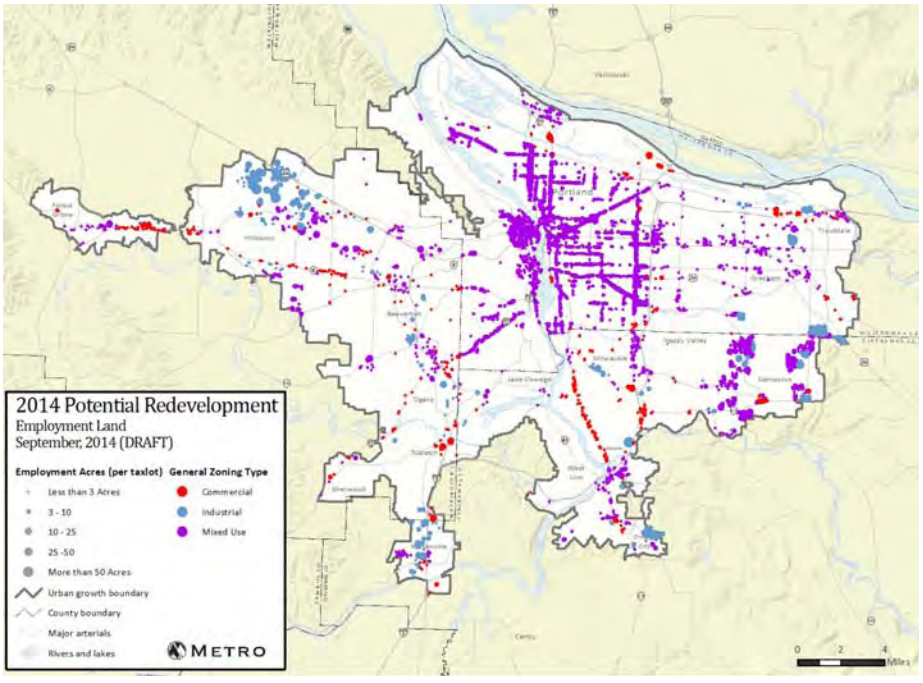
After settling on the methodology described in Appendix 2, Metro produced a preliminary buildable land inventory that local cities and counties had more than two months to review. The draft buildable land inventory described in Appendix 3 reflects refined local knowledge about factors such as environmental constraints including wetlands, steep slopes, and brownfield contamination. Maps 4 through 7 illustrate the buildable land inventory reviewed by local jurisdictions. They are available at a larger scale in Appendix 3. The buildable land inventory is considered a "first cut" at determining the region's growth capacity. For a variety of reasons described in the next section, not all of it may be developable in the 20-year time frame.

ESTIMATING RESIDENTIAL GROWTH CAPACITY

Current plans and zoning allow for a total of almost 1.3 million residences inside the urban growth boundary after accounting for environmental constraints and needs for future streets and sidewalks. About half of that potential capacity is in use today. This urban growth report does not count all of this capacity since doing so would assume that every developed property in the region will redevelop to its maximum density in the next twenty years. A rational developer will only build products that are expected to sell. Redevelopment requires market demand, which is a function of a number of factors, including expected population growth. This affects whether a property will be redeveloped and at what density.



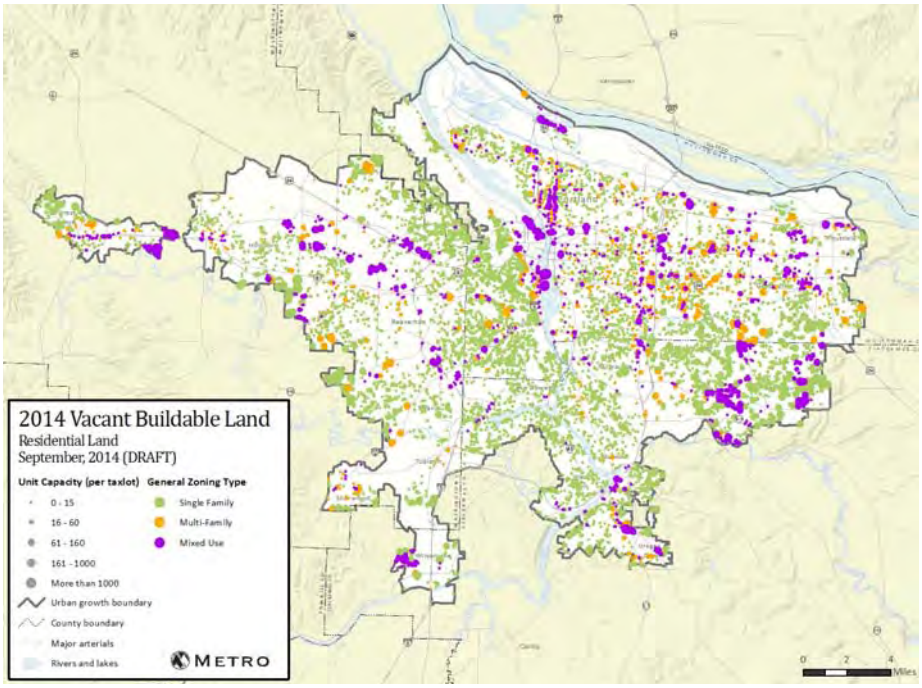
Map 4 Employment vacant buildable tax lots *(reviewed by local jurisdictions)*



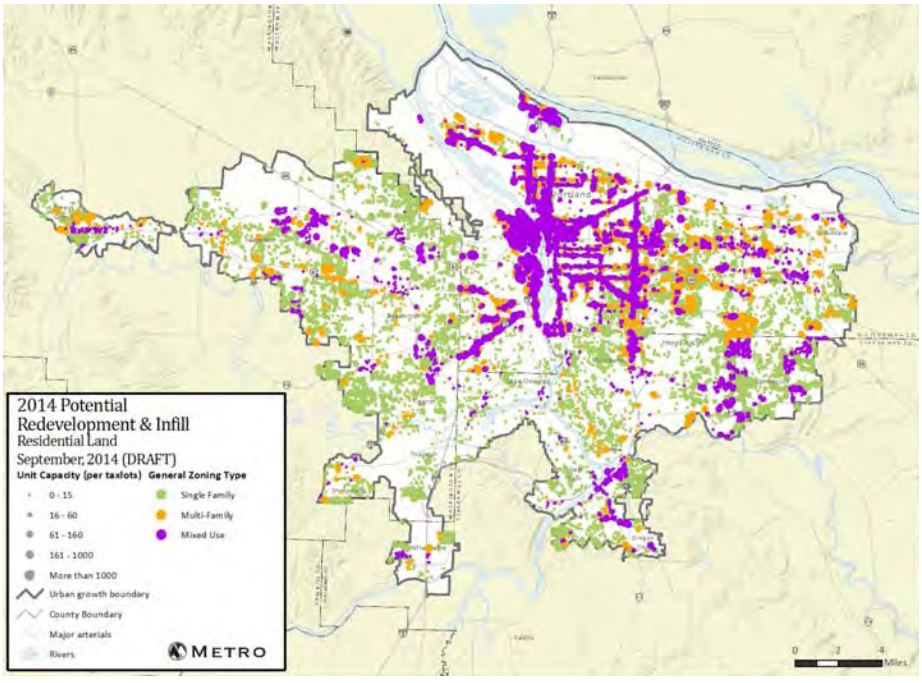
Map 5 Employment infill and redevelopment candidate tax lots *(reviewed by local jurisdictions)*

Acknowledging this complexity, Metro staff convened representatives from cities, counties, the state and the private sector to establish consensus for estimating how much of the region's buildable land inventory might be absorbed by the year 2035 (see pages 30-31 for a complete list of technical working group members). Redevelopment and infill are most common in locations where there is significant demand for housing, so the growth capacity from redevelopment and infill rises with assumptions for population growth. For this reason, the region's residential growth capacity is expressed as a range. The amount of growth capacity that the region has depends, in part, on the point in the household forecast range for which the Metro Council chooses to plan. Appendix 4 describes the approach for identifying the 20-year capacity range for housing.

Map 6 Residential vacant buildable tax lots *(reviewed by local jurisdictions)*



Map 7 Residential redevelopment candidate tax lots *(reviewed by local jurisdictions)*



HOW DO DEVELOPERS EVALUATE REDEVELOPMENT POTENTIAL?

The construction of new infill (original structure intact) and redevelopment (original structure demolished) projects is increasing in some places, fueled by a renewed interest in and market demand for housing and jobs close to the urban core. In order to realize a return on an investment, given the higher costs of urban redevelopment, investors will evaluate the redevelopment potential of the site by considering the following:

- Where is the site located? Is it an up and coming area?
- What is the value of the existing building or structure on the site? What is the value of the land? At what point does the building become worth less than the land it sits on?
- What is the developer allowed to build under the local zoning code?
- What are the construction costs and fees for the new building?
- How much will the developer be able to sell or rent space for in the new building?

Case study
4TH MAIN, HILLSBORO

With a shared vision for an active, historic main street area, Metro, the City of Hillsboro and the Federal Transit Administration worked together to attract private sector redevelopment of a city block adjacent to the Hillsboro Central MAX station. 4th Main offers 71 market-rate apartments, underground parking, and active retail along main street. The existing 1950s era vacant bank building on site is being updated for restaurant and retail use. When 4th Main opened in May 2014, over half the units were leased.

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?

ESTIMATING EMPLOYMENT GROWTH CAPACITY

To determine the UGB's employment growth capacity, analysis began with the creation of a buildable land inventory. As with the residential analysis, employment capacity depends on demand since different types of jobs have different space needs. For instance, an office job will have very different location and space needs than a warehouse job. Metro staff convened a group of public and private sector experts to help update these employment demand factors. Appendix 6 describes the approach for identifying the 20-year capacity range. (See pages 30-31 for a complete list of technical working group members).

Different jobs have different space needs

Is there a regional need for additional growth capacity?

Under state law, Metro's analysis must assess regional, not local or subregional, growth capacity needs. While some local jurisdictions may desire additional land for growth, this analysis is required to keep those needs in the regional context, knowing that other locations in the region may have greater growth capacity.

This analysis uses a probabilistic range forecast. The baseline forecast (middle of the range) has the highest probability. Though there is a 90 percent chance that growth will occur within the range, it is less probable at the low and high ends of the range.

DOES THE REGION NEED MORE LAND FOR HOUSING GROWTH?

Regional growth management policy alone cannot ensure adequate housing choices. Other elements that influence what kind of housing gets built include tax policy, lending practices, local plans and decisions, public investments, market demand, and developer responses. All of these factors impact housing production.

Appendix 4 describes in detail the residential demand analysis and includes estimates of potential demand by housing type (single-family and multifamily), tenure (own and rent), average density, as well as detail about demand from different household income brackets. For accounting purposes, the detailed analysis uses rigid supply and demand categories – for instance, single-family and multifamily. In reality, demand for these two housing types is somewhat fluid, particularly as average household sizes continue to decrease. By 2035, about 60 percent of new households are expected to include just one or two people.

WHAT THE NUMBERS SHOW

Population and employment forecasts in the urban growth report are expressed as ranges based on probability. Mid-point in the forecast range is Metro's best estimate of what future growth may be. It is less probable that growth will occur at the high or low ends of the range forecast.

This analysis looks at long-term capacity needs for:

- single-family and multifamily housing
- general industrial employment uses
- large industrial sites
- commercial employment uses.

This analysis finds that currently adopted plans can accommodate new housing at the low, middle or high ends of the growth forecast range. If policymakers choose to plan for the high end of the growth range, there is a need for additional capacity for new jobs.

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?

Policymakers have the challenge of balancing the type of housing and neighborhoods people prefer with funding realities, governance and annexation challenges. They also must consider regional and community goals such as preserving the character of existing neighborhoods, reducing carbon emissions, preserving farms and forests, and creating vibrant downtowns and main streets. To inform that discussion, Metro and a group of public and private sector partners conducted a study on residential preferences across the region and will make results available to policymakers in the early fall of 2014.

The capacity estimation method recommended by Metro's public and private sector advisory group recognizes that infill and redevelopment depend on demand. Consequently, the capacity from those two sources increases with greater household demand (i.e., a higher growth forecast results in a greater housing capacity).

Table 2 and Table 3 summarize the more detailed analysis of residential needs provided in Appendix 4.[3]

Single-family dwelling units

	Buildable land inventory	Market-adjusted supply	Market-adjusted demand	Surplus/ need
Low growth forecast	118,000	75,900	64,000	+11,900
Middle *(baseline)* growth forecast		90,000	76,900	+13,100
High growth forecast		97,000	90,800	+6,200

Table 2 Metro UGB single-family residential market analysis of existing plans and policies (2015-2035)[3]

Multifamily dwelling units

	Buildable land inventory	Market-adjusted supply	Market-adjusted demand	Surplus/ need
Low growth forecast	273,300	118,400	89,300	+29,100
Middle *(baseline)* growth forecast		130,100	120,500	+9,600
High growth forecast		165,100	145,900	+19,200

Table 3 Metro UGB multifamily residential market analysis of existing plans and policies (2015-2035)[3]

Over the last several decades, communities around the region adopted plans for job and housing growth that emphasize making the most of existing downtowns, main streets and employment areas. Based on those existing plans and estimates of what is likely to be developed in the next twenty years, this analysis finds that the region can accommodate new housing at the low, middle or high ends of the growth forecast range.

This analysis should not be understood as prescribing a future for the region. It remains up to policymakers to decide whether these projected outcomes are desirable and, if not, what plans and investments are needed to achieve a different outcome that matches the public's preferences, values and funding priorities, as well as state laws governing growth management.

3 These tables reflect two necessary corrections identified by Metro staff in September 2014. First, in one step of the July 2014 draft report's calculations for housing demand, household data for the entire seven-county metropolitan area were used instead of data limited to the area within the Metro urban growth boundary. As a result the July draft report overestimated demand for single-family housing within the urban growth boundary. A second correction related to lands added to the urban growth boundary by the Oregon Legislature in March 2014 under House Bill 4078. At the request of the city of Forest Grove, this revised report counts lands added near Forest Grove as industrial, rather than residential. This reduces regional capacity for housing, but increases the regional surplus of industrial land.

Policy considerations

PROVIDING HOUSING OPPORTUNITIES

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

- 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?
- 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?
- 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?
- How might policymakers balance residential preferences with other concerns such as infrastructure provision, transportation impacts, affordability, and environmental protection?

IMPACT OF MILLENNIALS ON HOUSING

Millennials, those born since 1980, are the biggest age cohort the U.S. has ever had (bigger than the Baby Boomer cohort) and will have a significant influence on the types of housing that are desired in the future. Today, 36 percent of the nation's 18 to 31-year olds are living with their parents.[i] This has variously been attributed to student loan debt, high unemployment or fear of losing a job, and stricter mortgage lending standards. Builders have responded by reducing their housing production and focusing on apartment construction. What will these trends mean for home ownership, housing type, and location choices in the longer term?

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?

DOES THE REGION NEED MORE LAND FOR INDUSTRIAL JOB GROWTH?

Industrial employment includes a wide range of jobs like high tech manufacturers, truck drivers, and metal workers. Since it is common to find commercial jobs (offices, stores, restaurant, etc.) in industrial zones, this analysis shifts a portion of the overall industrial redevelopment supply into the commercial category.

Table 4 summarizes regional needs for general industrial employment growth, expressed in acres.[4] Additional detail about this analysis can be found in Appendix 6. The need for large industrial sites (sites with over 25 buildable acres) is described separately. At mid-point in the forecast range, there is no regional need for additional land for general industrial employment uses. At the high end of the forecast range, there is a deficit. However, there are limited areas in urban reserves that may eventually be suitable for industrial uses.

General industrial employment *(acres)*

	Buildable land inventory	Market-adjusted supply	Demand	Surplus/ need
Low growth forecast	7,300	6,000	1,200	+4,800
Middle *(baseline)* growth forecast		5,200	3,800	+1,400
High growth forecast		5,200	6,500	-1,300

Table 4 Metro UGB general industrial acreage needs 2015 to 2035[4]

Note: reflecting real market dynamics where commercial uses locate in industrial zones, the market adjustment shifts some of the region's industrial redevelopment supply into the commercial land supply. The amount varies by demand forecast.

Case study

TROUTDALE REYNOLDS INDUSTRIAL PARK

Located between the Columbia and Sandy rivers and bordered by the Troutdale Airport and Marine Drive, this 700-acre superfund site is being redeveloped with a mix of industrial uses, natural areas and utility and trail access. The Port of Portland is working closely with local, regional and state jurisdictions to redevelop this former aluminum plant brownfield site and return it to productive industrial use with a traded-sector job focus. The Port has invested over $37 million in the acquisition and redevelopment of the site. Today, a portion of the site is home to FedEx Ground's regional distribution center. Another $48 million in investment is needed to make the remainder of the site ready to market to industrial employers. At full build-out, this industrial development is projected to result in 3,500 direct jobs, $410 million in personal income and $41 million in state and local taxes annually (all jobs).

4 This table reflects a necessary correction identified by Metro staff in September 2014. The correction related to lands added to the urban growth boundary by the Oregon Legislature in March 2014 under House Bill 4078. At the request of the city of Forest Grove, this revised report counts lands added near Forest Grove as industrial, rather than residential with a small amount of commercial.

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

The region's economic development strategy focuses on several sectors with anchor firms that sometimes use large industrial sites (over 25 buildable acres). These firms are important because they often pay higher-than-average wages, export goods outside the region (bringing wealth back), produce spin off firms, and induce other economic activity in the region. However, forecasting the recruitment of new firms or growth of existing firms that use large industrial sites is challenging since these events involve the unique decisions of individual firms. To produce an analysis that is as objective as possible, the estimate of future demand for large industrial sites is based on the employment forecast. That assessment and its caveats are described in Appendix 7.

The analysis finds that there may be demand for eight to 34 large industrial sites between 2015 and 2035. There are currently 50 large vacant industrial sites inside the UGB that are not being held for future expansion by existing firms.[5] This does not include sites added to the UGB in 2014 under HB 4078. To exhaust this supply of sites by 2035, the region would need to attract five major industrial firms every two years. In addition to this inventory of 50 sites, there are 24 sites inside the UGB that are being held by existing firms for future expansion (growth of existing firms is implicit in the demand forecast). Given this total supply of 74 large industrial sites and the fact that there are only two areas in urban reserves (near Boring and Tualatin) that may be suitable for eventual industrial use, policymakers can consider whether to focus on land supply or site readiness.

There are a limited number of areas in urban reserves that may be suitable for eventual industrial use. Therefore, this demand analysis may be more useful for informing the level of effort that the region may wish to apply to making its existing large industrial sites development-ready. Existing sites typically require actions such as infrastructure provision, wetland mitigation, site assembly, brownfield cleanup, annexation by cities, and planning to make sites development-ready. Many of these same development-readiness challenges exist in the two urban reserve areas that may eventually be suitable for industrial use. Metro and several public and private sector partners continue to work to understand the actions and investments that are needed to make more of the region's large industrial sites development-ready.

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?

5 This inventory is preliminary as of June 16, 2014, and will be confirmed by Metro and its partners before Metro Council consideration of the final UGR. This work is being conducted by Mackenzie for an update of the 2012 Regional Industrial Site Readiness project. However, the inventory is not expected to change enough to result in a different conclusion regarding there being no regional need for additional UGB expansion.

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?

DOES THE REGION NEED MORE LAND FOR COMMERCIAL JOB GROWTH?

The commercial employment category includes a diverse mix of jobs such as teachers, restaurant workers, lawyers, doctors and nurses, retail sales people, and government workers. Generally, these are population-serving jobs that are located close to where people live. Table 5 summarizes regional needs for commercial employment growth, expressed in acres.[6] 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. However, it may not be desirable to locate commercial uses on the urban edge unless those uses are integrated with residential development.

Commercial employment *(acres)*

	Buildable land inventory	Market-adjusted supply	Demand	Surplus/ need
Low growth forecast	4,200	4,100	1,400	+2,700
Middle *(baseline)* **growth forecast**		4,400	3,600	+800
High growth forecast		5,000	5,700	-700

Table 5 Metro UGB commercial acreage needs 2015 to 2035[6]

Note: reflecting real market dynamics where commercial uses locate in industrial zones, the market adjustment shifts some of the region's industrial redevelopment supply into the commercial land supply. The amount varies by demand forecast.

6 This table reflects a necessary correction identified by Metro staff in September 2014. The correction related to lands added to the urban growth boundary by the Oregon Legislature in March 2014 under House Bill 4078. At the request of the city of Forest Grove, this revised report counts lands added near Forest Grove as industrial, rather than residential with a small amount of commercial. Making this correction reduces the region's commercial buildable land inventory by 100 acres.

Conclusion

The 2014 urban growth report is more than an accounting of available acres and forecast projections. It provides information about development trends, highlights challenges and opportunities, and encourages policymakers to discuss how we can work together as a region to help communities achieve their visions. This region has seen tremendous change and progress over the last 20 years and we know change will continue. Our shared challenge is to guide development in a responsible and cost-effective manner so that we preserve and enhance the quality of life and ensure that the benefits and costs of growth and change are distributed equitably across the region.

LOCAL LEADERSHIP

Examples of strong partnerships abound already. At the local level, cities and counties are working closely with the private sector to bring new vibrancy to downtowns, more jobs to employment areas, and to provide existing and new neighborhoods with safe and convenient transportation options. Residential and employment areas as varied as Beaverton's Creekside District, Portland's South Waterfront, Hillsboro's AmberGlen, Wilsonville's Villebois, the Gresham Vista Business Park and many others, both large and small, are pointing the way to our region's future.

METRO'S ROLE

At the regional level, Metro supports community work with a variety of financial and staff resources. The Community Planning and Development Grant program has funded over $14 million in local project work to support development readiness. The RISE (Regional Infrastructure Supporting our Economy) program is designed to deliver regionally significant projects and spur infrastructure investment. The Transit-Oriented Development Program provides developers with financial incentives that enhance the economic feasibility of higher density, mixed-used projects served by transit. Corridor projects such as the Southwest Corridor and East Metro Connections Plan are bringing together Metro, local jurisdictions, educational institutions, residents, businesses and others to develop comprehensive land use and transportation plans for individual areas that will support local community and economic development goals.

INVESTING IN OUR COMMUNITIES

These are just a few examples of the kind of work that's happening all across the region. While the Metro Council's growth management decision must address the question of whether to adjust the region's urban growth boundary, the more difficult questions center on how to find the resources needed to develop existing land within our communities and new land in urban growth boundary expansion areas in a way that meets community and regional goals. Many of these questions and policy considerations are highlighted throughout this urban growth report to support policy discussions in the 2015 growth management decision and beyond.

Next steps

JULY THROUGH DECEMBER 2014 The urban growth report helps inform policy discussions for the Metro Policy Advisory Committee (MPAC) and Metro Council.

DECEMBER 2014 The Metro Council will consider a final urban growth report that will serve as the basis for its growth management decision in 2015. The Metro Policy Advisory Committee will be asked to advise the council on whether the urban growth report provides a reasonable basis for its subsequent growth management decision.

JULY 2014 – MAY 2015 Local and regional governments will continue to implement policies and investments to create and enhance great communities while accommodating anticipated growth.

MAY 2015 Local jurisdictions interested in urban growth boundary expansions in urban reserves must complete concept plans for consideration by MPAC and the Metro Council.

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.

References

i U.S. Bureau of Economic Analysis, Per Capita Real GDP by Metro Area, accessed online 4/29/14

ii Dean Runyan and Associates, 2013 Preliminary Travel Impacts for Portland Metro, accessed online 4/30/14 at http://www.travelportland.com/about-us/visitor-statistics-research/

iii U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011)

iv Pew Research Center, A Rising Share of Young Adults Live in Their Parent's Home, August 1, 2013, accessed online 5/20/14 at http://www.pewsocialtrends.org/files/2013/07/SDT-millennials-living-with-parents-07-2013.pdf

ACKNOWLEDGMENTS

Metro staff

Ted Reid, project manager for 2015 urban growth management decision
Martha Bennett, chief operating officer
Elissa Gertler, planning and development director
John Williams, deputy director community development
Roger Alfred, senior assistant attorney
Betsy Breyer, GIS specialist
Clint Chiavarini, senior GIS specialist
Rayna Cleland, senior visual communications designer
Sonny Conder, principal researcher
Paulette Copperstone, program assistant
Jim Cser, associate researcher and modeler
Laura Dawson-Bodner, record and information analyst
Dan Hunt, GIS specialist
Peggy Morell, senior public affairs specialist
Tim O'Brien, principal planner
Juan Carlos Ocaña-Chiu, senior public affairs specialist
Maribeth Todd, associate researcher and modeler
Dennis Yee, chief economist

THE FOLLOWING PEOPLE GRACIOUSLY LENT THEIR EXPERTISE TO INFORM THIS REPORT

2014 Urban Growth Report: buildable land inventory technical working group

The following people advised Metro staff on the methods used for identifying the region's buildable land inventory. Additional review of the preliminary inventory was provided by numerous city and county staff.

Jill Sherman, Gerding Edlen
Eric Cress, Urban Development Partners NW
Steve Kelley, Washington County
Brian Hanes, Washington County
Erin Wardell, Washington County
Colin Cooper, Hillsboro
Ali Turiel, Hillboro
Emily Tritsch, Hillsboro
Ken Rencher, Beaverton
Mike Rizzitiello, Beaverton
Larry Conrad, Clackamas County
Denny Egner, Lake Oswego (through June 2013), Milwaukie
Chris Neamtzu, Wilsonville
Chuck Beasley, Multnomah County
Adam Barber, Multnomah County
Tom Armstrong, Portland
Tyler Bump, Portland (alternate)
Brian Martin, Gresham
Mike Tharp, Norris, Beggs, and Simpson
Bob LeFeber, Commercial Realty Advisors

Drake Butsch, First American Title Company
Stuart Skaug, CB Richard Ellis
Dan Grimberg, Arbor Homes
Jeff Bacharach, Bacharach Law
Andrew Tull, 3J Consulting
Justin Wood, Home Builders Association of Metropolitan Portland
Anne Debbaut, DLCD
Jennifer Donnelly, DLCD
Tom Hogue, DLCD
Gordon Howard, DLCD
Jerry Johnson, Johnson Economics
Eric Hovee, E.D. Hovee and Associates

2014 Urban Growth Report: residential supply range technical working group

This group advised Metro staff on how much of the residential buildable land inventory's redevelopment supply may be developable in the 20-year time horizon.

Erin Wardell, Washington County
Jeannine Rustad, Hillsboro
Emily Tritsch, Hillsboro
Gordon Howard, DLCD
Anne Debbaut, DLCD
Jennifer Donnelly, DLCD
Tom Armstrong, Portland
Justin Wood, Home Builders Association
Jerry Johnson, Johnson Economics
Eric Hovee, E.D. Hovee and Associates

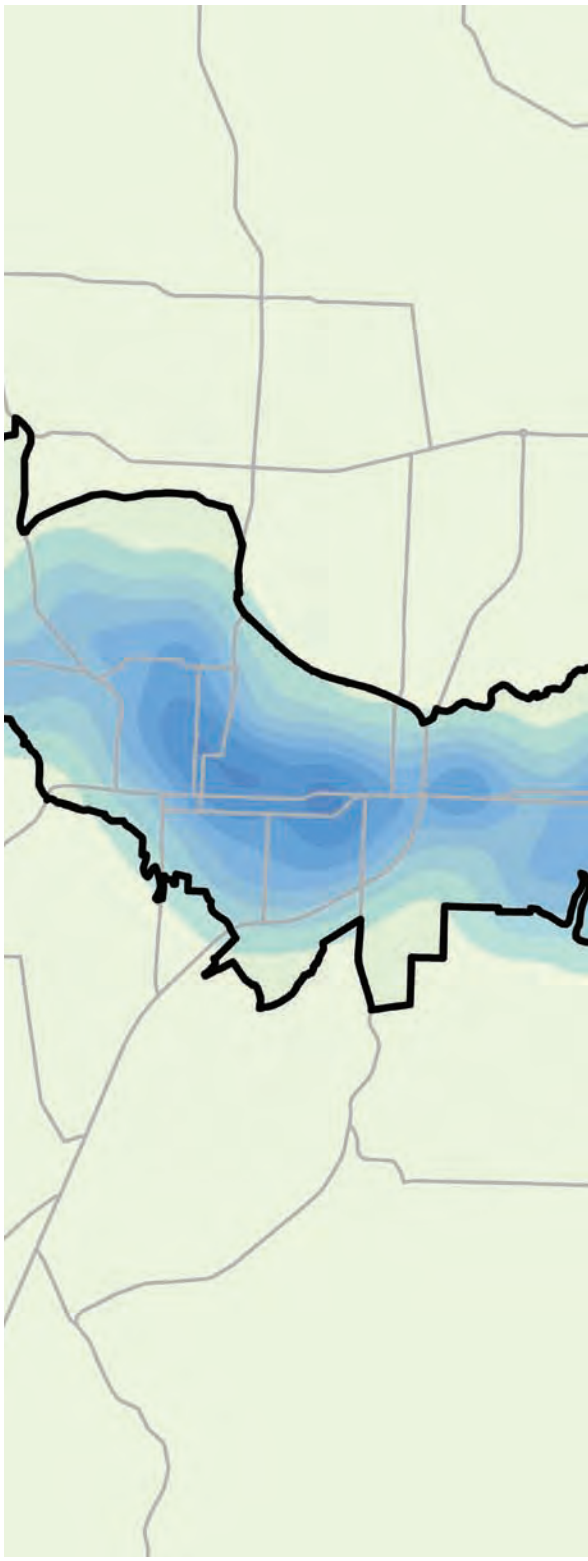
2014 Urban Growth Report: employment land technical working group

This group advised Metro staff on how various employment sectors use building space (square feet per employee and floor-area ratios).

Bob LeFeber, Commercial Realty Advisors
Mark Childs, Capacity Commercial
Steve Kountz, Portland
Tyler Bump, Portland
Brian Owendoff, Capacity Commercial
Mike Tharp, Norris, Beggs, and Simpson

2014 Urban Growth Report: regional forecast advisory panel

Dr. Tom Potiowsky, Chair, Northwest Economic Research Center, PSU
Dr. Jennifer Allen, Institute for Sustainable Solutions, PSU
Jerry Johnson, Johnson Economics
Dr. Jason Jurjevich, Population Research Center, PSU
Dave Lenar, NW Natural
Dr. Randall Pozdena, ECONorthwest
Steve Storm, NW Natural



oregonmetro.gov/growth

Materials following this page were distributed at the meeting.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

KEY RESULTS

The Climate Smart Communities Scenarios Project responds to a state mandate to reduce greenhouse gas emissions from cars and small trucks by 2035. Working together, community, business and elected leaders are shaping a strategy that meets the goal while creating healthy and equitable communities and a strong economy. On May 30, 2014, Metro's policy advisory committees unanimously recommended a draft approach for testing that relies on policies and investments that have already been identified as priorities in communities across the region. **The results are in and the news is good.**

WHAT DID WE LEARN?

We can meet the 2035 target if we make the investments needed to build the plans and visions that have already been adopted by communities and the region. However, we will fall short if we continue investing at current levels.

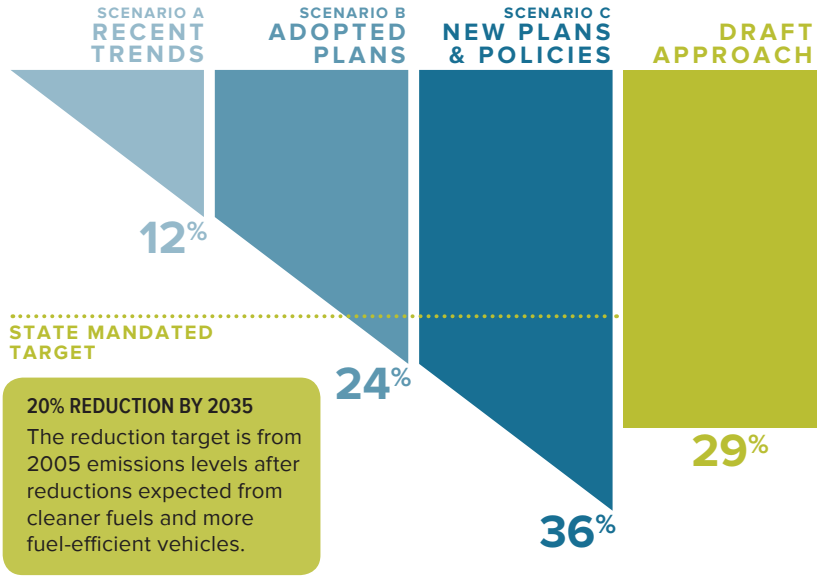
The region has identified a draft approach that does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

WHAT KEY POLICIES ARE INCLUDED IN THE DRAFT APPROACH?

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

Reduced greenhouse gas emissions

PERCENT BELOW 2005 LEVELS



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

oregonmetro.gov/climatescenarios

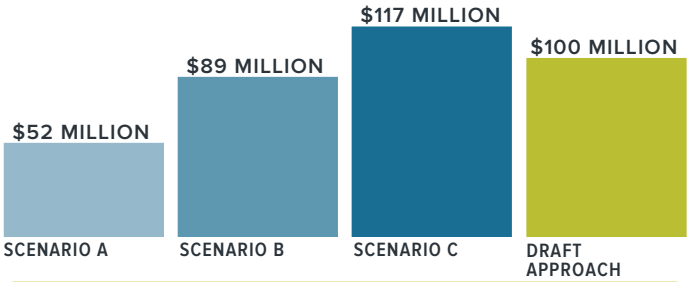
WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

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

- Reduced air pollution and increased physical activity can help **reduce illness and save lives**.
- Reducing the number of miles driven results in **fewer traffic fatalities and severe injuries**.
- Less air pollution and run-off of vehicle fluids means **fewer environmental costs**. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system **saves businesses money, supports job creation**, and promotes the efficient movement of goods and a strong regional economy.
- **Households save money** by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more.
- Reducing the share of household expenditures for vehicle travel **helps household budgets** and allows people to spend money on other priorities; this is particularly important for households of modest means.

Our economy benefits from improved public health

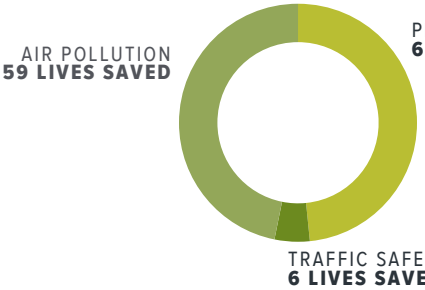
ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS (MILLIONS, 2010$)



In 2010, our region spent $5-6 billion on healthcare costs related to illness alone. By 2035, the region can save $100 million per year from implementing the draft approach.

More physical activity and less air pollution provide most health benefits

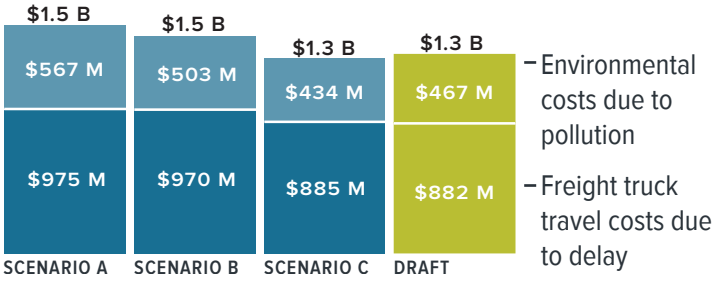
LIVES SAVED EACH YEAR BY 2035



By 2035, the region can save more than $1 billion per year from the lives saved each year by implementing the draft approach.

Our economy benefits from reduced emissions and delay

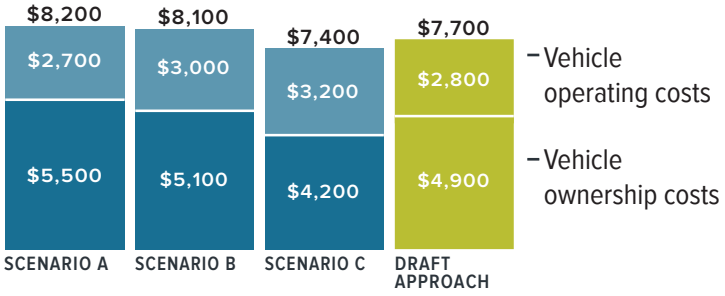
ANNUAL ENVIRONMENTAL AND FREIGHT TRUCK TRAVEL COSTS IN 2035 (MILLIONS, 2005$)



Cumulative savings calculated on an annual basis. The region can expect to save $2.5 billion by 2035, compared to A, by implementing the draft approach.

Overall vehicle-related travel costs decrease due to lower ownership costs

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS IN 2005$



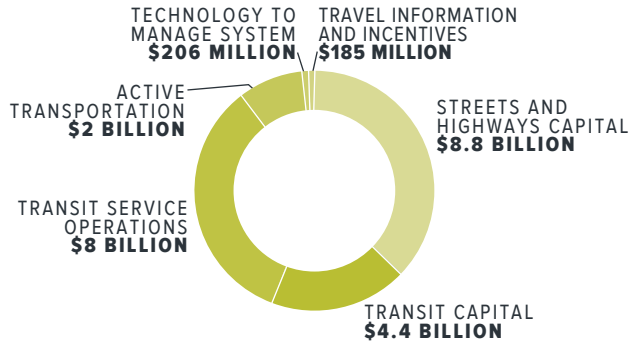
WHAT IS THE RETURN ON INVESTMENT?

Local and regional plans and visions are supported. The draft approach reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to address current and future transportation needs in the region. At $24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP ($29 billion), but about $5 billion more than the financially constrained 2014 RTP ($19 billion).*

More transportation options are available. As shown in the chart to the right, investment levels assumed in the draft approach are similar to those in the adopted financially constrained RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce greenhouse gas emissions while improving access to jobs and services and supporting other community goals.

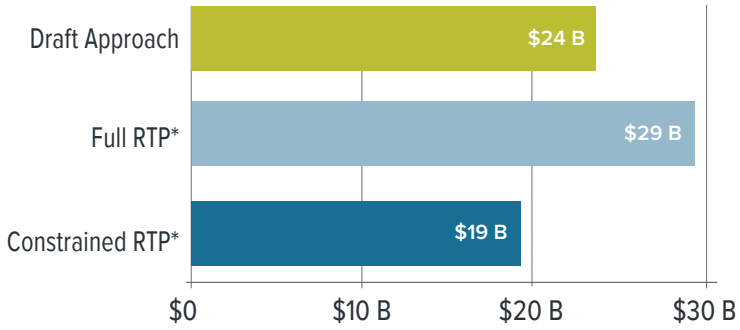
Households and businesses experience multiple benefits. The cost to implement the draft approach is estimated to be $945 million per year, plus an estimated $480 million per year needed to maintain and operate our road system. While this is about $630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the draft approach can help people live healthier lives and save households and businesses money.

How much would we need to invest by 2035?

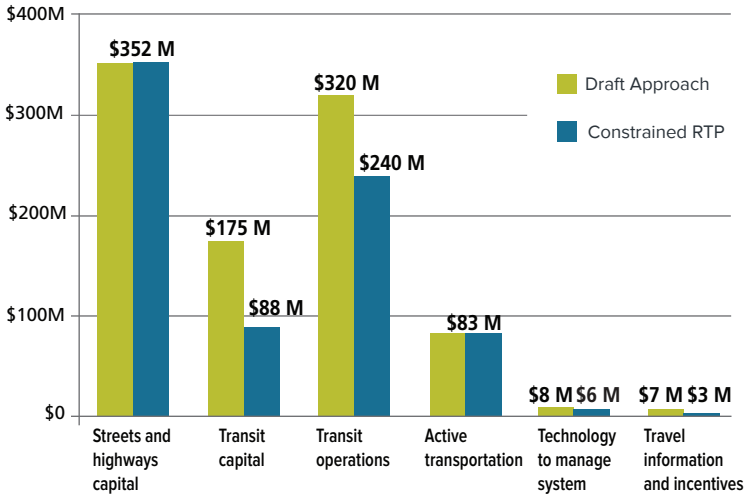


Investment costs are in 2014$. The total cost does not include road-related operations, maintenance and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are $12 billion through 2035.

Estimated costs of draft approach and 2014 RTP (billions, 2014$)



Annual cost of implementation through 2035 (millions, 2014$)



* The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated new revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond currently anticipated revenues.

HOW DO WE MOVE FORWARD?

We're stronger together. 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 draft toolbox of actions with meaningful steps that can be taken in the next five years. This is a menu of actions that can be locally tailored to best support local, regional and state plans and visions. Reaching the state target can best be achieved by engaging community and business leaders as part of ongoing local and regional planning and implementation efforts.

WHAT CAN LOCAL, REGIONAL AND STATE PARTNERS DO?

Everyone has a role. Local, regional and state partners are encouraged to review the draft toolbox to identify actions they have already taken and prioritize any new actions they are willing to consider or commit to as we move into 2015.

WHAT'S NEXT?

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

September 2014 Staff reports results of the analysis and draft implementation recommendations to the Metro Council and regional advisory committees

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

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

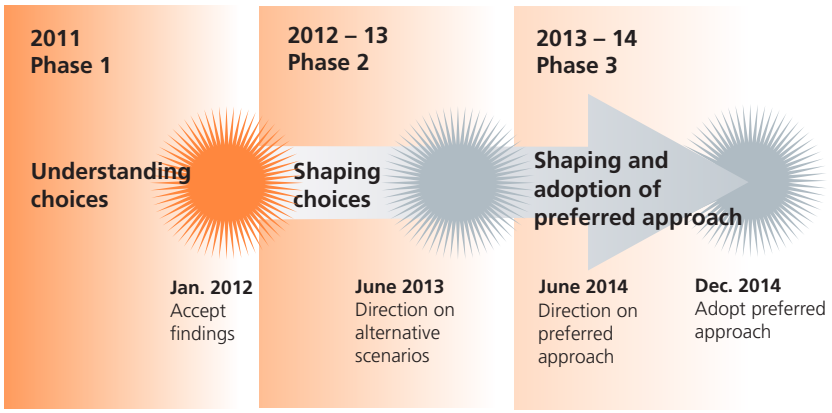
December 2014 MPAC and JPACT make recommendation to Metro Council

December 2014 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

The draft toolbox and other publications and reports can be found at **oregonmetro.gov/climatescenarios**.

For email updates, send a message to **climatescenarios@oregonmetro.gov.**

Metro

Sept. 12, 2014 | Printed on recycled-content paper. Job 14069

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

www.oregon**metro.gov**

Whether you moved to Oregon last week or trace your roots generations deep, you have your own reason for loving this place – and Metro wants to keep it that way. Help shape the future of the greater Portland region and discover tools, services and places that make life better today.

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

www.oregonmetro.gov/connect

Public comment period

Monday, Sept. 15 to Thursday, Oct. 30, 2014

Your input today on the Climate Smart Communities Scenarios Project will determine the future of the region for generations to come.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Weigh in on a draft approach and proposed actions for reducing greenhouse gas emissions and building great communities. Your input today will help inform the Metro Council's decision in December.

Your voice is important

You are invited to provide feedback during the **public comment period from Sept. 15 through Oct. 30, 2014.**

- Take a short survey online at **makeagreatplace.org** on transportation and land use policies and actions that can shape our communities.

To provide more in depth feedback, visit **oregonmetro.gov/draftapproach** to download and review the draft approach and implementation recommendations (Regional Framework Plan amendments, toolbox of possible actions and performance monitoring approach) and provide comments in one of the following ways:

- Mail comments to Metro Planning CSC Comment, 600 NE Grand Ave., Portland, OR 97232
- Email comments to climatescenarios@oregonmetro.gov
- Phone in comments to 503-797-1750 or TDD 503-797-1804
- Testify at a Metro Council hearing on Oct. 30, 2014, at 600 NE Grand Ave., Portland, OR 97232 in the Council chamber

To learn more about the Climate Smart Communities Scenarios Project, visit **oregonmetro.gov/climatescenarios**

www.oregonmetro.gov

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Draft Climate Smart Strategy

Public Review Draft

September 15, 2014

MAKING A GREAT PLACE

Metro

About Metro

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

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

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

www.oregonmetro.gov/climatescenarios

DRAFT CLIMATE SMART STRATEGY

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

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

TABLE OF CONTENTS

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

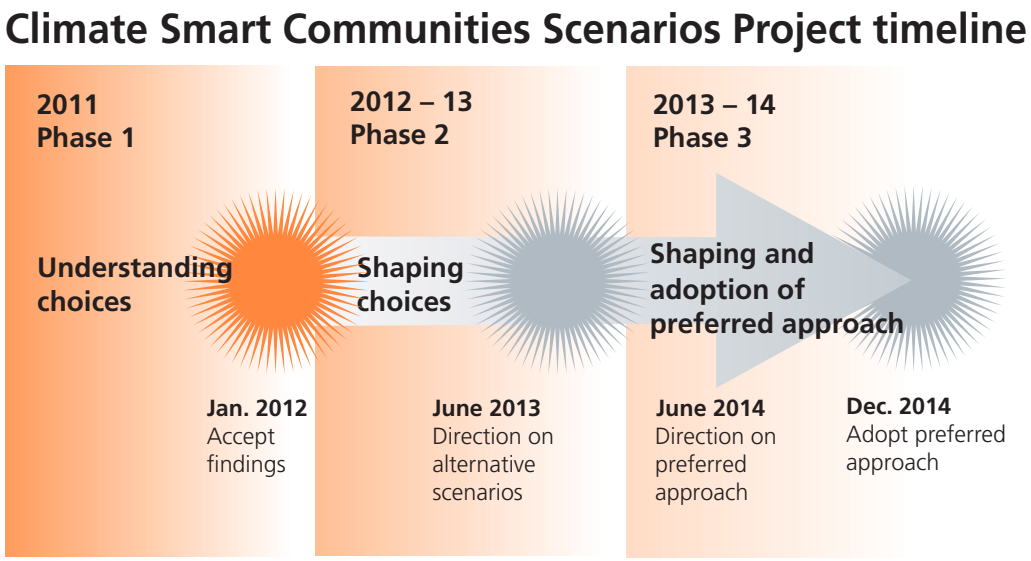
Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

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

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring



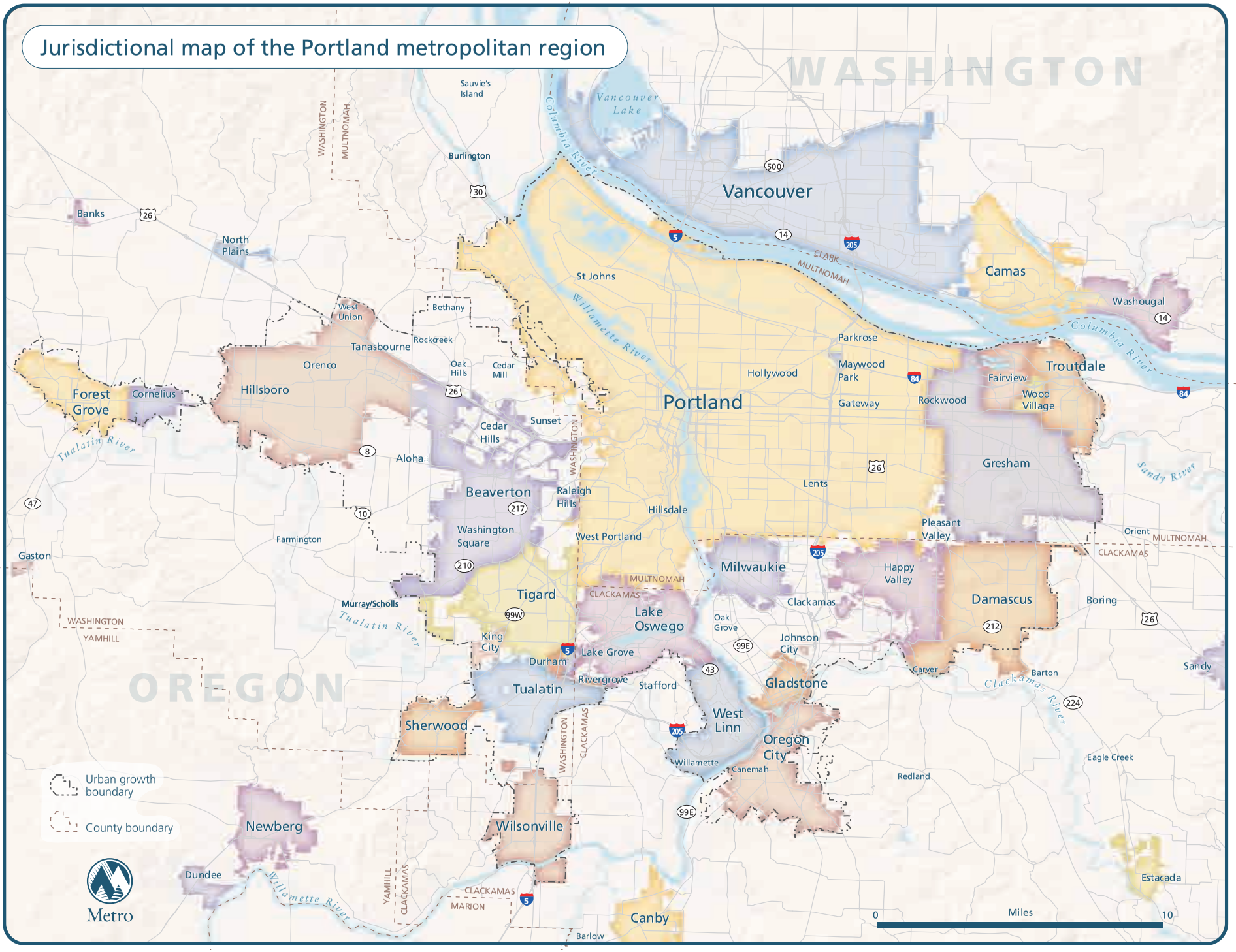
WHERE CAN I FIND MORE INFORMATION?

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

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

TABLE OF CONTENTS


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

INTRODUCTION

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

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

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

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

ATTRIBUTES OF GREAT COMMUNITIES

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

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

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

ABOUT THE DRAFT APPROACH

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

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

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

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

WHAT IS THE DRAFT APPROACH?

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

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

POLICIES Regional Framework Plan (RFP) amendments

- Changes to refine existing RFP policies and add new policies to achieve the draft approach.

TOOLBOX OF POSSIBLE ACTIONS Recommended actions

- Menu of investments and other tools needed to achieve the draft approach that can be tailored by each community to implement local visions.
- Near-term actions needed to implement and achieve the draft approach. This could include:
  - state and federal legislative agendas that request funding, policy changes or other tools needed to achieve draft approach
  - identification of potential/likely funding mechanisms for key actions
  - direction to the 2018 Regional Transportation Plan update
  - direction to future growth management decisions
  - direction to review regional functional plans that guide local implementation to determine if changes are needed.

PERFORMANCE MONITORING Recommended monitoring approach

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

EXPECTED BENEFITS OF THE DRAFT APPROACH

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

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

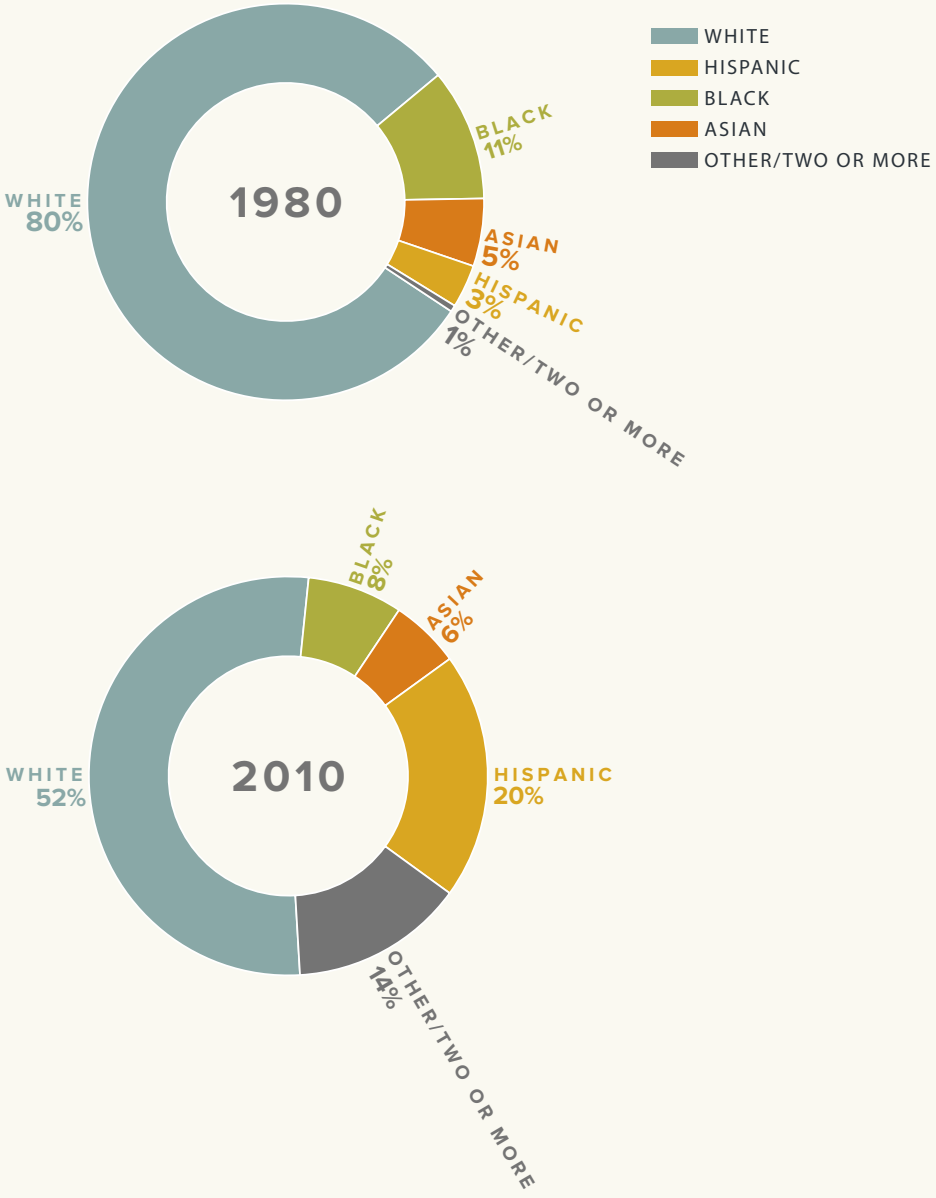
- Less air pollution also means fewer environmental costs. This helps save money that can be spent on other priorities.

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

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

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

RACE AND ETHNICITY IN THE PORTLAND METROPOLITAN REGION



REGIONAL CONTEXT

OUR REGION IS CHANGING

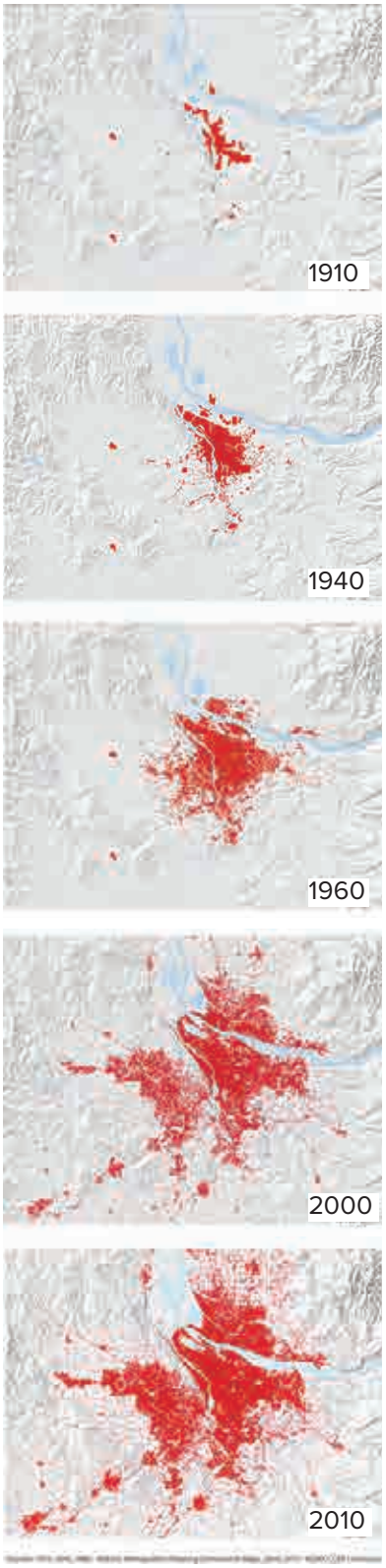
The Portland metropolitan region is an extraordinary place to call home. Our region has unique communities with inviting neighborhoods, a diverse economy and a world-class transit system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and wild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

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

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

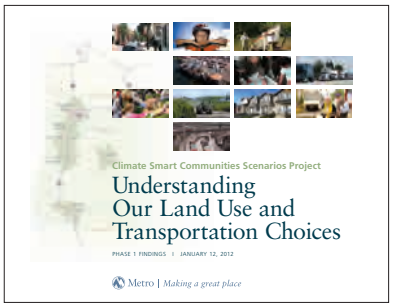
In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these challenges and meet state targets for reducing greenhouse gas emissions from cars and small trucks.

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



PROJECT BACKGROUND

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



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

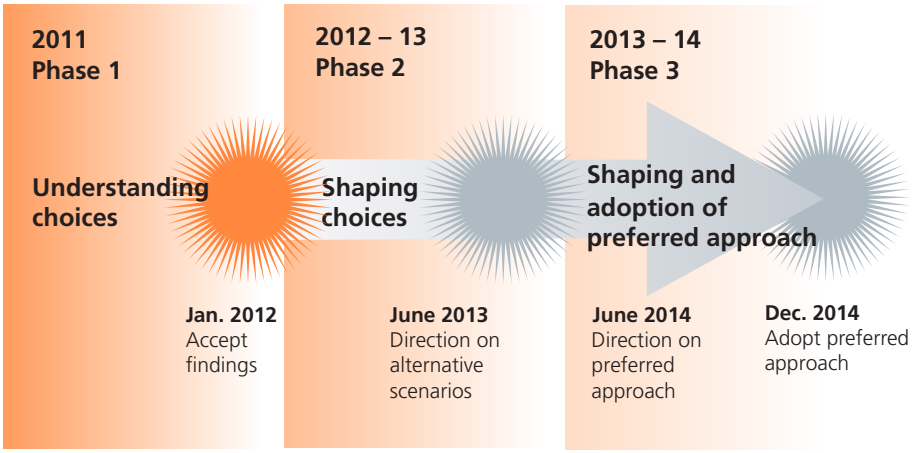
The first phase began in 2011 and concluded in early 2012. This phase consisted of testing strategies on a regional level to understand which strategies can most effectively help the region meet the state greenhouse gas emissions reduction mandate.

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

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

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

Climate Smart Communities Scenarios Project timeline



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

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

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

The results of the analysis were released in fall 2013, and summarized in a Discussion Guide For Policymakers.

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

Three approaches that we evaluated in 2013

SCENARIO A

Recent Trends

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

SCENARIO B

Adopted Plans

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

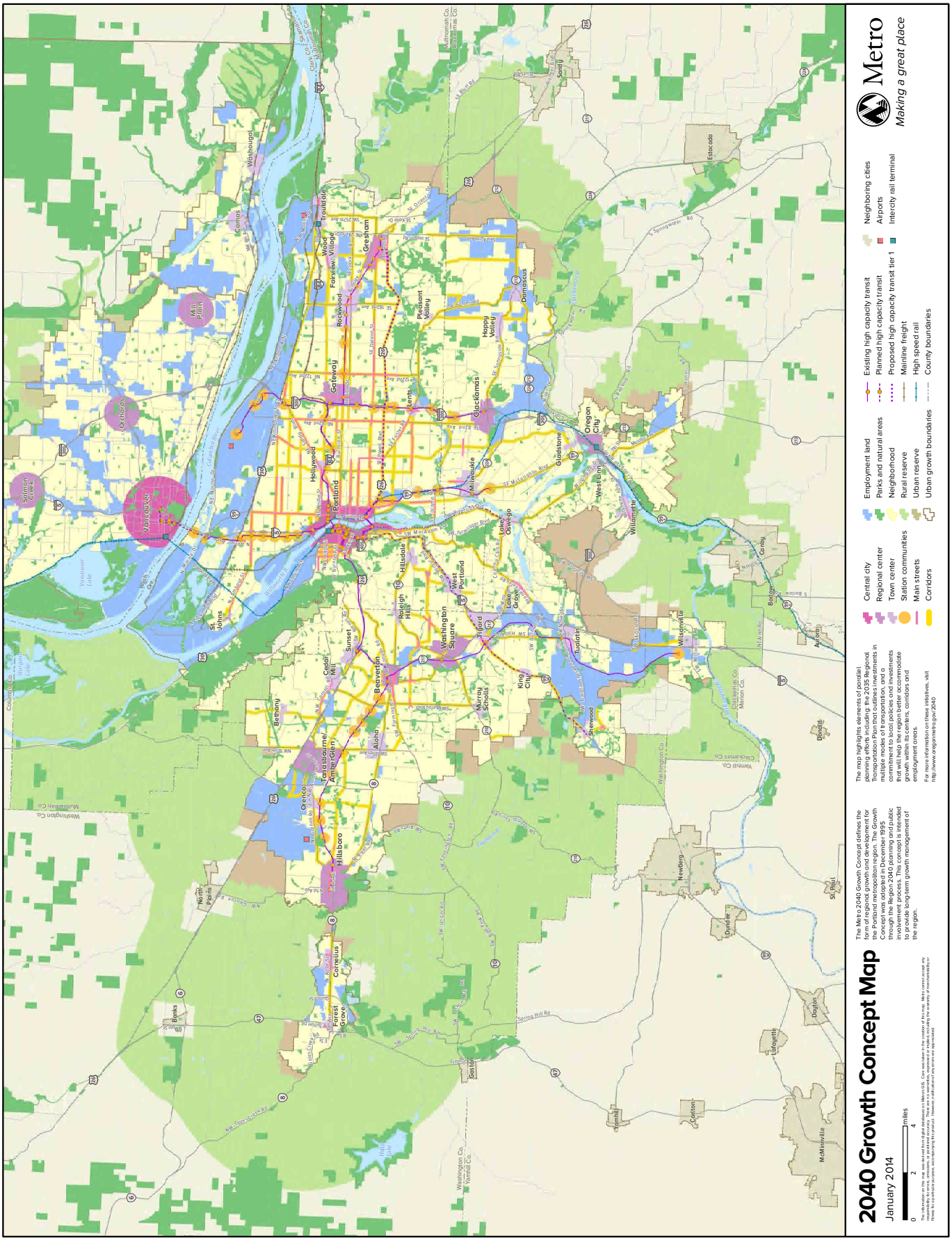
SCENARIO C

New Plans and Policies

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

OUR SHARED VISION: THE 2040 GROWTH CONCEPT

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



WHERE WE ARE TODAY

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

As recommended by MPAC and JPACT, the draft approach started with the plans cities, counties and the region have already adopted – from local zoning, capital improvement, comprehensive, and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a strong economy. This includes managing the urban growth boundary through regular growth management cycles (currently every six years).

In addition, MPAC and JPACT agreed to include assumptions for cleaner fuels and more fuel-efficient vehicles as defined by state agencies during the 2011 target-setting process. A third component they recommended be included in the draft approach is the Statewide Transportation Strategy assumption for pay-as-you-drive vehicle insurance.

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

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

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

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

OVERVIEW OF POLICY AREAS

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

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

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

EXPLANATION OF THE CLIMATE BENEFIT RATINGS

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

Estimated reductions assumed in climate benefits ratings	
less than 1%	★
1 – 2%	★★
3 – 6%	★★★
7 – 15%	★★★★
16 – 20%	★★★★★

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

RELATIVE CLIMATE BENEFIT

★★★★★

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

Capital $4.4 billion

Operations $8 billion

Make transit convenient, frequent, accessible and affordable

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

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

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

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

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

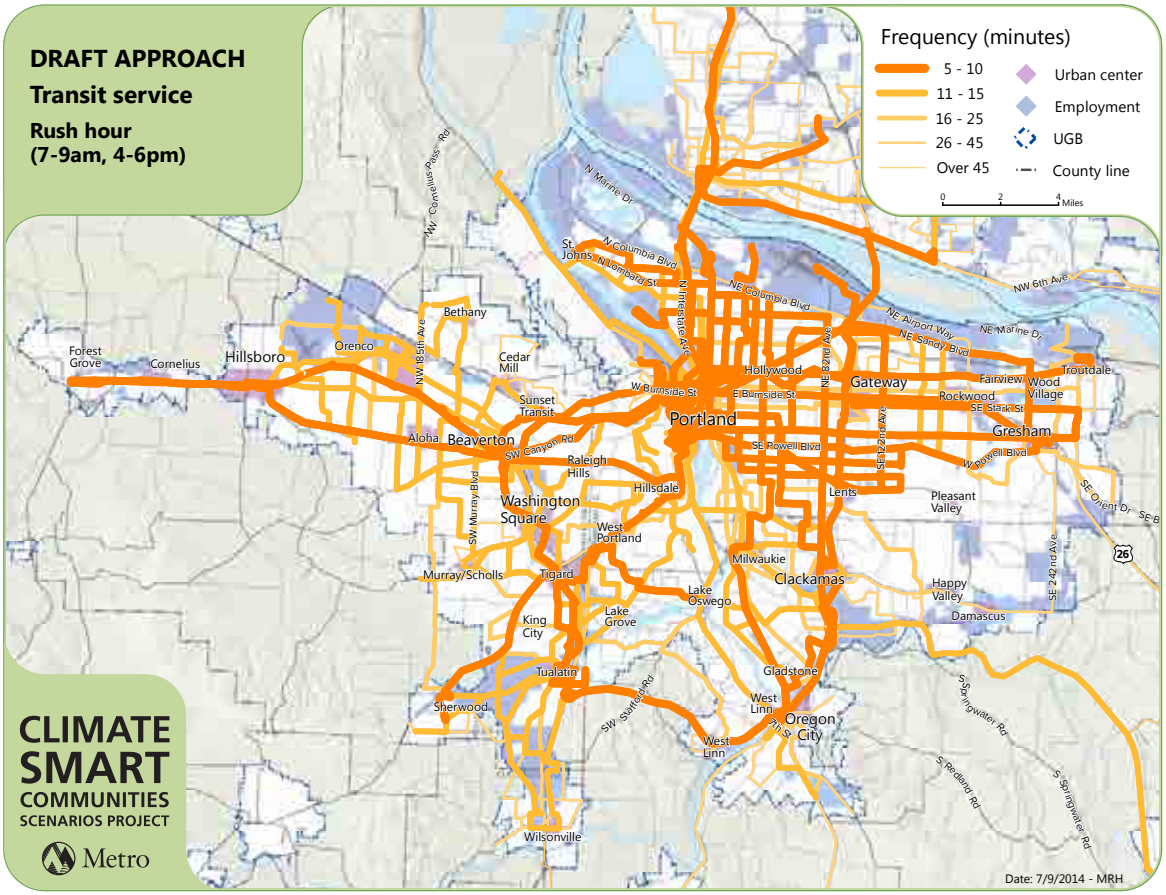
Transit is provided in the region by TriMet and South Metro Area Rapid Transit (SMART) in partnership with Metro, cities, counties, employers, business associations and non-profit organizations.

BENEFITS

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

CHALLENGES

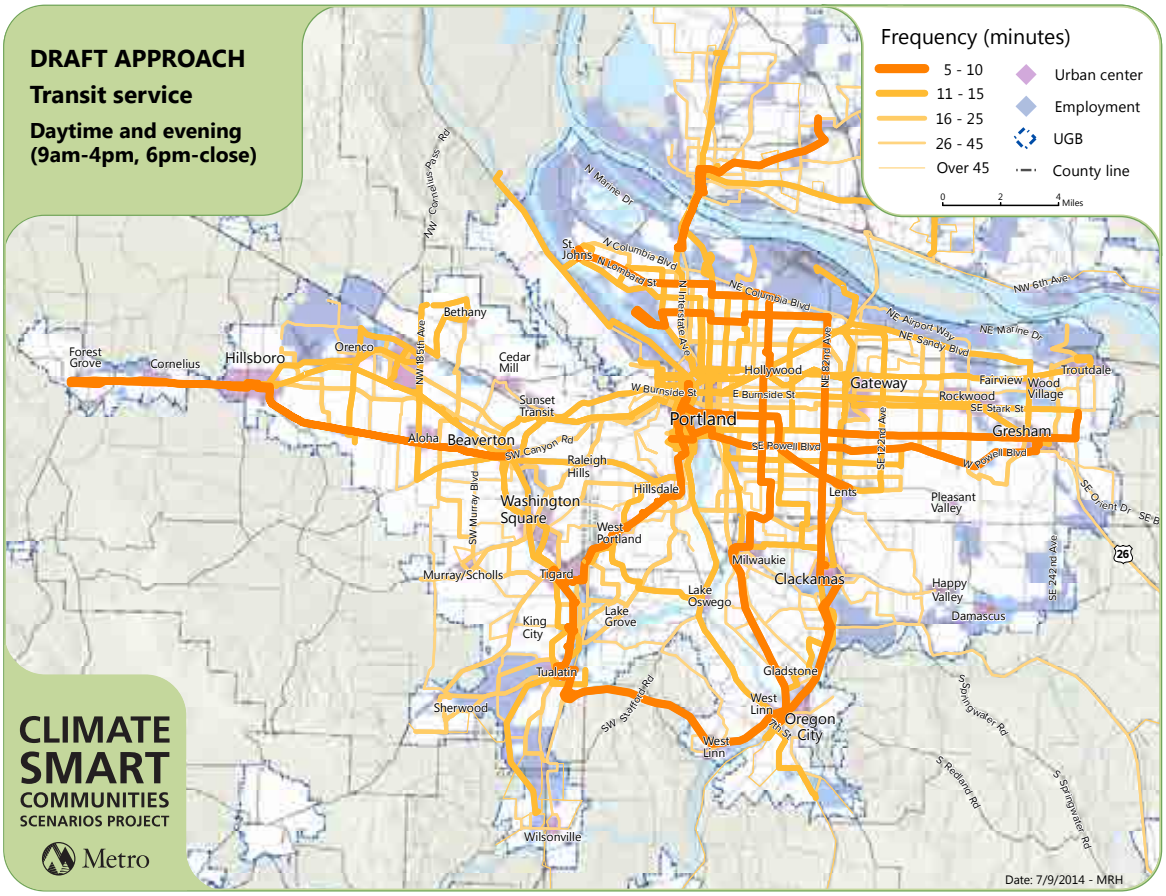
- transit demand outpacing funding
- enhancing existing service while expanding coverage and frequency to growing areas
- reduced revenue and federal funding, leading to increased fares and service cuts
- preserving affordable housing options near transit
- ensuring safe and comfortable access to transit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



DRAFT APPROACH

55% jobs
49% households
62% low-income households

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



52% jobs
37% households
49% low-income households

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

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




RELATIVE CLIMATE BENEFIT

★★★☆☆

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

$2 billion

Make biking and walking safe and convenient

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

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

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

BENEFITS

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

CHALLENGES

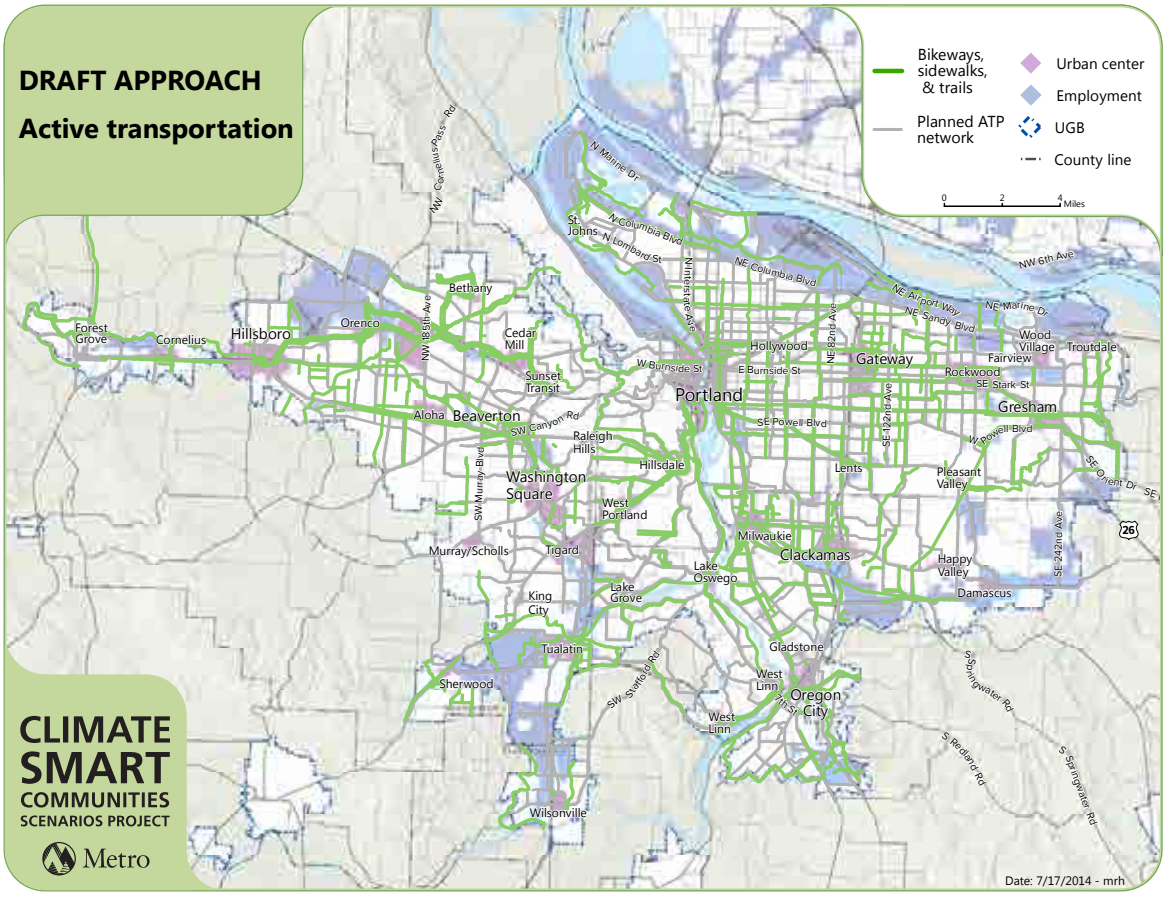
- major gaps exist in walking and biking routes across the region
- gaps in the active transportation network affect safety, convenience and access to transit
- many would like to walk or bike but feel unsafe
- many lack access to walking and biking routes
- limited dedicated funding is declining

DRAFT APPROACH

663
Miles of bikeways, sidewalks and trails added by 2035

61
Estimated lives saved annually from increased physical activity by 2035

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



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

RELATIVE CLIMATE BENEFIT

★ ★ ★ ★ ★

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

Capital $8.8 billion

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

Make streets and highways safe, reliable and connected

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

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

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

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

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

BENEFITS

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

CHALLENGES

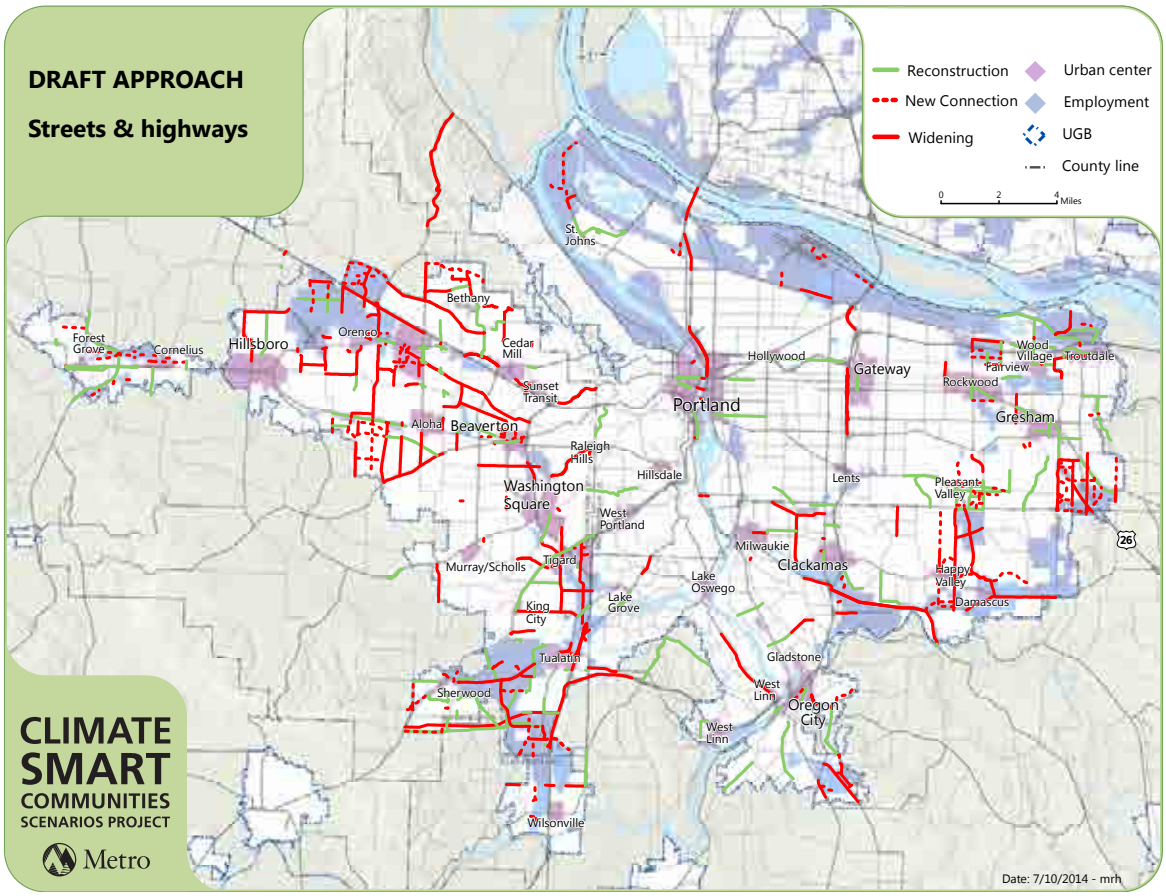
- declining purchasing power of existing funding sources, growing maintenance backlog, and rising construction costs
- may induce more traffic
- potential community impacts, such as displacement and noise
- concentration of air pollutants and air toxics in major travel corridors

52

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

386

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



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

RELATIVE CLIMATE BENEFIT

★★☆☆☆

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

$206 million

Use technology to actively manage the transportation system

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

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

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

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

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

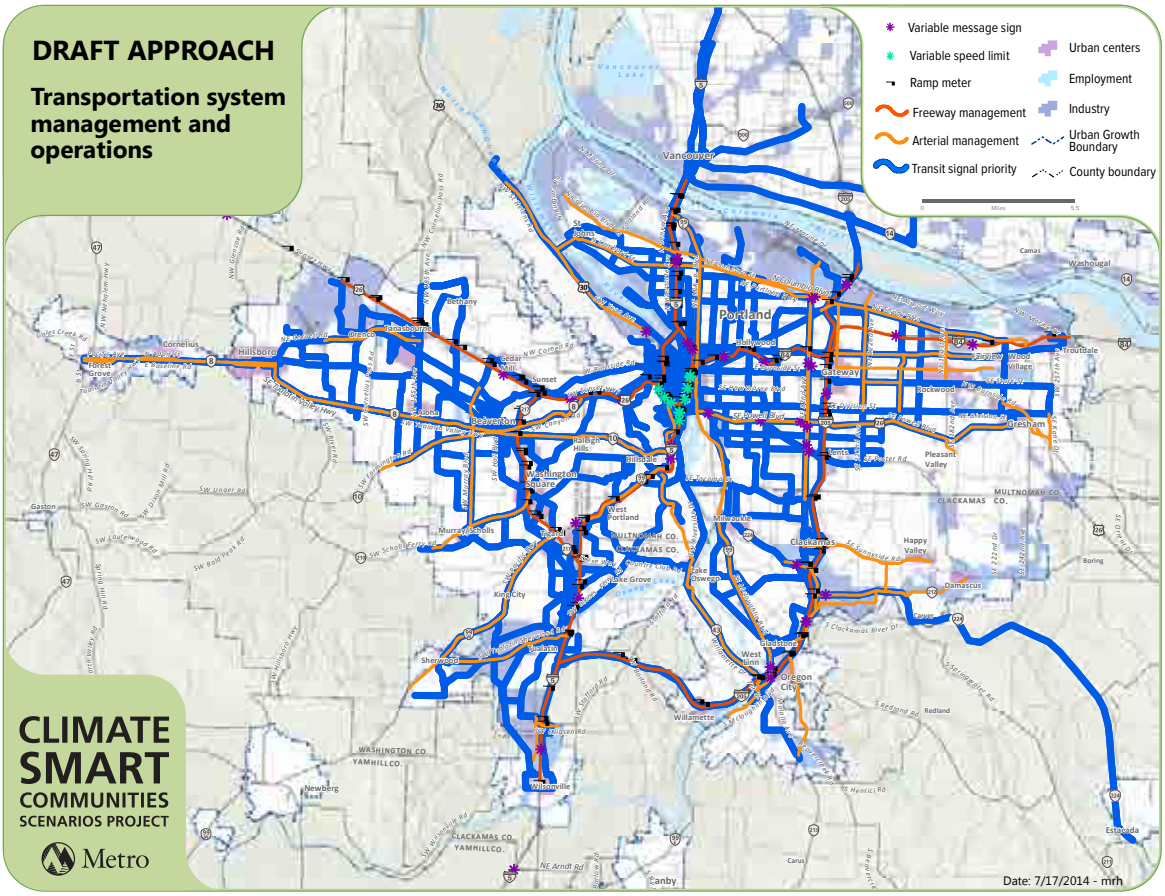
BENEFITS

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

CHALLENGES

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

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



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



RELATIVE CLIMATE BENEFIT

★★★★★

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

$185 million

Provide information and incentives to expand the use of travel options

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

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

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

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

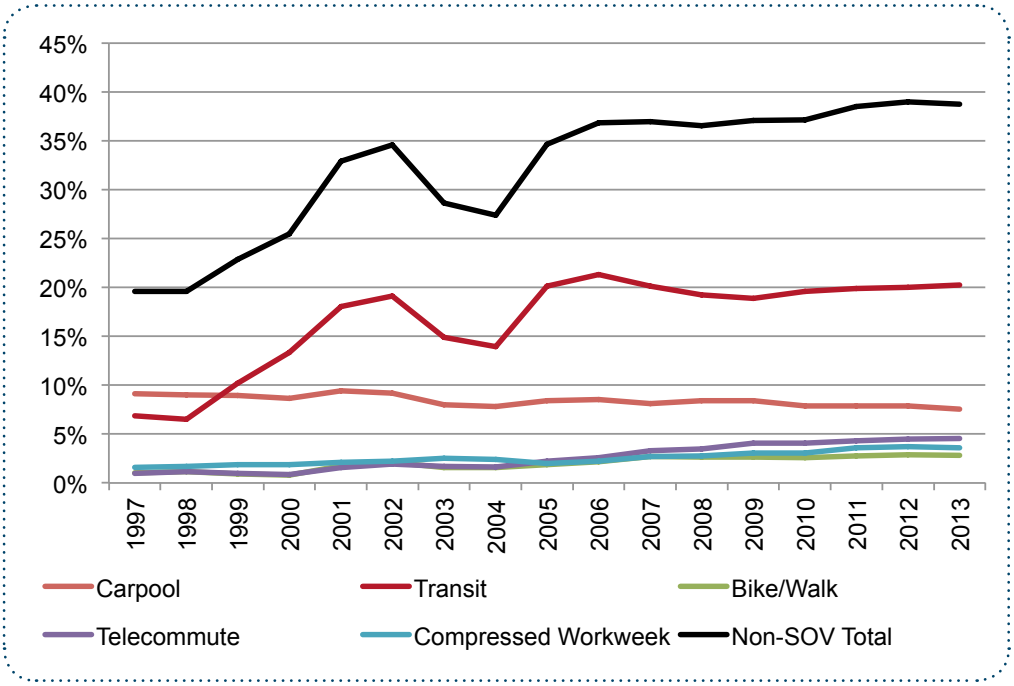
Travel options support tools reduce barriers to travel options and support continued use with tools such as the *Drive Less. Connect.* online carpool matching; trip planning tools; wayfinding signage; bike racks; and carsharing.

BENEFITS

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

CHALLENGES

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



EFFECTIVENESS OF EMPLOYER COMMUTER PROGRAMS (1997 – 2013)

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

EFFECTIVENESS OF COMMUNITY AND NEIGHBORHOOD PROGRAMS

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

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

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



RELATIVE CLIMATE BENEFIT

★★★★½

ESTIMATED COST TO IMPLEMENT BY 2035 (2014$)

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

Manage parking to make efficient use of land and parking spaces

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

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

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

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

BENEFITS

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

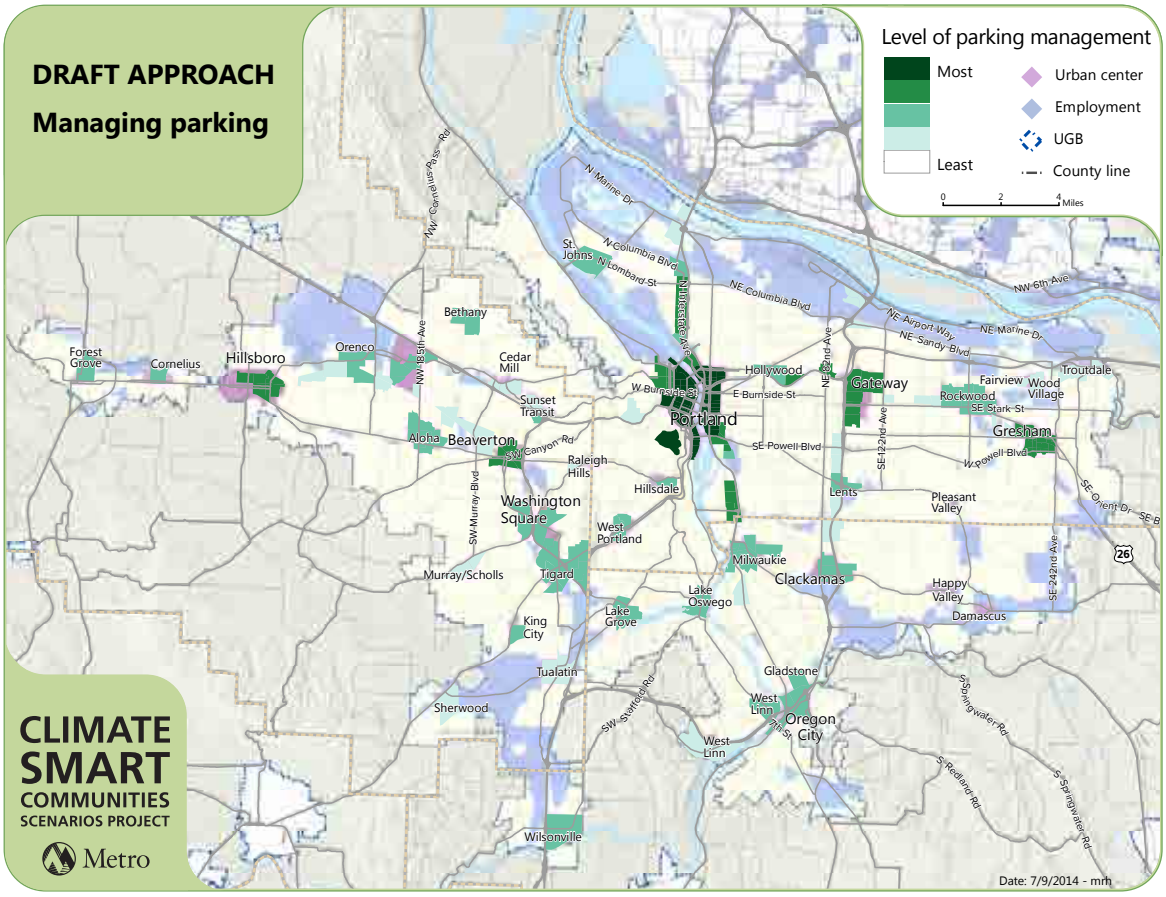
CHALLENGES

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

DRAFT APPROACH

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

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



GLOSSARY

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

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

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

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

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

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

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

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

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

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

Low Carbon Fuel Standard In 2009, the Oregon legislature authorized the Environmental Quality Commission to develop low carbon fuel standards (LCFS) for Oregon. Each type of transportation fuel (gasoline, diesel, natural gas, etc.) contains carbon in various amounts. When the fuel is burned, that carbon turns into carbon dioxide (CO_2), which is a greenhouse gas. The goal is to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent below 2010 levels by 2022 and applies to the entire mix of fuel available in Oregon. Carbon intensity refers to the emissions per unit of fuel; it is not a cap on total emissions or a limit on the amount of fuel that can be burned. The lower the carbon content of a fuel, the fewer greenhouse gas emissions it produces.

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

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

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

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

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

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

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

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

www.oregonmetro.gov

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

1

Draft Regional Framework Plan Amendments

Public Review Draft

September 15, 2014

MAKING A GREAT PLACE

Metro

About Metro

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

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

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

www.oregonmetro.gov/climatescenarios

PART 1. DRAFT REGIONAL FRAMEWORK PLAN AMENDMENTS

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

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

TABLE OF CONTENTS

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

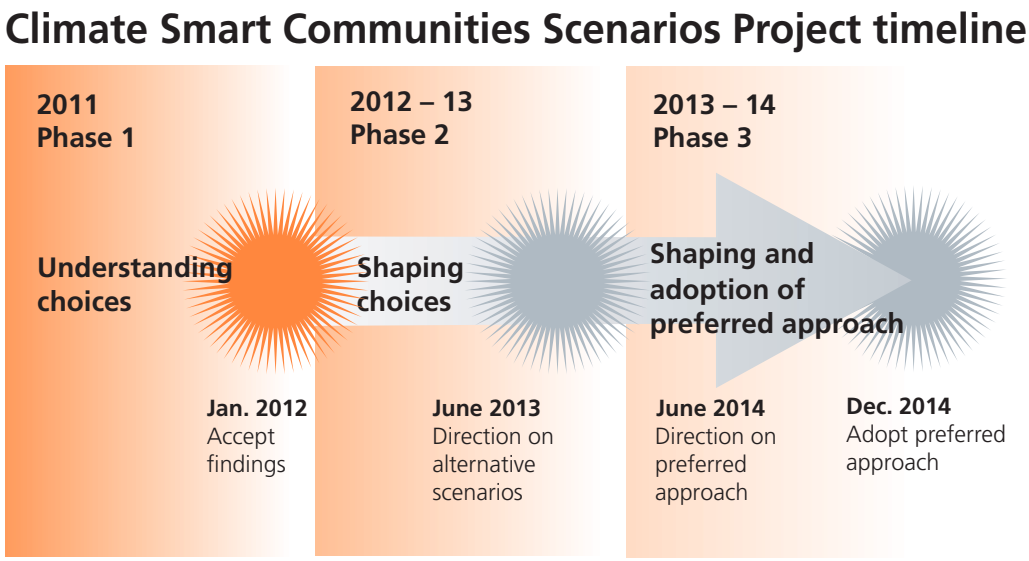
Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

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

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring



WHERE CAN I FIND MORE INFORMATION?

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

EXCERPT FROM

Regional Framework Plan Chapter 1 Land Use

Introduction

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

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

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

Six Outcomes, Characteristics of a Successful Region

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

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

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

Performance Measures and Performance Targets

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

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

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

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

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

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

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

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

Policies

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

1.1 Compact Urban Form

It is the policy of the Metro Council to:

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

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

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

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

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

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

1.1.7 Promote excellence in community design.

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

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

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

1.10 Urban Design

It is the policy of the Metro Council to:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

REGIONAL FRAMEWORK PLAN
CHAPTER 2 TRANSPORTATION

TABLE OF CONTENTS

REGIONAL FRAMEWORK PLAN
CHAPTER 2 TRANSPORTATION

TABLE OF CONTENTS

Chapter 2 Transportation

Introduction

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

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

The policies aim to implement the 2040 Growth Concept and:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

www.oregonmetro.gov

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

2

Draft Toolbox of Possible Actions (2015-20)

Public Review Draft

September 15, 2014

MAKING A GREAT PLACE

Metro

About Metro

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

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

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

www.oregonmetro.gov/climatescenarios

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

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

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

TABLE OF CONTENTS

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

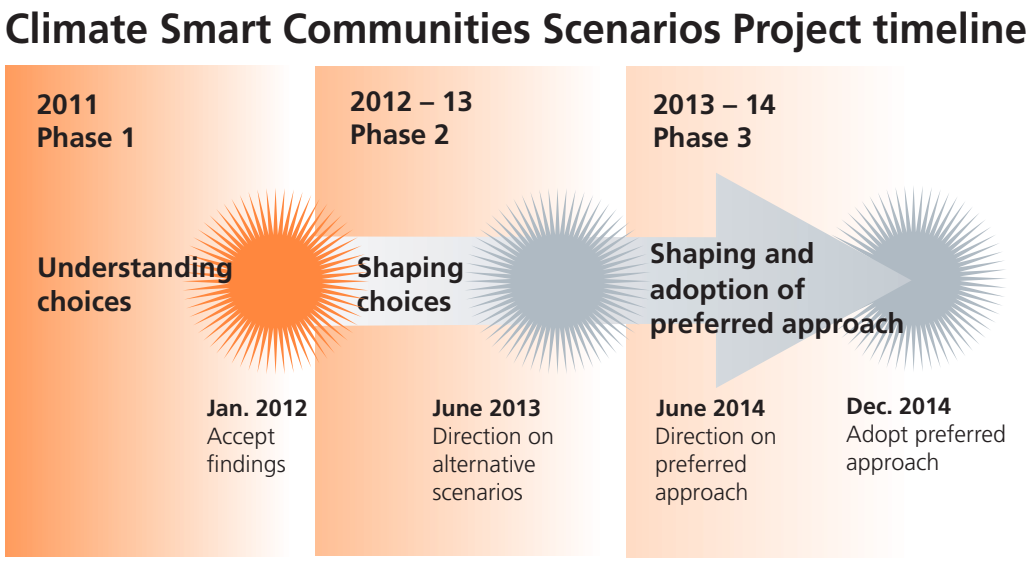
Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

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

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring



WHERE CAN I FIND MORE INFORMATION?

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

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro

DRAFT TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

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

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

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

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

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
		approaches and transit-oriented development in local plans and projects ☐ Convene regional brownfield coalition and strengthen regional brownfields program by providing increased funding and technical assistance to local governments to leverage the investment of private and non-profit developers	☐ Develop brownfield redevelopment plans and leverage local funding to seek state and federal funding and create partnerships that leverage the investment of private and non-profit developers	
Make transit more convenient, frequent, accessible and affordable	**Immediate (2015-16)** ☐ Begin update to Oregon Public Transportation Plan ☐ Increase state funding for transit service ☐ Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability ☐ Provide technical assistance and funding to help establish local transit service **Near-term (2017-20)** ☐ Adopt Oregon Public Transportation Plan with funding strategy to implement ☐ Begin implementation of incremental improvements to intercity passenger rail service ☐ Make funding for access to transit a priority	**Immediate (2015-16)** ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: ○ Seek and advocate for new, dedicated funding mechanism(s) ○ Seek transit funding from Oregon Legislature ○ Consider local funding mechanism(s) for local and regional transit service ○ Support state efforts to consider carbon pricing ○ Fund reduced fare programs and service improvements for youth, older adults, people with disabilities and low-income families ☐ Consider local funding mechanism(s) for local and regional transit service ☐ Update Regional High Capacity Transit System Plan **Near-term (2017-20)** ☐ Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means ☐ Make funding for access to transit a priority ☐ Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit ☐ Update Regional Transportation Plan by 2018	**Immediate (2015-16)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Participate in development of TriMet Service Enhancement Plans (SEPs): ○ Provide more community to community transit connections ○ Identify community-based public and private shuttles that link to regional transit service ○ Link service enhancements to areas with transit-supportive development, communities of concern[1], and other locations with high ridership potential ○ Consider ridership demographics in service planning ☐ Consider local funding mechanism(s) for local and regional transit service **Near-term (2017-20)** ☐ Make funding for access to transit a priority ☐ Complete gaps in pedestrian and bicycle access to transit ☐ Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance ☐ Implement plans and zoning that focus higher density, mixed-use zoning and development near transit ☐ Partner with transit providers and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals ☐ Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means	**Immediate (2015-16)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility ☐ Seek state funding sources for transit and alternative local funding mechanisms ☐ Complete development of TriMet Service Enhancement Plans (SEPs): ○ Provide more community to community transit connections ○ Identify community-based public and private shuttles that link to regional transit service ○ Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with potential high ridership potential ○ Consider ridership demographics in service planning ☐ Consider local funding mechanism(s) for local and regional transit service **Near-term (2017-20)** ☐ Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance ☐ Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals ☐ Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc. ☐ Improve and increase the availability of transit

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

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

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

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

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	**WHAT CAN METRO DO?**	**WHAT CAN CITIES AND COUNTIES DO?**	**WHAT CAN SPECIAL DISTRICTS DO?** (e.g., transit providers, Port districts, parks providers, etc.)
		☐ Begin update to Regional Travel Options Strategic Plan in 2018	organizations	
Manage parking to make efficient use of parking spaces	**Immediate (2015-16)** ☐ Provide technical assistance and grant funding to support development of parking management plans at the local and regional level ☐ Distribute "Parking Made Easy" handbook and provide technical assistance, planning grants, model code language, education and outreach ☐ Increase safe, secure and convenient bicycle parking **Near-term (2017-20)** ☐ Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools ☐ Prepare inventory of state-owned public parking spaces and usage ☐ Provide monetary incentives such as parking cash-out and employer buy-back programs	**Immediate (2015-16)** ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: ○ Discuss priced parking as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service **Near-term (2017-20)** ☐ Expand on-going technical assistance to local governments, developers and others to incorporate parking management approaches in local plans and projects ☐ Pilot projects to develop model parking management plans and model ordinances for different development types ☐ Research and update regional parking policies to more comprehensively reflect the range of parking approaches available for different development types and to incorporate goals beyond customer access, such as linking parking approaches to the level of transit service and active transportation options provided ☐ Amend Title 6 of Regional Transportation Functional Plan to update regional parking map and reflect updated regional parking policies	**Immediate (2015-16)** ☐ Consider charging for parking in high usage areas served by 15-minute or better transit service and active transportation options **Near-term (2017-20)** ☐ Prepare community inventory of public parking spaces and usage ☐ Adopt shared and unbundled parking policies ☐ Require or provide development incentives for developers to separate parking from commercial space and residential units in lease and sale agreements ☐ Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools ☐ Require or provide development incentives for large employers to offer employees a parking cash-out option where the employee can choose a parking benefit, a transit pass or the cash equivalent of the benefit ☐ Increase safe, secure and convenient bicycle parking ☐ Reduce requirements for off-street parking and establish off-street parking supply maximums, as appropriate, enacting and adjusting policies to minimize spillover impacts in adjacent areas ☐ Prepare parking management plans tailored to 2040 centers served by high capacity transit (existing and planned)	**Near-term (2017-20)** ☐ Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools ☐ Increase safe, secure and convenient bicycle parking
Secure adequate funding for transportation investments	**Immediate (2015-16)** ☐ Preserve local options for raising revenue to ensure local communities have a full range of financing tools available to adequately fund current and future transportation needs ☐ Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit ☐ Research and consider carbon pricing models to generate new funding for clean energy, transit and active transportation, alleviating regressive impacts to businesses and communities of concern ☐ Increase state gas tax (indexed to inflation and fuel efficiency) ☐ Implement a mileage-based road usage charge program as called for in Senate Bill 810	**Immediate (2015-16)** ☐ Update research on regional infrastructure gaps and potential funding mechanisms to inform communication materials that support engagement activities and development of a funding strategy to meet current and future transportation needs ☐ Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: ○ Advocate for local revenue raising options ○ Seek and advocate for new, dedicated funding mechanism(s) for transit and active transportation ○ Seek transit and active transportation funding from Oregon Legislature	**Immediate (2015-16)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Advocate for local revenue raising options ☐ Support state efforts to implement a mileage-based road usage charge program ☐ Support state efforts to research and consider carbon pricing models ☐ Consider local funding mechanism(s) for local and regional transportation needs, including transit service and active transportation **Near-term (2017-20)** ☐ Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs	**Immediate (2015-16)** ☐ Support and/or participate in efforts to build transportation funding coalition ☐ Advocate for local revenue raising options ☐ Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit ☐ Support state efforts to research and consider carbon pricing models **Near-term (2017-20)** ☐ Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	**WHAT CAN METRO DO?**	**WHAT CAN CITIES AND COUNTIES DO?**	**WHAT CAN SPECIAL DISTRICTS DO?** (e.g., transit providers, Port districts, parks providers, etc.)
	Near-term (2017-20) ☐ Expand funding available for active transportation and transit investments ☐ Broaden implementation of the mileage-based road usage charge	○ Consider local funding mechanism(s) for local and regional transit service ○ Support state efforts to research and consider carbon pricing models ○ Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs ○ Ensure adequate funding of local maintenance and safety needs and support city and county efforts to fund safety, maintenance and preservation needs locally ○ Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency) ○ Support state and federal efforts to implement road usage charge program ○ Discuss priced parking as a revenue source for travel information and incentives programs, active transportation projects and transit service		
Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive insurance	**Immediate (2015-16)** ☐ Reauthorize Oregon Clean Fuels Program ☐ Implement Oregon Zero Emission Vehicle Program and Multi-State Zero Emission Vehicle Action Plan in collaboration with California and other states ☐ Lead by example by increasing the public alternative fuel vehicle (AFV) fleet ☐ Provide funding to Drive Oregon to advance electric mobility, and to other endeavors that advance alternative fuels ☐ Work with insurance companies to offer and encourage pay-as-you-drive insurance **Near-term (2017-20)** ☐ Provide consumer and business incentives to purchase new AFVs ☐ Expand communication efforts about the cost savings of driving more fuel-efficient vehicles ☐ Promote and provide information, funding and incentives to encourage the provision of electric vehicle charging and compressed natural gas (CNG) stations and infrastructure in residences, work places and public places ☐ Encourage private fleets to purchase, lease or rent AFVs ☐ Develop model code for electric and CNG vehicle	**Immediate (2015-16)** ☐ Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means ☐ Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means **Near-term (2017-20)** ☐ Lead by example by increasing public AFV fleet ☐ Support state efforts to build public acceptance of pay-as-you-drive insurance ☐ Expand communication efforts about the cost savings of driving more fuel-efficient vehicles ☐ Partner with state agencies to hold regional planning workshops to educate local governments on AFV opportunities Develop AFV readiness strategy for region in partnership with local governments, state agencies, electric and natural gas utilities, non-profits and others	**Immediate (2015-16)** ☐ Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means ☐ Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means **Near-term (2017-20)** ☐ Lead by example by increasing public AFV fleet ☐ Expand communication efforts about the cost savings of driving more fuel-efficient vehicles ☐ Pursue grant funding and partners to expand the growing network of electric vehicle fast charging stations and publicly accessible CNG stations ☐ Partner with local dealerships, Department of Energy (DOE) Clean Cities programs, non-profit organizations, businesses and others to incorporate AFV outreach and education events for consumers in conjunction with such events as Earth Day celebrations, National Plug-In Day and the DOE/Drive Oregon Workplace Charging Challenge ☐ Adopt policies and update development codes to support private adoption of AFVs, such as streamlining permitting for alternative fueling stations, planning for access to charging and CNG	**Immediate (2015-16)** ☐ Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means ☐ Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means **Near-term (2017-20)** ☐ Provide electric vehicle charging and CNG stations in public places (e.g., park-and-rides, parking garages) ☐ Provide preferential parking for AFVs

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	**WHAT CAN METRO DO?**	**WHAT CAN CITIES AND COUNTIES DO?**	**WHAT CAN SPECIAL DISTRICTS DO?** (e.g., transit providers, Port districts, parks providers, etc.)
	infrastructure and partnerships with businesses ☐ Remove barriers to electric and CNG vehicle charging and fueling station installations ☐ Promote AFV infrastructure planning and investment by public and private entities ☐ Provide clear and accurate signage to direct AFV users to charging and fueling stations and parking ☐ Expand communication efforts to promote AFV tourism activities ☐ Continue participation in the Pacific Coast Collaborative, Western Climate Initiative, and West Coast Green Highway Initiative and partner with members of Energize Oregon coalition ☐ Track and report progress toward adopted state goals related to greenhouse gas emissions reductions and AFV deployment ☐ Provide incentives and information to expand use of pay-as-you-drive insurance and report on progress		stations, allowing charging and CNG stations in residences, work places and public places, and providing preferential parking for AFVs ☐ Update development codes and encourage new construction to include necessary infrastructure to support use of AFVs	
Demonstrate leadership on climate change	**Immediate (2015-16)** ☐ Update the 2017-20 Statewide Transportation Improvement Program (STIP) allocation process to address the Statewide Transportation Strategy (STS) Vision and STS Short-Term Implementation Plan actions ☐ Support local government and regional planning for climate change mitigation **Near-term (2017-20)** ☐ Amend the Oregon Transportation Plan to address the Statewide Transportation Strategy Vision ☐ Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals ☐ Through the Oregon Modeling Steering Committee, collaborate on appropriate tools to support greenhouse gas reduction planning ☐ Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions	**Immediate (2015-16)** ☐ Seek Metro Council/JPACT commitment to address the Climate Smart Strategy in the policy update for the 2018-21 Metropolitan Transportation Improvement Program (MTIP) and the 2019-21 Regional Flexible Fund Allocation (RFFA) process **Near-term (2017-20)** ☐ Assess potential risks and identify strategies to address potential climate impacts to transportation infrastructure and operations as part of 2018 RTP update ☐ Update regional greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction target ☐ Through the Oregon Modeling Steering Committee, collaborate on appropriate tools and methods to support greenhouse gas reduction planning and monitoring ☐ Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions ☐ Encourage development and implementation of local climate action plans	**Near-term (2017-20)** ☐ Sign U.S. Conference of Mayors Climate Protection Agreement ☐ Prepare and periodically update community-wide greenhouse gas emissions inventory ☐ Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions ☐ Adopt greenhouse gas emissions reduction policies and performance targets ☐ Develop and implement local climate action plans	**Near-term (2017-20)** ☐ Prepare and periodically update greenhouse gas emissions inventory of transportation operations ☐ Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions ☐ Adopt greenhouse gas emissions reduction policies and performance targets

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

www.oregonmetro.gov

3

Draft Performance Monitoring Approach

Public Review Draft

September 15, 2014

MAKING A GREAT PLACE

Metro

About Metro

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

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

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

www.oregonmetro.gov/climatescenarios

PART 3. DRAFT PERFORMANCE MONITORING APPROACH

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

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

TABLE OF CONTENTS

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

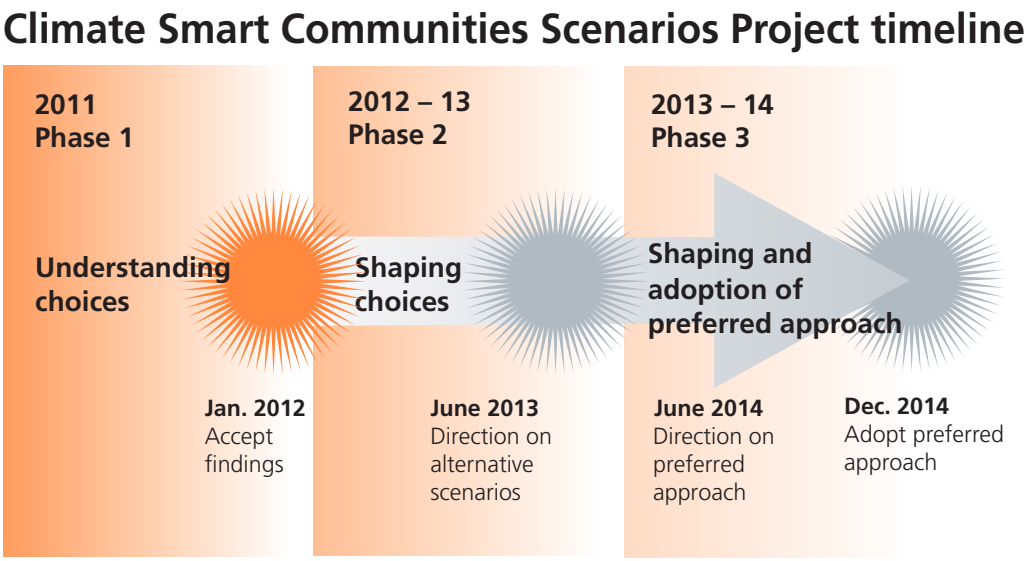
Nov. 7 MPAC and JPACT meet to discuss public comments and shape recommendation to the Metro Council

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

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring



WHERE CAN I FIND MORE INFORMATION?

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

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

DRAFT CLIMATE SMART STRATEGY

DRAFT PERFORMANCE MONITORING APPROACH

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

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

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

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

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

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

TABLE NOTES

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

To: JPACT
From: Andy Cotugno, Metro Policy Advisor
Re.: Options for establishing an ODOT Region 1 Area Commission on Transportation (ACT)
Date: September 2, 2014

At the April 10, 2014 JPACT meeting, Steve Bryant (Oregon Solutions) presented his findings and recommendations from the report "Transportation Policy, Communication, and Coordination Assessment Report (January 29, 2014)." Following that presentation, the Governor's office convened an ODOT Region 1 ACT Task Force to develop recommendations to the Oregon Transportation Commission for formation of one or more Area Commission(s) on Transportation (ACTs) or ACT-like structures. The Task Force has met twice (May 5 and June 16) and directed the project technical advisory committee to develop some model options for evaluation by the Task Force. The Task Force is scheduled to meet again September 22, 2014 to discuss the evaluation of the options. In preparation for that discussion, Task Force members have been asked to consult with their colleagues and share feedback on:

- the advantages and disadvantages of each alternative from your perspective,
- any indication you may have about your preference and why, and
- any input you may have on characteristics of each option that should be incorporated.

At the August 14, 2014 JPACT meeting a copy of the ACT options was provided (attached is a descriptive matrix and set of maps for the options). **At the September 11, 2014 JPACT meeting it is requested that JPACT provide the Task Force with their feedback on the questions posed above.**

A generalized description of the ACT options is as follows:

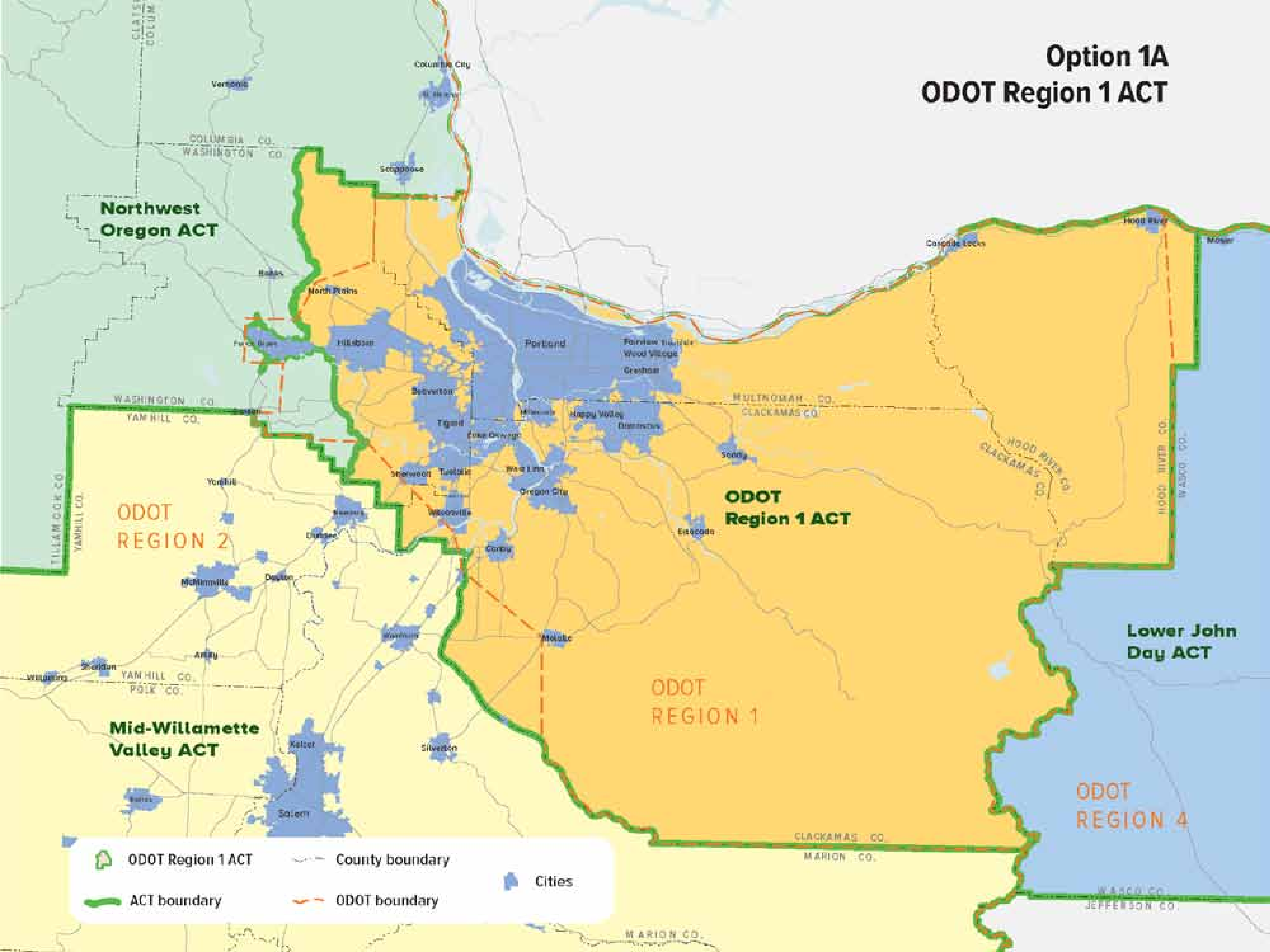
Option 1A – Establish a single ACT encompassing the full ODOT Region 1 territory. Two variations on this option are to include Hood River County in the Lower John Day ACT rather than the Region 1 ACT and include western Washington County in the Region 1 ACT rather than the Northwest ACT as currently configured.

Option 1B – This is a variation on the single ACT approach but with the boundary extended to encompass the "commute-shed" around the Metro region. This would extend beyond the current boundary of ODOT Region 1 and include Woodburn, Newberg and Scappoose.

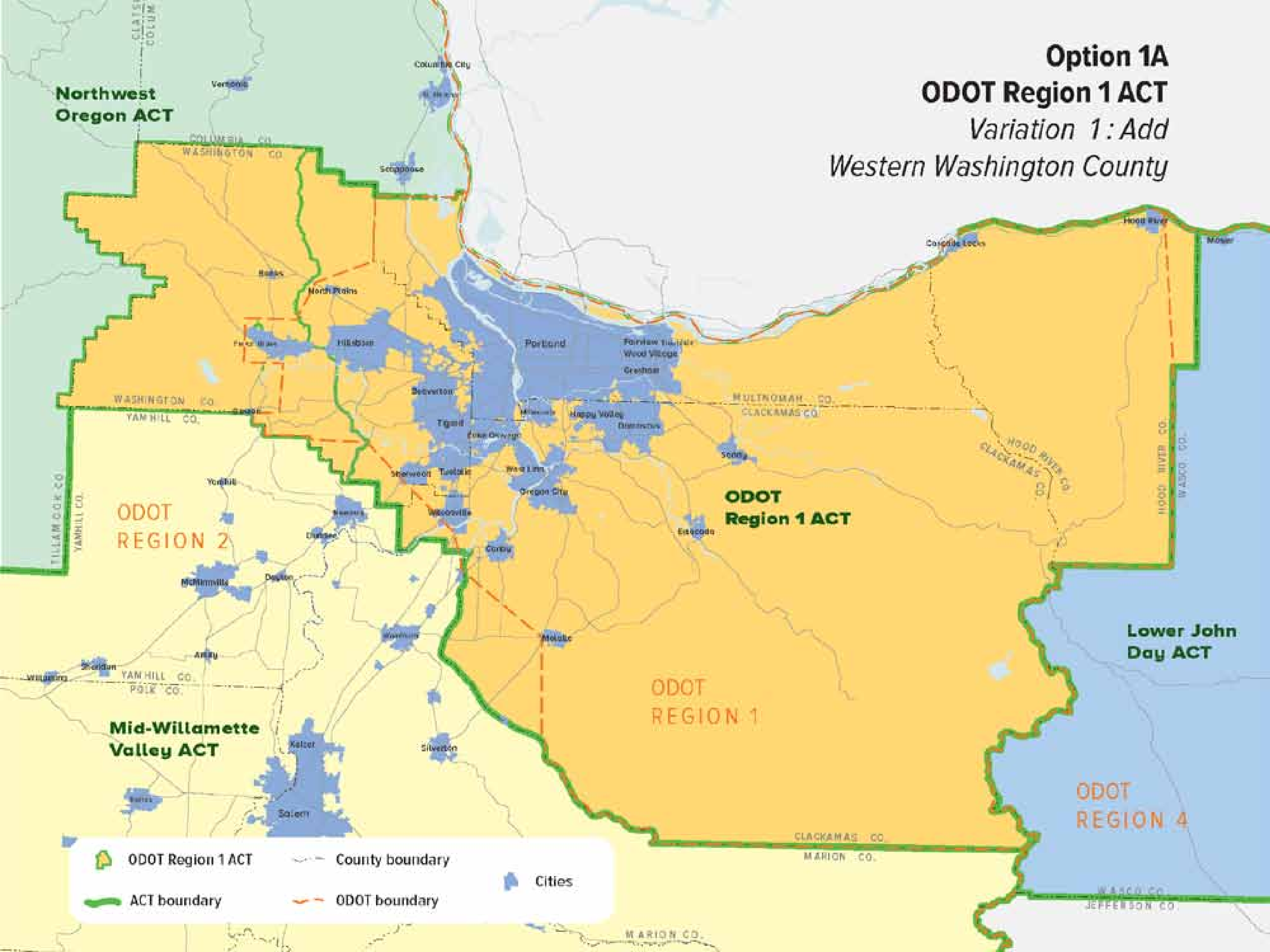
Option 2A – This is a 2 ACT option that would establish an ACT around the geography of Metro and JPACT with a second ACT encompassing the balance of ODOT Region 1.

Option 2B – This is a 2 ACT option that is organized around functional transportation issues rather than the ODOT Region 1 boundary. In addition to a Metro/JPACT ACT, there would be a second ACT organized around the Mt. Hood Loop (I-84, US 26, Hwy 35). The balance of the ODOT Region 1 geography would merge with the adjacent ACT based upon their common interest in transportation issues. This would entail merging southern Clackamas County with the Mid-Willamette Valley ACT and leaving western Washington County as part of the Northwest ACT.

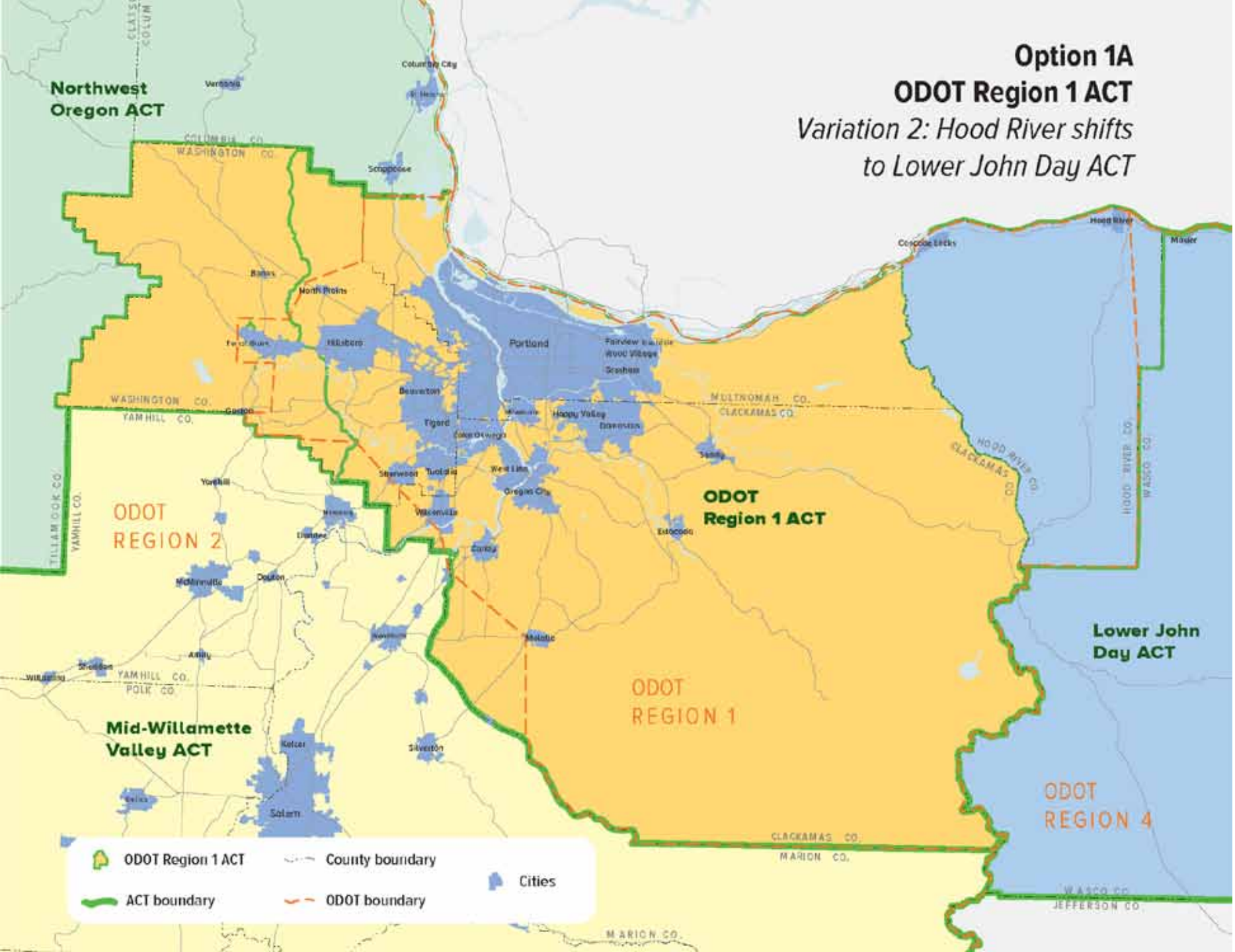
Status Quo – If the region fails to develop a recommendation on the formation of an ACT, ODOT has indicated they would continue to operate with an "ACT-like" structure and use the STIP Project Selection Committee in lieu of an ACT.

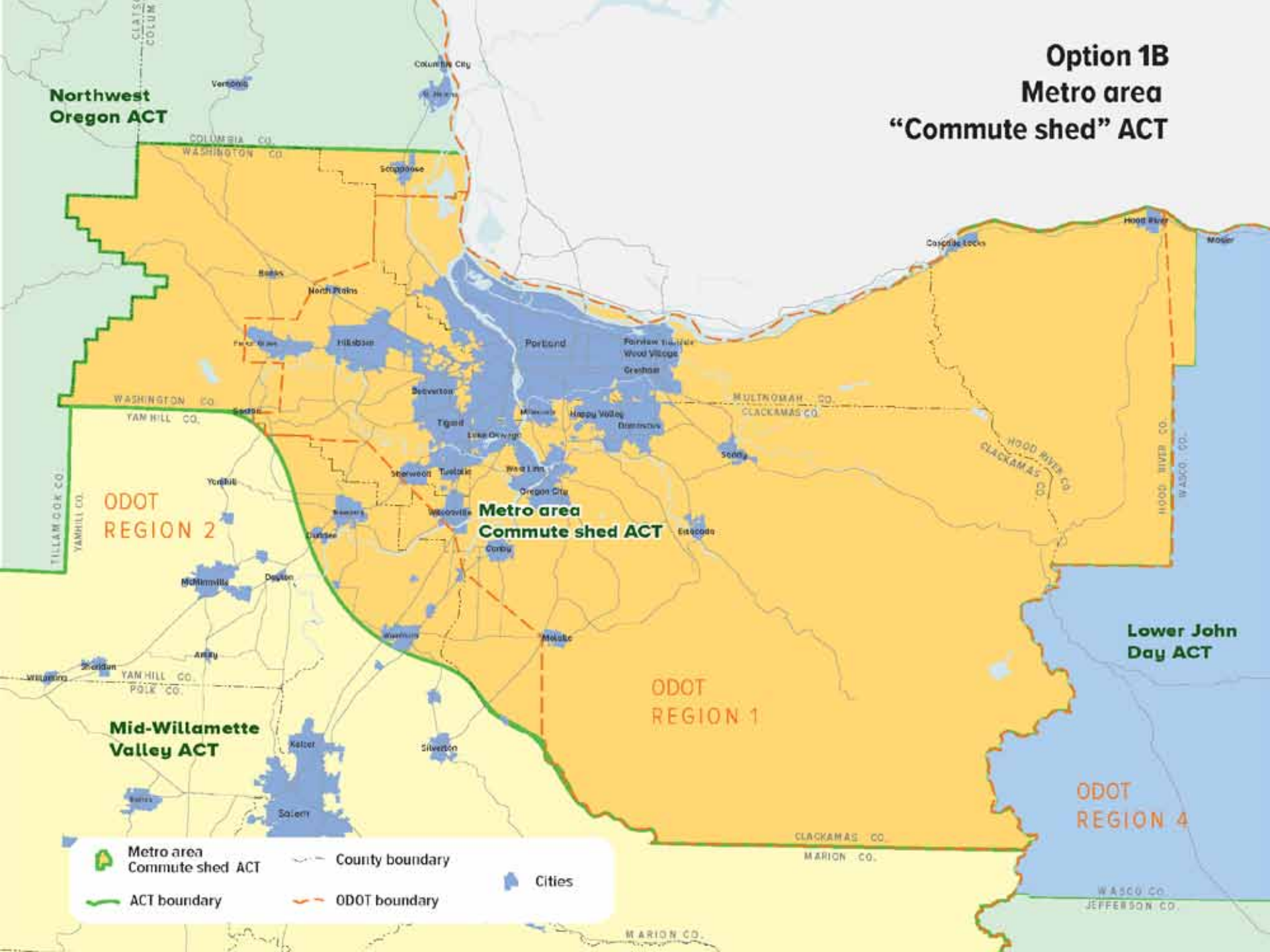


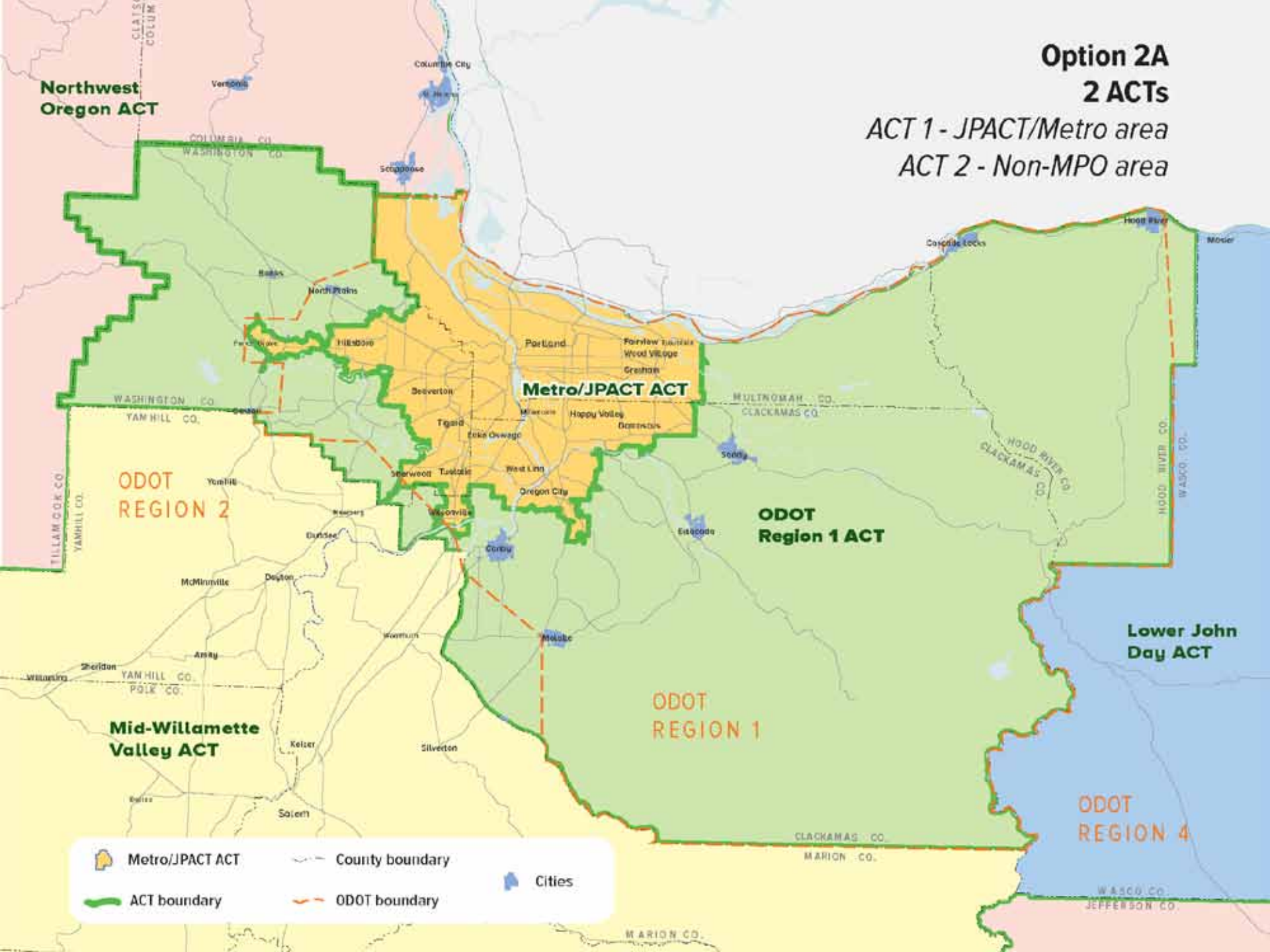
Option 1A
ODOT Region 1 ACT
Northwest Oregon ACT
ODOT Region 1 ACT
Lower John Day ACT
Mid-Willamette Valley ACT
ODOT REGION 1
ODOT REGION 2
ODOT REGION 4
Portland
Hillsboro
Beaverton
Tigard
Gresham
Happy Valley
Lake Oswego
Tualatin
Sherwood
West Linn
Oregon City
Wilsonville
Canby
Sandy
Estacada
Molalla
North Plains
Scappoose
Columbia City
Vernonia
Cascade Locks
Hood River
Mosier
Fairview
Wood Village
Yamhill
Newberg
Dundee
Dayton
McMinnville
Amity
Sheridan
Woodburn
Silverton
Keizer
Salem
COLUMBIA CO.
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
POLK CO.
MARION CO.
JEFFERSON CO.
TILLAMOOK CO.
ODOT Region 1 ACT
ACT boundary
County boundary
ODOT boundary
Cities

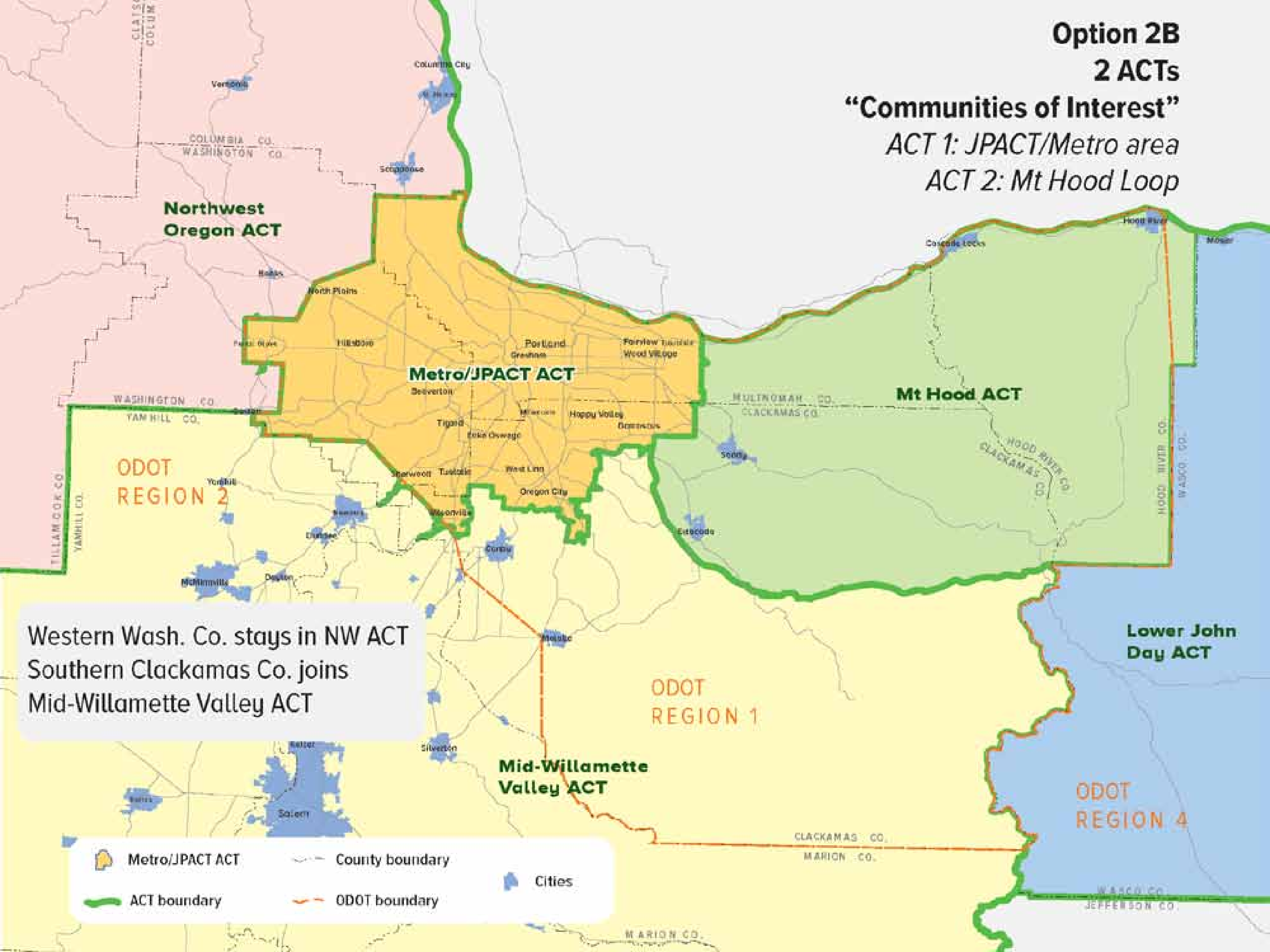


Option 1A
ODOT Region 1 ACT
Variation 1: Add
Western Washington County
Northwest
Oregon ACT
ODOT
Region 1 ACT
Lower John
Day ACT
Mid-Willamette
Valley ACT
ODOT
REGION 2
ODOT
REGION 1
ODOT
REGION 4
Portland
Hillsboro
Beaverton
Tigard
Gresham
Happy Valley
Sherwood
Tualatin
West Linn
Oregon City
Wilsonville
Canby
Estacada
Sandy
Molalla
Banks
North Plains
Forest Grove
Scappoose
Columbia City
Vernonia
Wood Village
Cascade Locks
Hood River
Mosier
Newberg
Dundee
Dayton
McMinnville
Amity
Sheridan
Willamina
Woodburn
Silverton
Keizer
Salem
Yamhill
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
MARION CO.
POLK CO.
JEFFERSON CO.
TILLAMOOK CO.
COLUMBIA CO.
ODOT Region 1 ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 1A
ODOT Region 1 ACT
Variation 2: Hood River shifts to Lower John Day ACT
Northwest Oregon ACT
ODOT REGION 2
ODOT Region 1 ACT
ODOT REGION 1
Lower John Day ACT
ODOT REGION 4
Mid-Willamette Valley ACT
Portland
Salem
ODOT Region 1 ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 1B
Metro area
"Commute shed" ACT
Northwest
Oregon ACT
Metro area
Commute shed ACT
ODOT
REGION 2
ODOT
REGION 1
ODOT
REGION 4
Lower John
Day ACT
Mid-Willamette
Valley ACT
Portland
Salem
Metro area
Commute shed ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 2A
2 ACTs
ACT 1 - JPACT/Metro area
ACT 2 - Non-MPO area
Northwest Oregon ACT
Metro/JPACT ACT
ODOT REGION 2
ODOT Region 1 ACT
ODOT REGION 1
Lower John Day ACT
Mid-Willamette Valley ACT
ODOT REGION 4
Portland
Beaverton
Hillsboro
Tigard
Tualatin
Lake Oswego
West Linn
Oregon City
Gresham
Troutdale
Sandy
Estacada
McMinnville
Dayton
Newberg
Dundee
Yamhill
Carlton
Sheridan
Willamina
Amity
Dallas
Monmouth
Independence
Silverton
Keizer
Salem
Molalla
Canby
Scappoose
Columbia City
Vernonia
North Plains
Banks
Cornelius
Forest Grove
Fairview
Wood Village
Happy Valley
Damascus
Milwaukie
Cascade Locks
Hood River
Mosier
WASHINGTON CO.
COLUMBIA CO.
MULTNOMAH CO.
CLACKAMAS CO.
YAMHILL CO.
POLK CO.
MARION CO.
TILLAMOOK CO.
HOOD RIVER CO.
WASCO CO.
JEFFERSON CO.
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities

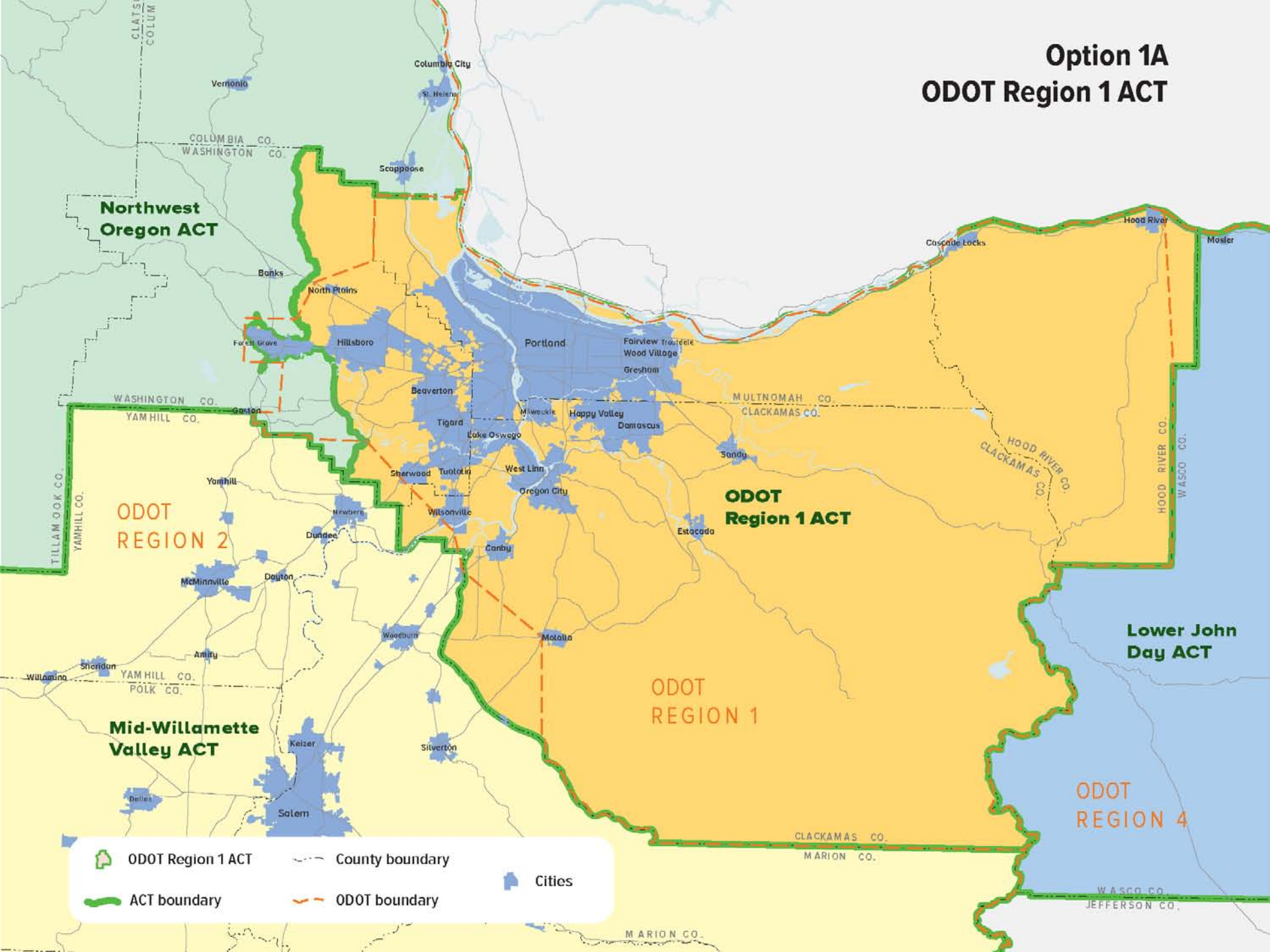

Option 2B
2 ACTs
"Communities of Interest"
ACT 1: JPACT/Metro area
ACT 2: Mt Hood Loop
Northwest Oregon ACT
Metro/JPACT ACT
Mt Hood ACT
Lower John Day ACT
Mid-Willamette Valley ACT
ODOT REGION 2
ODOT REGION 1
ODOT REGION 4
Western Wash. Co. stays in NW ACT
Southern Clackamas Co. joins
Mid-Willamette Valley ACT
COLUMBIA CO.
WASHINGTON CO.
YAMHILL CO.
TILLAMOOK CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
MARION CO.
JEFFERSON CO.
Columbia City
Vernonia
Scappoose
North Plains
Hillsboro
Portland
Gresham
Fairview
Wood Village
Beaverton
Tigard
Lake Oswego
Happy Valley
Sherwood
Tualatin
West Linn
Oregon City
Wilsonville
Newberg
Dundee
Canby
McMinnville
Dayton
Molalla
Silverton
Salem
Keizer
Sandy
Estacada
Cascade Locks
Hood River
Mosier
Yamhill
Metro/JPACT ACT
County boundary
Cities
ACT boundary
ODOT boundary

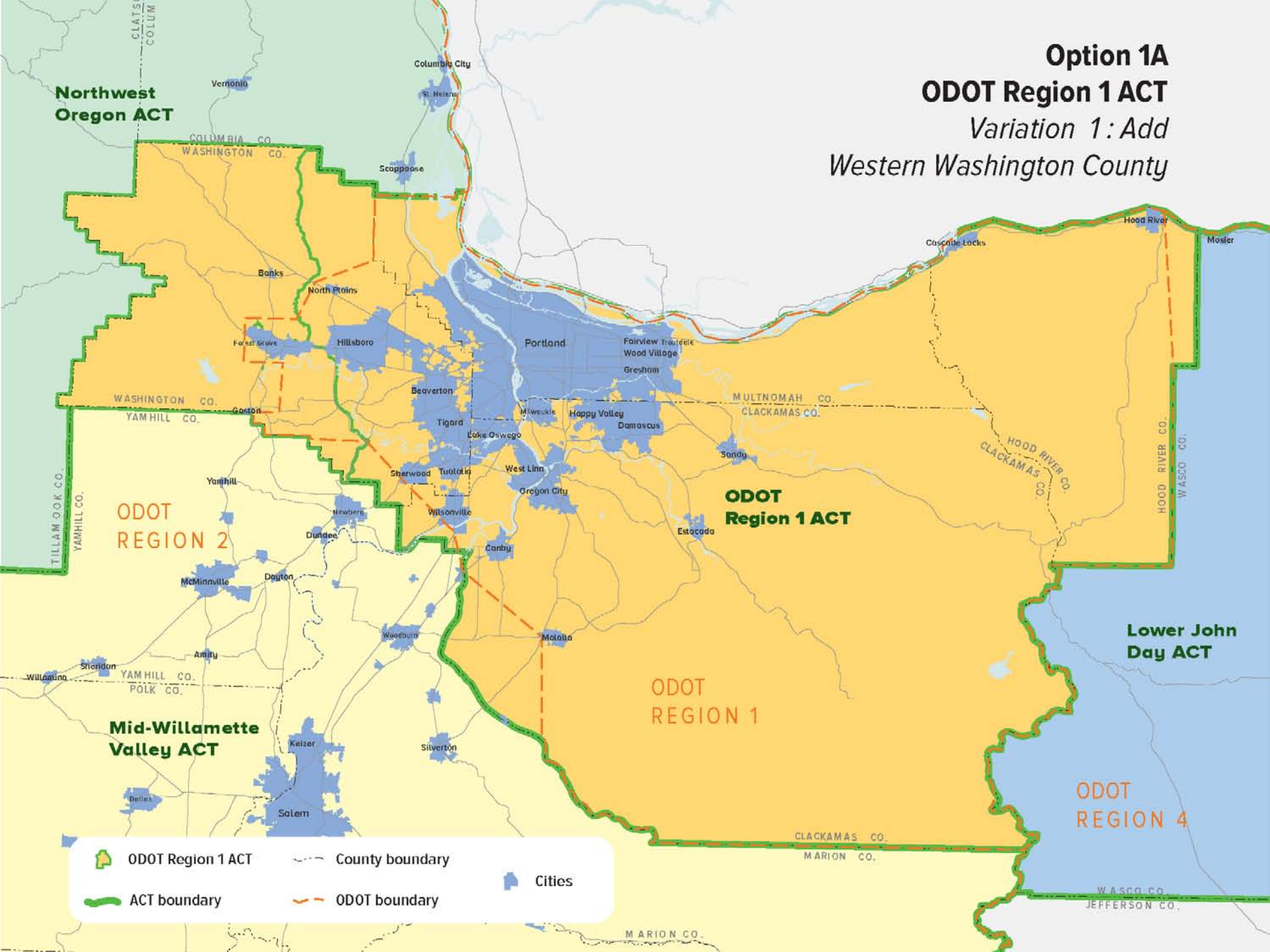
1 ACT?

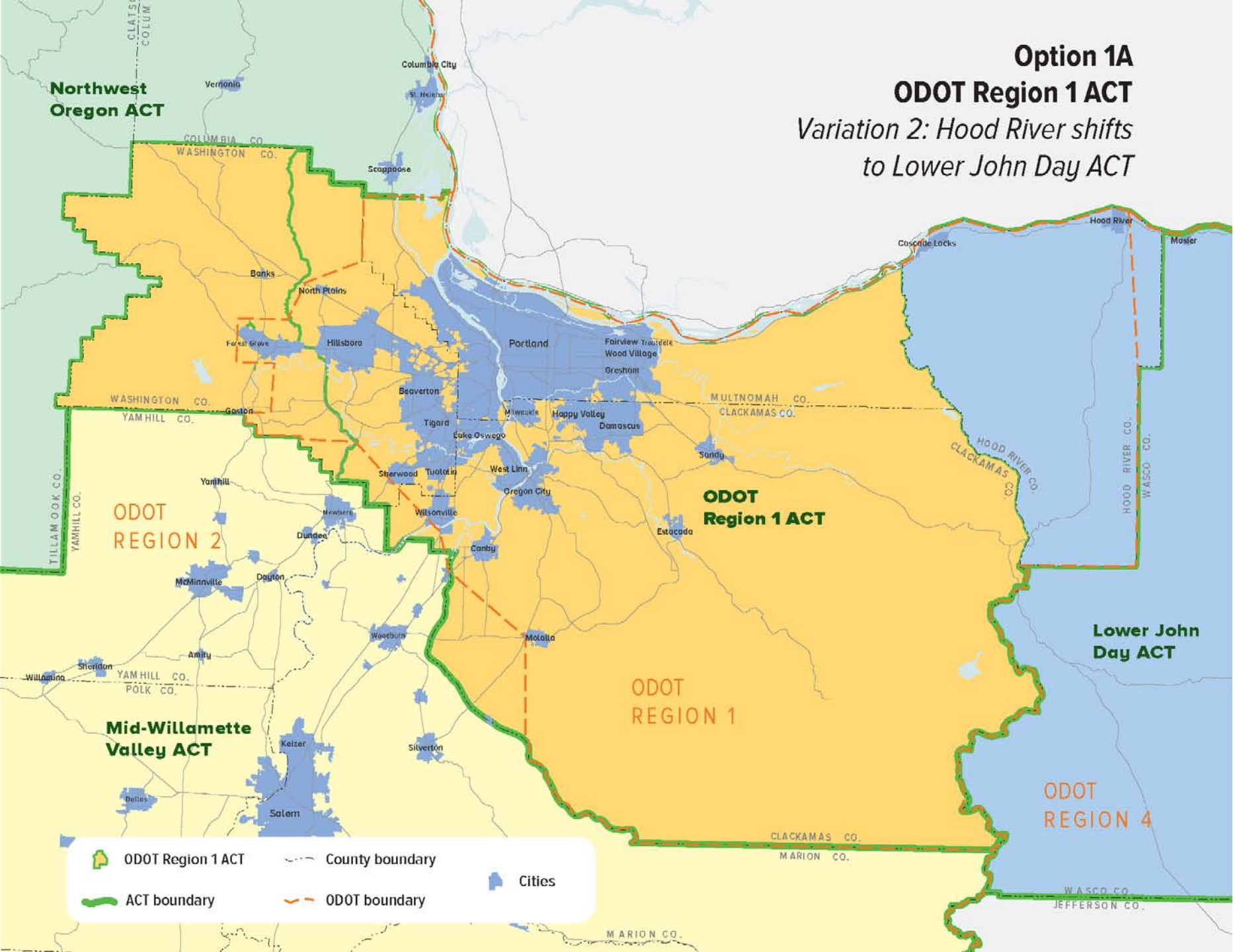
2 ACT?

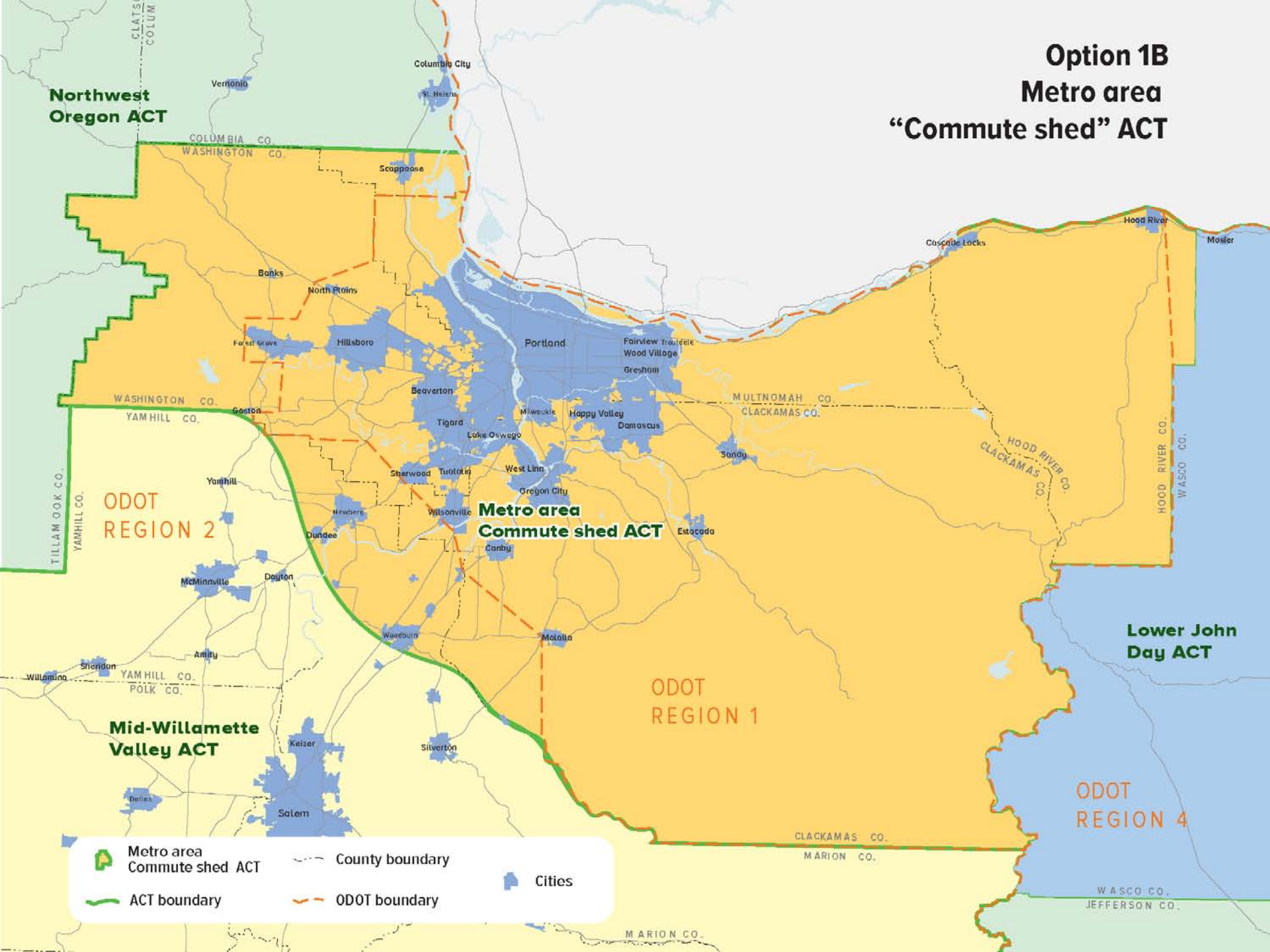
Problem Statement

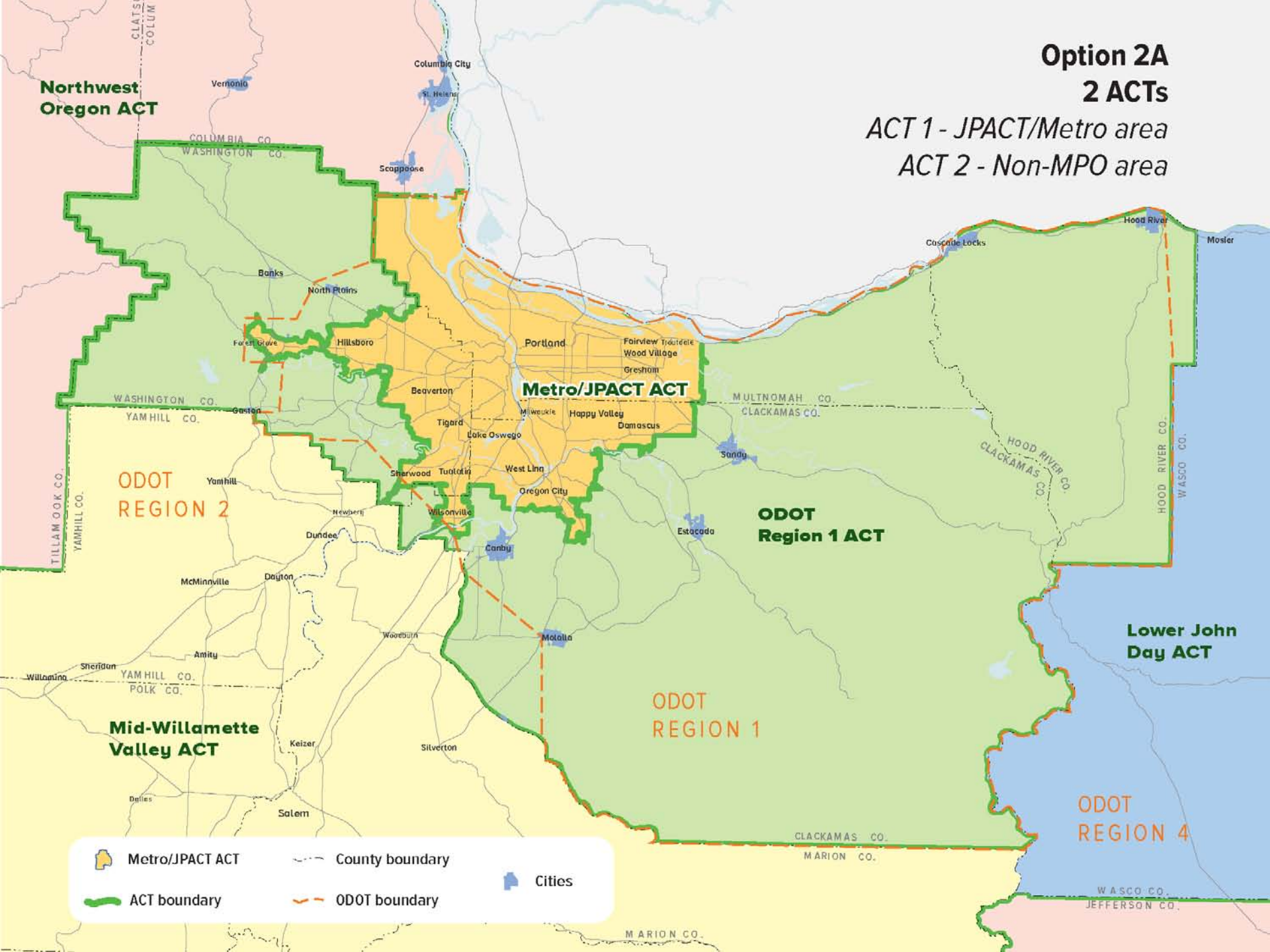
- **Need a voice with OTC**
- **Need business and community stakeholders**
- **Broaden involvement in transportation decisions**
- **Organize decision-making around "Communities of Interest"**
- **Improve understanding of link to economy and livability**
- **Improve communication between MPO and non-MPO area**
- **Improve understanding of existing transportation funding**
- **Enhance understanding of needs to support increased funding**
- **Don't mess up existing coordination mechanisms that work**

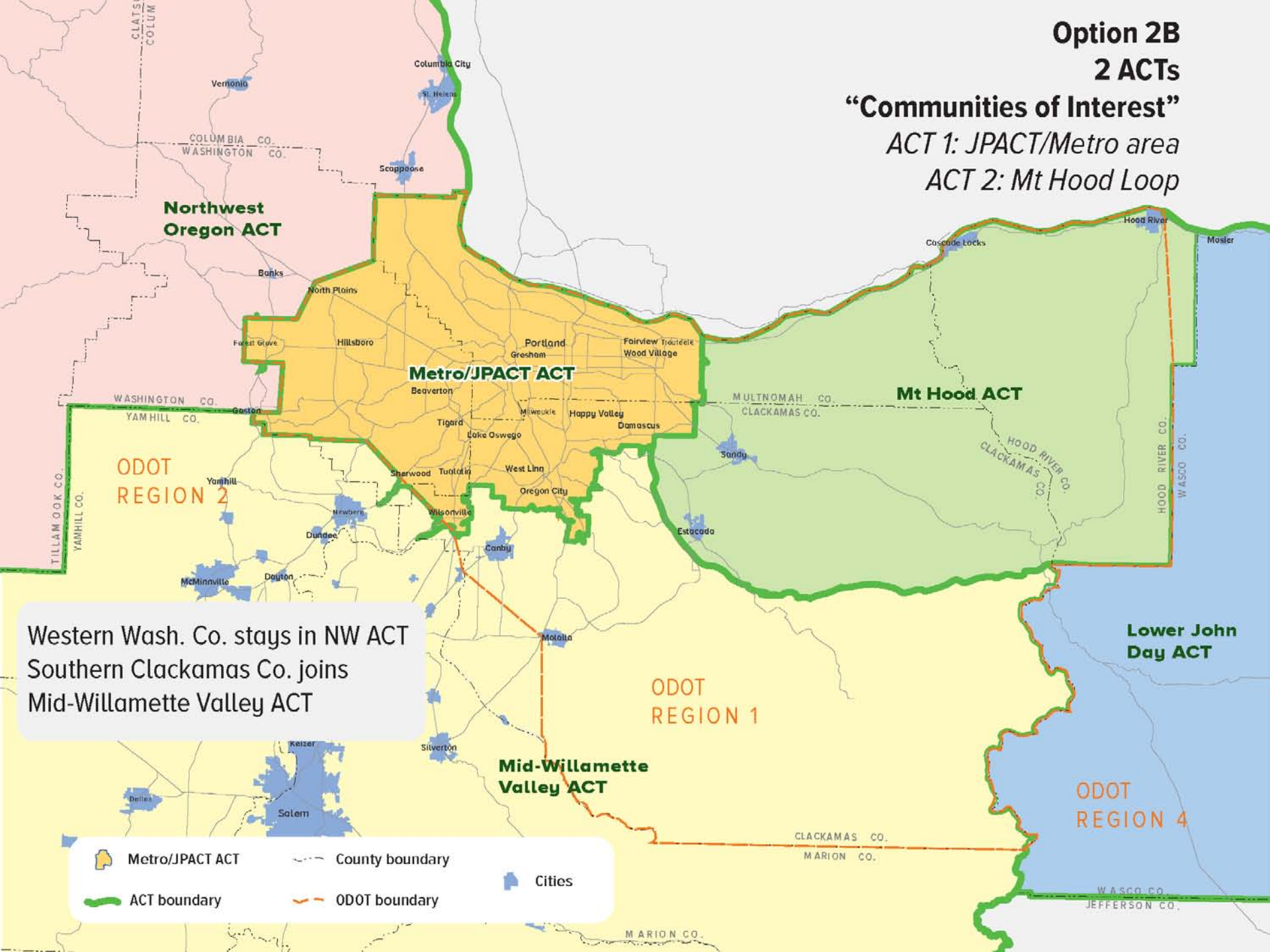

Option 1A
ODOT Region 1 ACT
Northwest Oregon ACT
Mid-Willamette Valley ACT
Lower John Day ACT
ODOT Region 1 ACT
ODOT REGION 2
ODOT REGION 1
ODOT REGION 4
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Forest Grove
Hillsboro
Portland
Fairview
Troutdale
Wood Village
Gresham
Beaverton
Tigard
Tualatin
Sherwood
Lake Oswego
Milwaukie
Happy Valley
Damascus
Gaston
Yamhill
Newberg
Dundee
McMinnville
Dayton
Amity
Sheridan
Willamina
Woodburn
Molalla
Canby
Wilsonville
West Linn
Oregon City
Estacada
Sandy
Cascade Locks
Hood River
Mosier
Keizer
Salem
Silverton
Dallas
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
POLK CO.
MARION CO.
JEFFERSON CO.
ODOT Region 1 ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 1A
ODOT Region 1 ACT
Variation 1: Add
Western Washington County
Northwest Oregon ACT
Mid-Willamette Valley ACT
Lower John Day ACT
ODOT Region 1 ACT
ODOT REGION 1
ODOT REGION 2
ODOT REGION 4
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Forest Grove
Hillsboro
Portland
Fairview
Troutdale
Wood Village
Gresham
Beaverton
Tigard
Tualatin
Sherwood
Lake Oswego
Milwaukie
Happy Valley
Damascus
Gaston
Yamhill
Newberg
Dundee
McMinnville
Dayton
Amity
Sheridan
Willamina
Woodburn
Silverton
Keizer
Salem
Dallas
Molalla
Canby
Oregon City
West Linn
Wilsonville
Estacada
Sandy
Cascade Locks
Hood River
Mosier
WASHINGTON CO.
COLUMBIA CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
POLK CO.
MARION CO.
JEFFERSON CO.
ODOT Region 1 ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 1A
ODOT Region 1 ACT
Variation 2: Hood River shifts to Lower John Day ACT
Northwest Oregon ACT
Mid-Willamette Valley ACT
ODOT Region 1 ACT
Lower John Day ACT
ODOT REGION 1
ODOT REGION 2
ODOT REGION 4
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Forest Grove
Hillsboro
Portland
Fairview
Troutdale
Wood Village
Gresham
Beaverton
Tigard
Tualatin
Sherwood
Lake Oswego
Milwaukie
Happy Valley
Damascus
Sandy
West Linn
Oregon City
Wilsonville
Newberg
Dundee
Yamhill
Carlton
McMinnville
Dayton
Amity
Sheridan
Willamina
Woodburn
Molalla
Canby
Estacada
Keizer
Salem
Silverton
Dallas
Cascade Locks
Hood River
Mosier
WASHINGTON CO.
COLUMBIA CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
POLK CO.
MARION CO.
JEFFERSON CO.
ODOT Region 1 ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 1B
Metro area
"Commute shed" ACT
Northwest Oregon ACT
Mid-Willamette Valley ACT
Lower John Day ACT
Metro area Commute shed ACT
ODOT REGION 1
ODOT REGION 2
ODOT REGION 4
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Forest Grove
Hillsboro
Portland
Fairview
Troutdale
Wood Village
Gresham
Beaverton
Tigard
Tualatin
Sherwood
Lake Oswego
Milwaukie
Happy Valley
Damascus
Sandy
West Linn
Oregon City
Wilsonville
Newberg
Dundee
Canby
Estacada
Yamhill
McMinnville
Dayton
Amity
Sheridan
Willamina
Woodburn
Molalla
Silverton
Keizer
Salem
Dallas
Cascade Locks
Hood River
Mosier
COLUMBIA CO.
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
POLK CO.
MARION CO.
JEFFERSON CO.
Metro area Commute shed ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 2A
2 ACTs
ACT 1 - JPACT/Metro area
ACT 2 - Non-MPO area
Northwest Oregon ACT
Metro/JPACT ACT
ODOT Region 1 ACT
Mid-Willamette Valley ACT
Lower John Day ACT
ODOT REGION 1
ODOT REGION 2
ODOT REGION 4
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Forest Grove
Hillsboro
Portland
Fairview
Troutdale
Wood Village
Gresham
Beaverton
Tigard
Tualatin
Sherwood
Lake Oswego
Milwaukie
Happy Valley
Damascus
Gaston
Yamhill
Newberg
Dundee
Wilsonville
West Linn
Oregon City
Canby
Estacada
Sandy
Cascade Locks
Hood River
Mosier
McMinnville
Dayton
Amity
Sheridan
Willamina
Woodburn
Molalla
Keizer
Silverton
Dallas
Salem
COLUMBIA CO.
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
POLK CO.
MARION CO.
JEFFERSON CO.
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 2B
2 ACTs
"Communities of Interest"
ACT 1: JPACT/Metro area
ACT 2: Mt Hood Loop
Northwest Oregon ACT
Metro/JPACT ACT
Mt Hood ACT
Lower John Day ACT
Mid-Willamette Valley ACT
ODOT REGION 2
ODOT REGION 1
ODOT REGION 4
Western Wash. Co. stays in NW ACT
Southern Clackamas Co. joins
Mid-Willamette Valley ACT
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Hillsboro
Forest Grove
Portland
Gresham
Fairview
Troutdale
Wood Village
Beaverton
Tigard
Tualatin
Sherwood
Lake Oswego
Milwaukie
Happy Valley
Damascus
West Linn
Oregon City
Wilsonville
Newberg
Dundee
Yamhill
Gaston
McMinnville
Dayton
Canby
Molalla
Silverton
Keizer
Salem
Dallas
Estacada
Sandy
Cascade Locks
Hood River
Mosier
COLUMBIA CO.
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
MARION CO.
JEFFERSON CO.

1 ACT?

2 ACT?

Population Differences: 4-County

	Share of 4-County Population
• Metro	89.4%
• Balance of Tri-County	9.2%
• Hood River County	1.3%

Population Differences: Tri-County

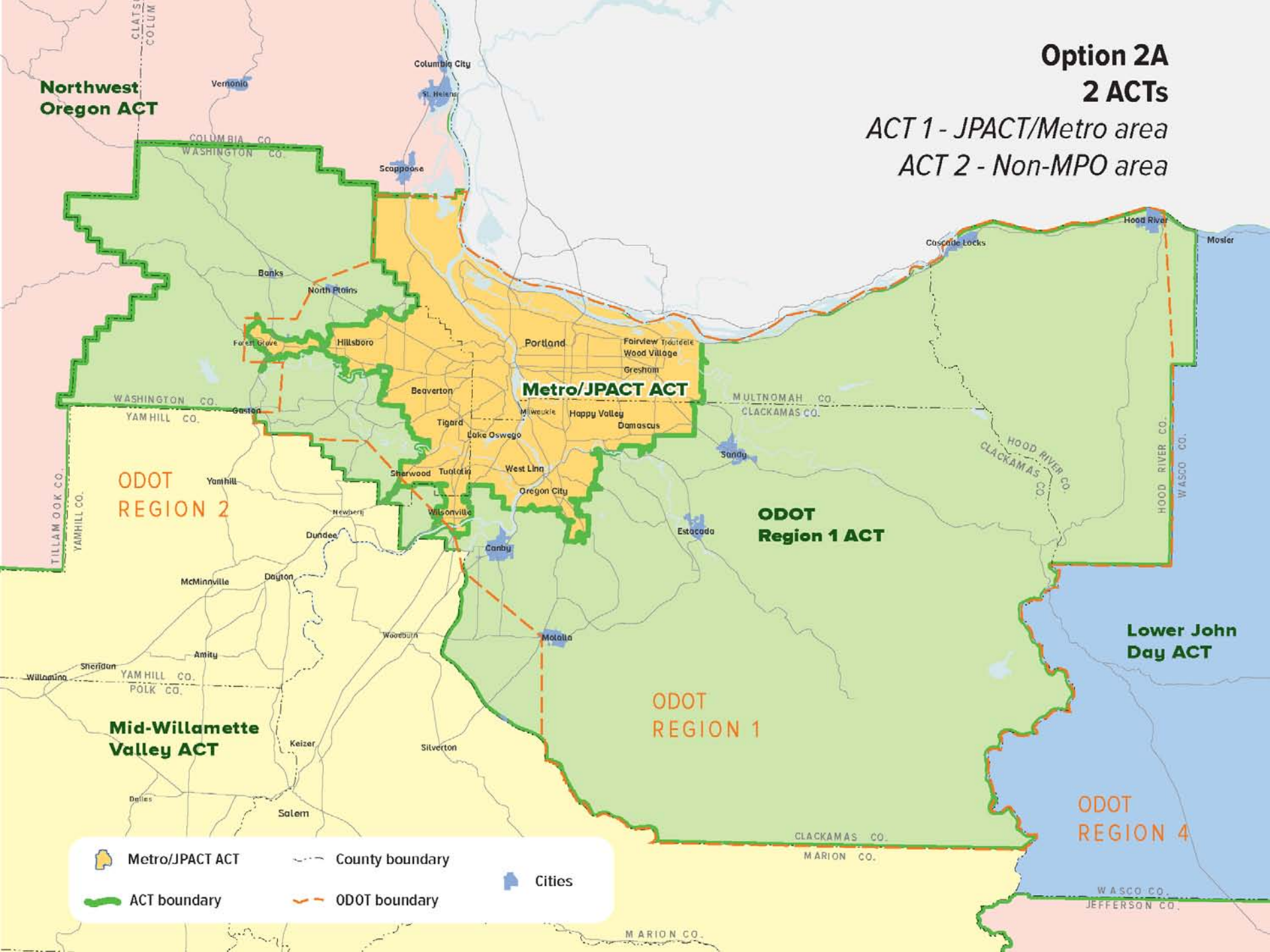
	Population outside Metro
• Rural Multnomah County	6,715
• Rural Washington County	33,275
• Rural Clackamas County	113,807

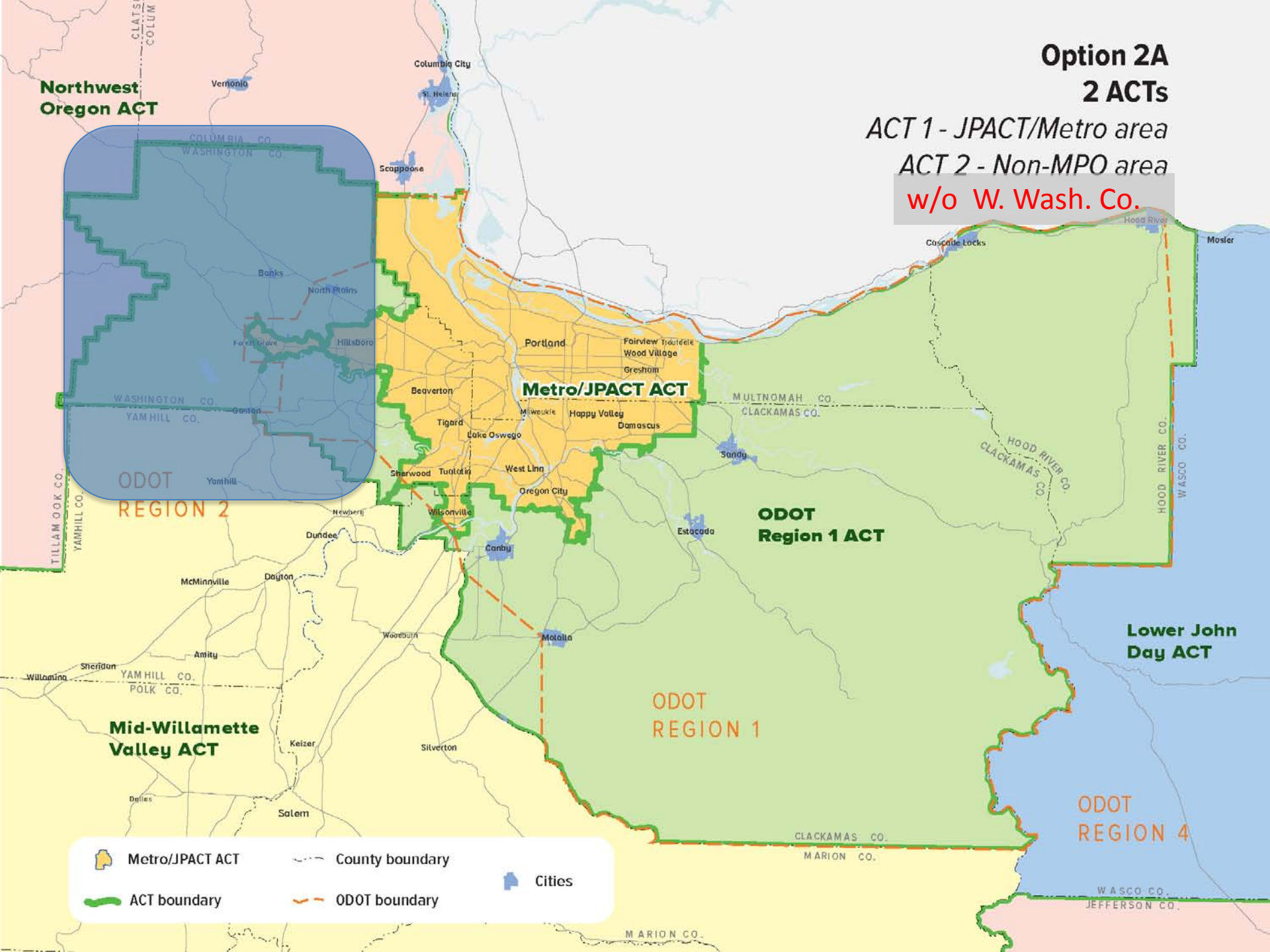
Other Allocation Factors

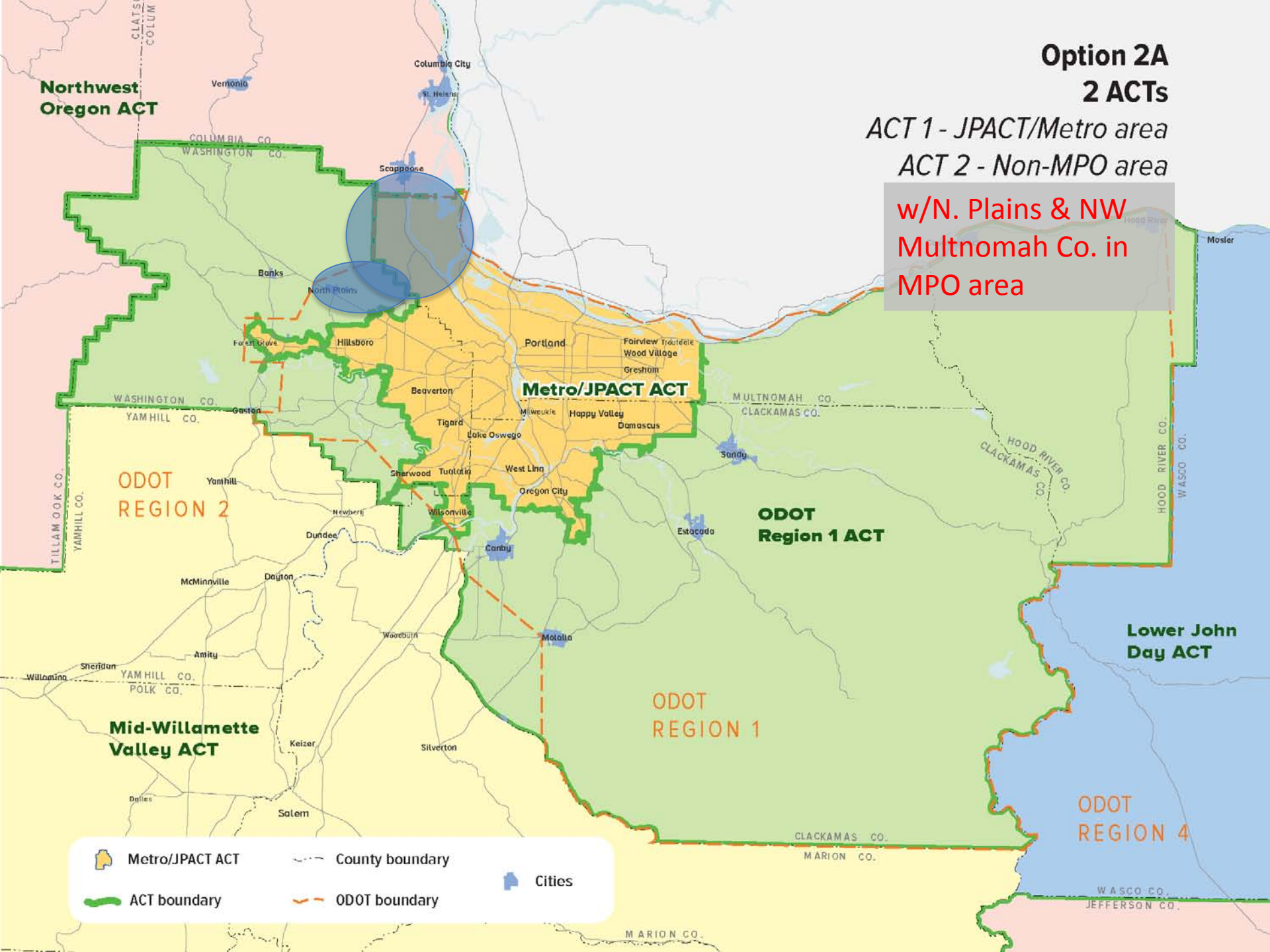
	Population	Lane-Miles	VMT	Truck Ton-Miles
Hood River County	1.3%	11.1%	4.2%	7.7%
Tri-County	98.7%	88.9%	95.8%	92.3%

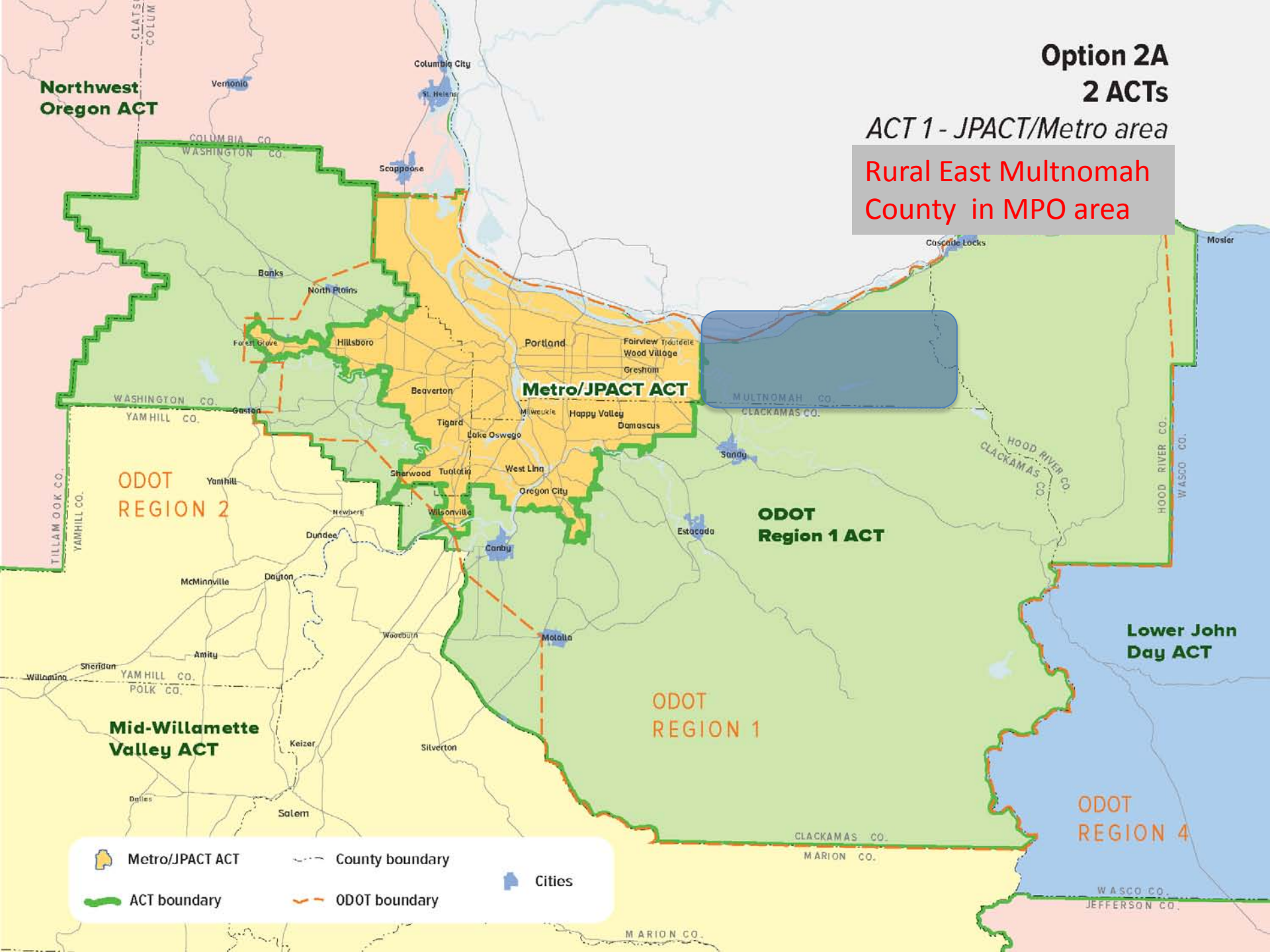
1 ACT?

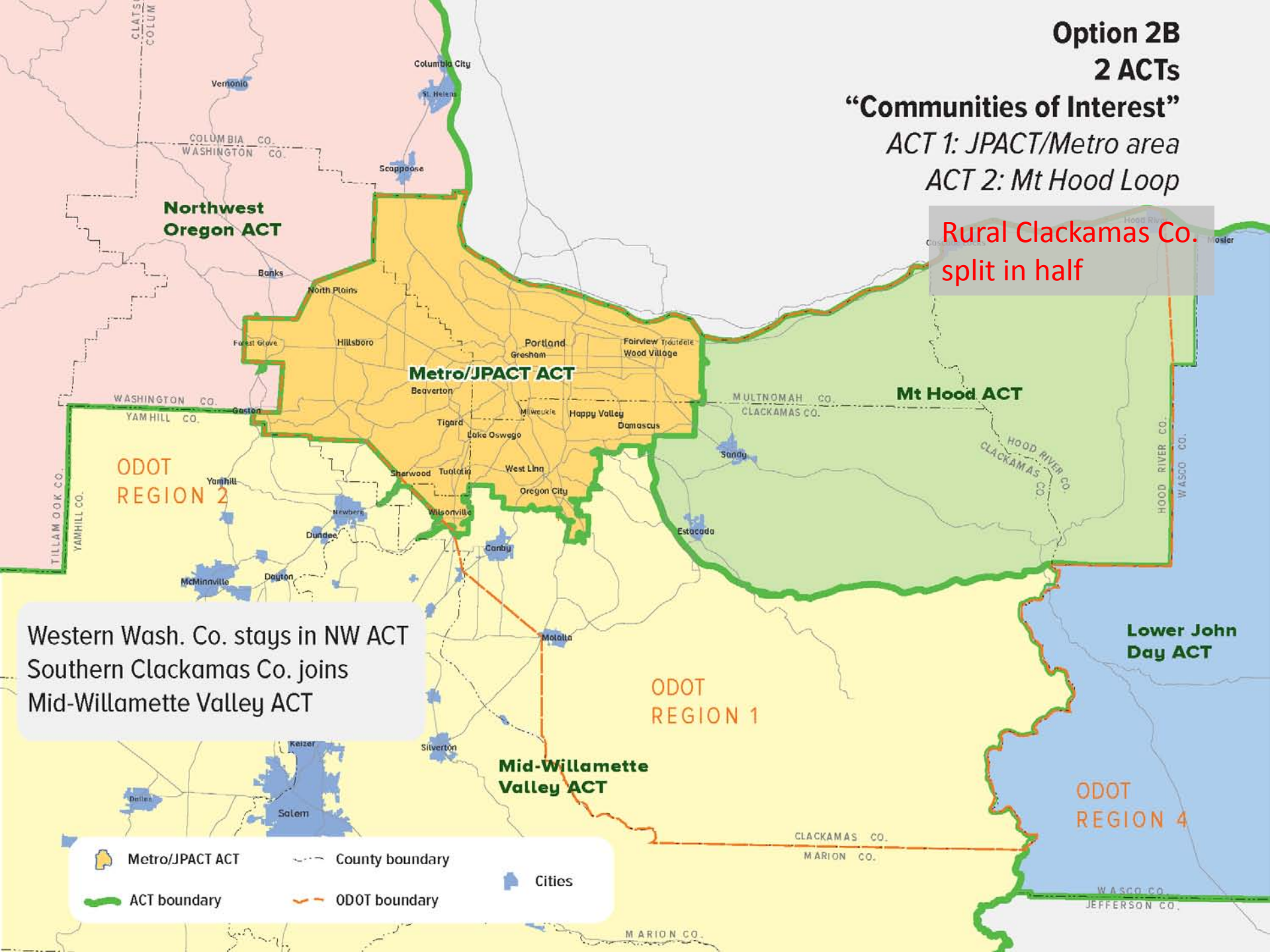
2 ACT?

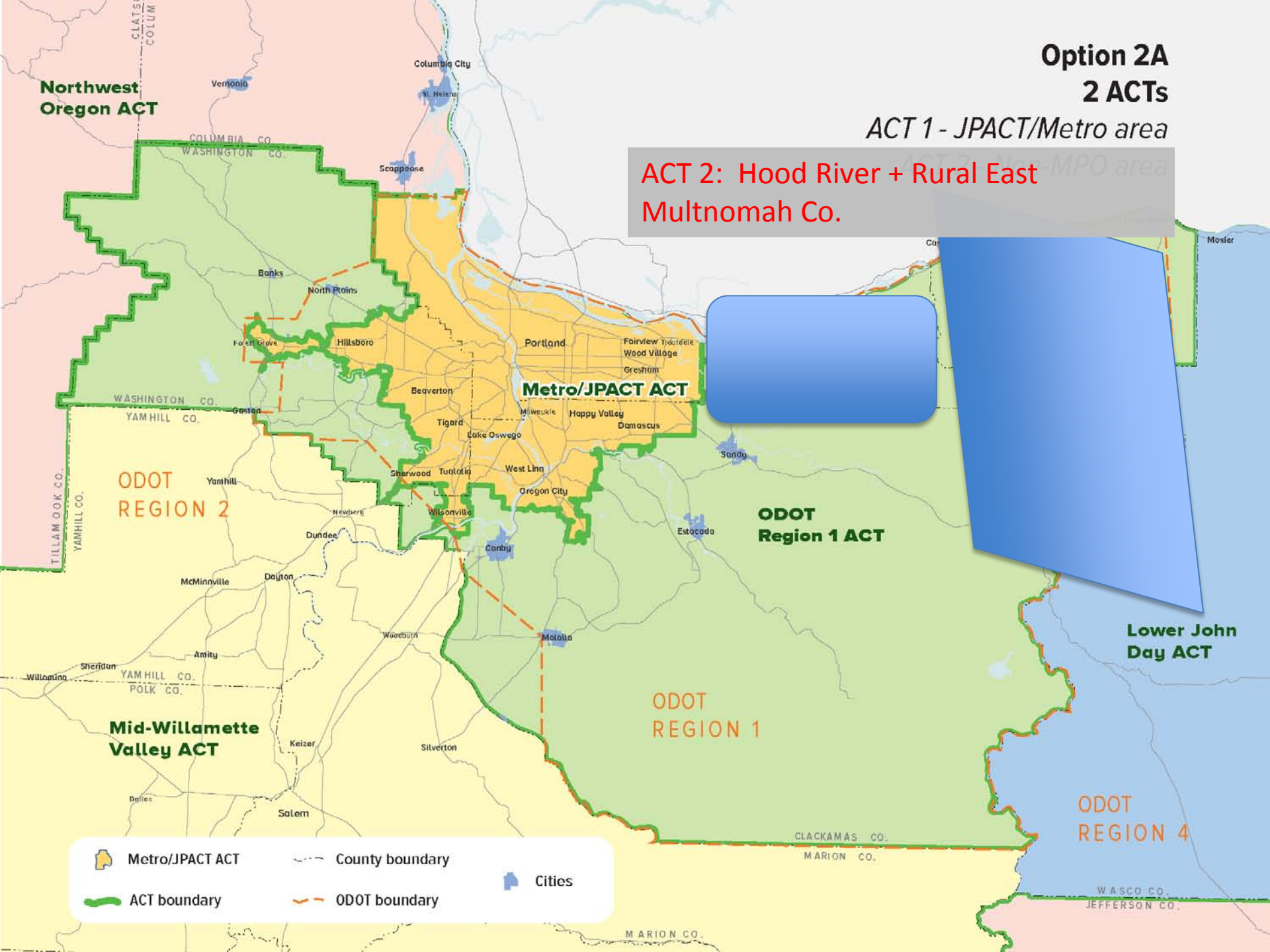

Option 2A
2 ACTs
ACT 1 - JPACT/Metro area
ACT 2 - Non-MPO area
Northwest Oregon ACT
Metro/JPACT ACT
ODOT Region 1 ACT
Mid-Willamette Valley ACT
Lower John Day ACT
ODOT REGION 1
ODOT REGION 2
ODOT REGION 4
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Forest Grove
Hillsboro
Portland
Fairview
Troutdale
Wood Village
Gresham
Beaverton
Tigard
Tualatin
Sherwood
Lake Oswego
Milwaukie
Happy Valley
Damascus
Gaston
Yamhill
Newberg
Dundee
Wilsonville
West Linn
Oregon City
Canby
Estacada
Sandy
Cascade Locks
Hood River
Mosier
McMinnville
Dayton
Amity
Sheridan
Willamina
Woodburn
Molalla
Keizer
Silverton
Dallas
Salem
COLUMBIA CO.
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
POLK CO.
MARION CO.
JEFFERSON CO.
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 2A
2 ACTs
ACT 1 - JPACT/Metro area
ACT 2 - Non-MPO area
w/o W. Wash. Co.
Northwest Oregon ACT
Metro/JPACT ACT
ODOT Region 1 ACT
Lower John Day ACT
Mid-Willamette Valley ACT
ODOT REGION 2
ODOT REGION 1
ODOT REGION 4
Portland
Beaverton
Hillsboro
Gresham
Fairview
Troutdale
Wood Village
Happy Valley
Damascus
Tigard
Tualatin
Sherwood
West Linn
Oregon City
Lake Oswego
Milwaukie
Wilsonville
Canby
Sandy
Estacada
Cascade Locks
Hood River
Mosier
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Forest Grove
Gaston
Yamhill
Newberg
Dundee
McMinnville
Dayton
Amity
Sheridan
Willamina
Woodburn
Molalla
Silverton
Keizer
Salem
Dallas
COLUMBIA CO.
WASHINGTON CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
POLK CO.
MARION CO.
JEFFERSON CO.
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 2A
2 ACTs
ACT 1 - JPACT/Metro area
ACT 2 - Non-MPO area
w/N. Plains & NW Multnomah Co. in MPO area
Northwest Oregon ACT
Metro/JPACT ACT
ODOT Region 1 ACT
ODOT REGION 2
ODOT REGION 1
ODOT REGION 4
Mid-Willamette Valley ACT
Lower John Day ACT
Portland
Hillsboro
Beaverton
Gresham
Fairview
Troutdale
Wood Village
Tigard
Lake Oswego
Tualatin
Sherwood
West Linn
Oregon City
Milwaukie
Happy Valley
Damascus
Sandy
Estacada
Canby
Molalla
Wilsonville
Newberg
Dundee
McMinnville
Dayton
Yamhill
Amity
Sheridan
Willamina
Woodburn
Keizer
Silverton
Salem
Dallas
Banks
North Plains
Forest Grove
Gaston
Scappoose
Columbia City
St. Helens
Vernonia
Mosier
Hood River
WASHINGTON CO.
COLUMBIA CO.
YAMHILL CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
POLK CO.
MARION CO.
JEFFERSON CO.
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 2A
2 ACTs
ACT 1 - JPACT/Metro area
Rural East Multnomah County in MPO area
Northwest Oregon ACT
Metro/JPACT ACT
ODOT Region 1 ACT
ODOT REGION 2
ODOT REGION 1
ODOT REGION 4
Lower John Day ACT
Mid-Willamette Valley ACT
Portland
Beaverton
Hillsboro
Gresham
Tigard
Lake Oswego
Tualatin
West Linn
Oregon City
Wilsonville
Sherwood
Forest Grove
Banks
North Plains
Gaston
Yamhill
Newberg
Dundee
McMinnville
Dayton
Amity
Sheridan
Willamina
Woodburn
Keizer
Salem
Silverton
Dallas
Molalla
Canby
Estacada
Sandy
Happy Valley
Damascus
Milwaukie
Fairview
Troutdale
Wood Village
Cascade Locks
Mosier
Columbia City
St. Helens
Vernonia
Scappoose
COLUMBIA CO.
WASHINGTON CO.
YAMHILL CO.
POLK CO.
MARION CO.
CLACKAMAS CO.
MULTNOMAH CO.
HOOD RIVER CO.
WASCO CO.
JEFFERSON CO.
TILLAMOOK CO.
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities


Option 2B
2 ACTs
"Communities of Interest"
ACT 1: JPACT/Metro area
ACT 2: Mt Hood Loop
Rural Clackamas Co. split in half
Northwest Oregon ACT
Metro/JPACT ACT
Mt Hood ACT
Lower John Day ACT
Mid-Willamette Valley ACT
ODOT REGION 2
ODOT REGION 1
ODOT REGION 4
Western Wash. Co. stays in NW ACT
Southern Clackamas Co. joins
Mid-Willamette Valley ACT
Columbia City
St. Helens
Vernonia
Scappoose
Banks
North Plains
Hillsboro
Forest Grove
Portland
Gresham
Fairview
Troutdale
Wood Village
Beaverton
Tigard
Lake Oswego
Milwaukie
Happy Valley
Damascus
Sandy
Estacada
Gaston
Yamhill
Sherwood
Tualatin
West Linn
Oregon City
Wilsonville
Newberg
Dundee
Canby
McMinnville
Dayton
Molalla
Silverton
Keizer
Salem
Dallas
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities
WASHINGTON CO.
YAMHILL CO.
COLUMBIA CO.
MULTNOMAH CO.
CLACKAMAS CO.
HOOD RIVER CO.
WASCO CO.
TILLAMOOK CO.
MARION CO.
JEFFERSON CO.


Option 2A
2 ACTs
ACT 1 - JPACT/Metro area
ACT 2: Hood River + Rural East Multnomah Co.
Northwest Oregon ACT
Metro/JPACT ACT
ODOT Region 1 ACT
Lower John Day ACT
Mid-Willamette Valley ACT
ODOT REGION 2
ODOT REGION 1
ODOT REGION 4
Portland
Beaverton
Hillsboro
Gresham
Tigard
Lake Oswego
Tualatin
West Linn
Oregon City
Wilsonville
Sherwood
Newberg
Dundee
McMinnville
Dayton
Amity
Woodburn
Molalla
Canby
Estacada
Sandy
Happy Valley
Damascus
Keizer
Silverton
Salem
Dallas
Sheridan
Willamina
Scappoose
Columbia City
St. Helens
Vernonia
Banks
North Plains
Forest Grove
Gaston
Yamhill
Mosier
WASHINGTON CO.
YAMHILL CO.
TILLAMOOK CO.
POLK CO.
CLACKAMAS CO.
MARION CO.
WASCO CO.
JEFFERSON CO.
Metro/JPACT ACT
ACT boundary
County boundary
ODOT boundary
Cities

Meetings, Meetings and more Meetings

- There is already a significant time investment in JPACT.
- Which is preferred?
  - Adding meetings of a single Region 1 ACT?

OR

  - Adding meetings of a non-MPO ACT while building upon JPACT meetings for an MPO ACT

Office of Mayor Charlie Hales
City of Portland

Thursday, September 11, 2014

As Mayor of the City of Portland, I believe in the value of having a regional perspective. This has been vital to the success of our residents and our economy, and has helped create one of the most vibrant metropolitan areas in the country. It is in this spirit that I address the question posed by Oregon Solutions of whether and how to organize an ACT in ODOT Region 1 for better coordination of transportation investments.

The fundamental question we must ask ourselves in this decision is how we are defining the region, and whether our transportation needs are more similar than they are disparate. I can attest, having spent 15 years working on developing transit systems in cities around the country, including here in Portland, that competition for ever-shrinking funding for transportation means that we have to select good projects that make the most sense for our citizens and the future development of our region. If we try to be all things to all people, we will fail to invest wisely with the limited resources at our disposal.

In my view, the needs of the Portland Metro region are sufficiently different from those of the surrounding rural areas that it merits two separate ACTs (I remain flexible about the specifics of options 2A and 2B) I strongly urge us to work on adapting the structures we currently have to better meet the needs of our partners by modifying JPACT when it needs to function in an ACT capacity. This will allow the urban metro region to continue to make decisions that meet our urban needs, and yet provide for a bigger, more inclusive table when it comes to making STIP recommendations.

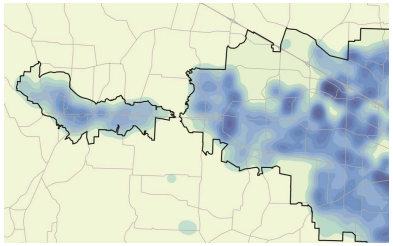
If we do move forward with a single ACT solution, that structure would have to include fair representation for larger urban areas based on population. A membership formula that does not include a weighted vote based on population is simply not equitable for the citizens of Portland and other larger municipalities in the Metro region.

This debate has been a provocative one, but it's led me back to my initial opening comments- the bigger discussion needs to be as a unified body working together to bring more funding into the state and our region. Only by speaking with one voice can we hope to affect that change, and that's a change that will benefit us all, regardless of our mission, our size, or our location.

Thank you for your consideration,

Charlie Hales
Mayor

1221 SW Fourth Avenue, Suite 340 • Portland, Oregon 97204
Phone (503) 823-4120 • Fax: (503) 823-3588 • MayorCharlieHales@PortlandOregon.gov



2015 growth management decision

Introduction to the draft 2014 urban growth report

Metro | *Making a great place*

Urban growth management decision
TIMELINE

2013
Phase I

TECHNICAL ENGAGEMENT

Jan–Dec 2013
Develop 20-year growth capacity estimates

2014
Phase 2

URBAN GROWTH REPORT

July 2014
Draft urban growth report released

Dec 2014
Metro Council approves UGR

2015
Phase 3

GROWTH MANAGEMENT DECISION

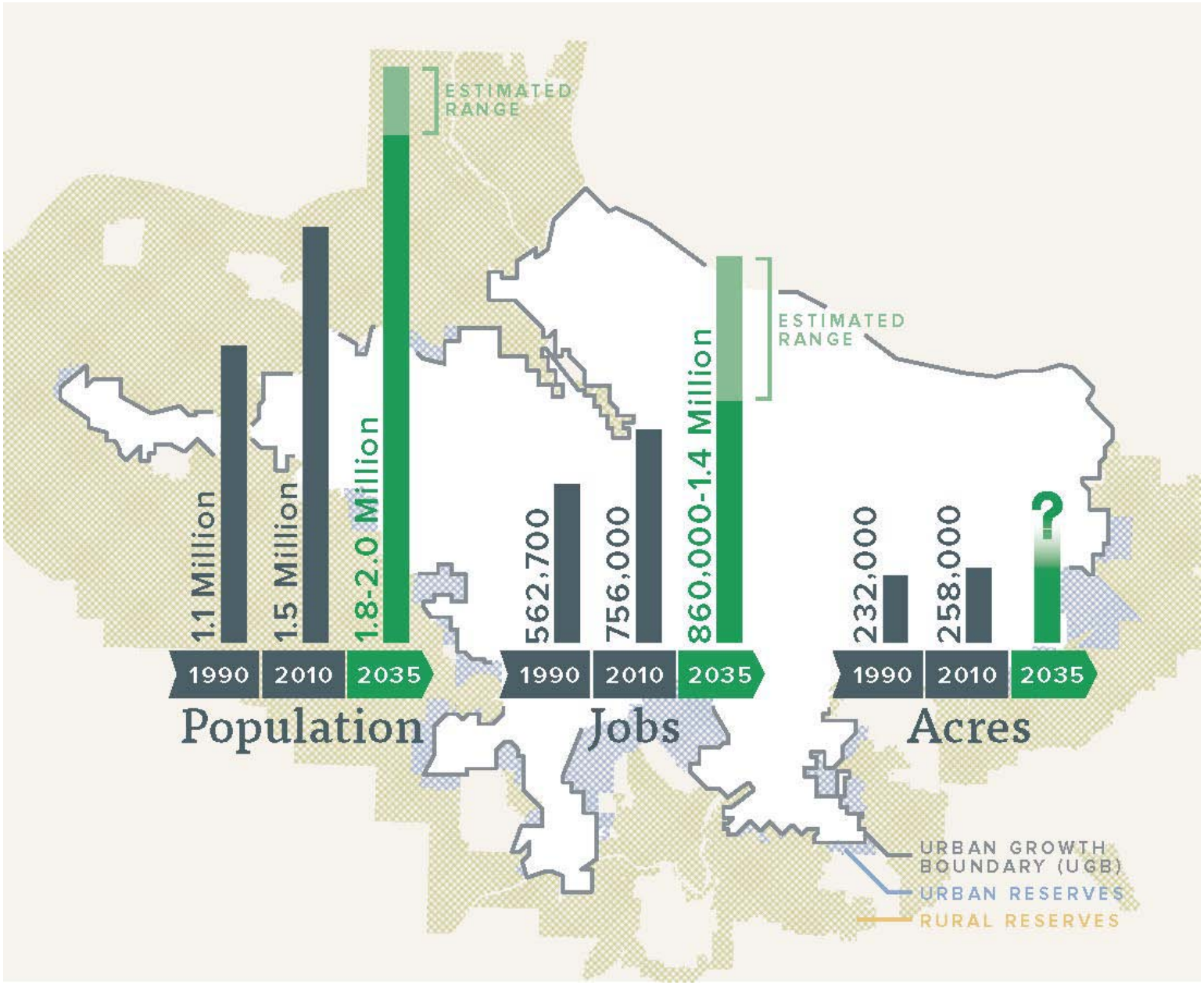
Sept 2015
COO recommendation to Metro Council

Dec 2015
Council decision to adopt measures to meet housing and employment needs

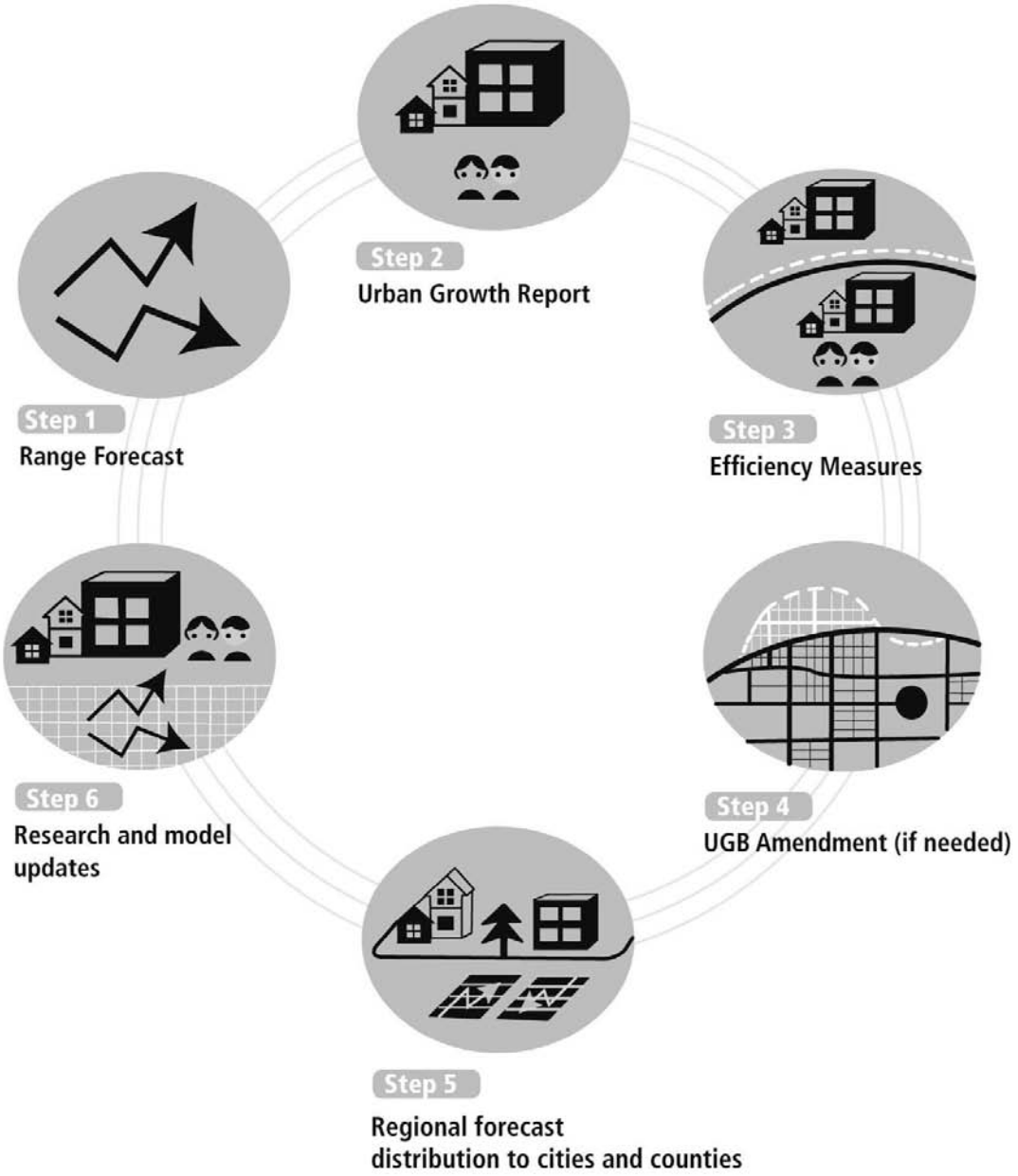
Phase II (2014 Urban Growth Report)

7/22/14	Council – intro to draft UGR
7/23/14	MPAC – intro to draft UGR
9/9/14	Council – residential preference study
9/10/14	MPAC – residential preference study
9/23/14	Council – housing needs
10/7/14	Council – employment needs; industrial site readiness
10/8/14	MPAC – housing needs
10/14/14	Council – request policy advice from MPAC on acceptance of UGR
10/22/14	MPAC – employment needs; industrial site readiness
11/12/14	MPAC – recommendation to Council on UGR
12/4/14	Council – hearing and decision on UGR

Past growth – future growth



Forecast coordination cycle



Step 1

Range Forecast

How many more household and jobs will we have in the 7 county area and what share of these will be in the UGB?

Step 2

Urban Growth Report

How much of the region's growth can we meet in the current UGB and what is the additional need, if any?

Step 3

Efficiency Measures

What actions can increase the capacity to meet anticipated growth in the UGB, if needed?

Step 4

UGB Amendment (if needed)

If a UGB expansion is needed, which areas are most suitable to include to meet the region's forecast need for jobs and housing?

Step 5

Regional forecast distribution to cities and counties

Where will the forecast growth locate within the region?

Step 6

Research and model updates

What policy questions do we anticipate for the next UGB review cycle and what analysis can support the decisions?

12165_10.5.12

Successes around the region:

Investing in our communities

Exports

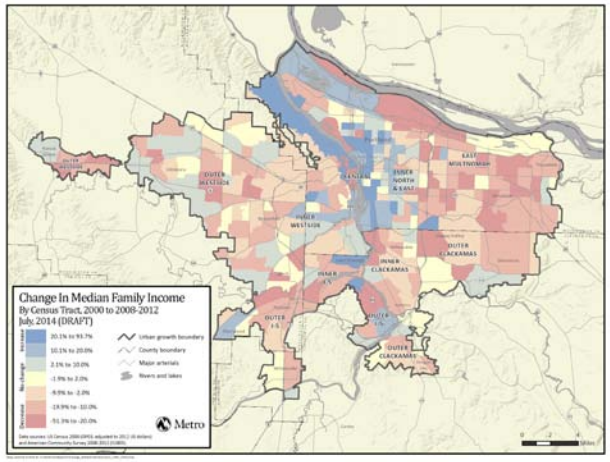
Villebois, Wilsonville

Troutdale Reynolds

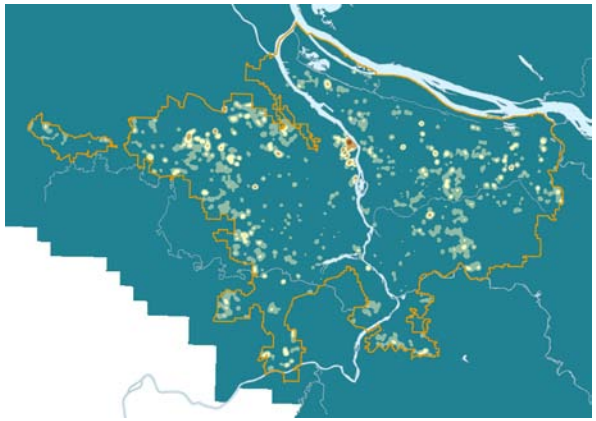
4th Main, Hillsboro

Hassalo on 8th, Portland

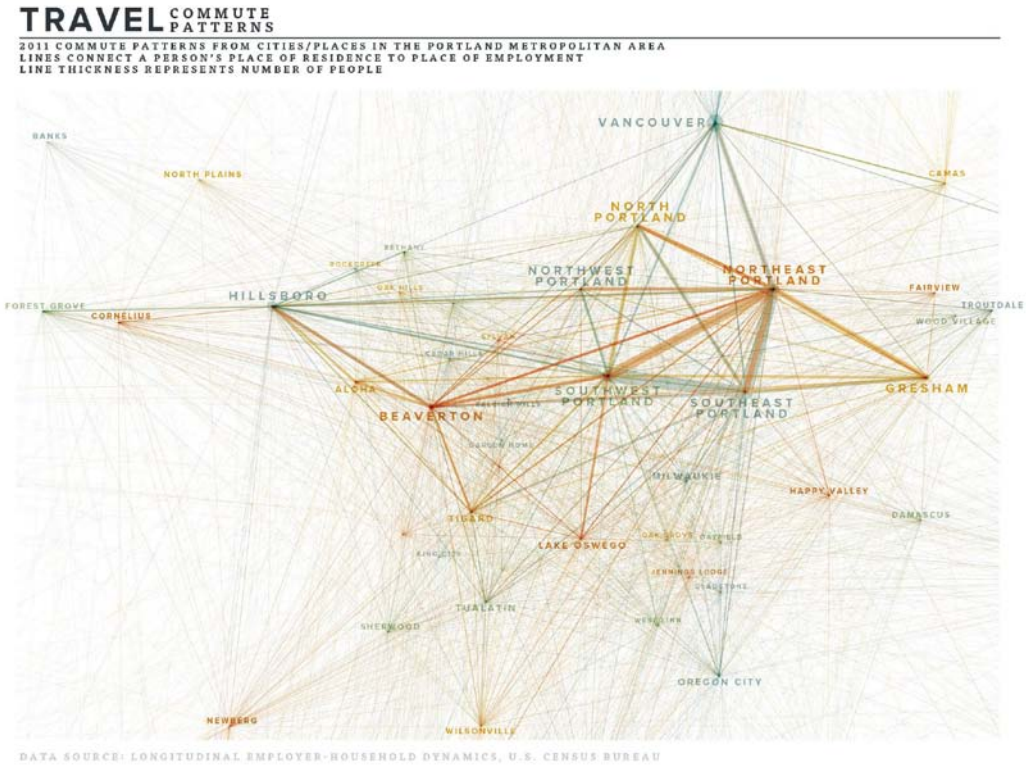
Challenges around the region



Displacement



Concerns with new development



Traffic

What the numbers show

- This analysis finds that currently-adopted plans can accommodate new housing at the low, middle or high ends of the growth forecast range.
- If policymakers choose to plan for the high end of the growth range, there is a need for additional capacity for new jobs.

Policy considerations

- Is the real challenge land readiness or land supply?
- How can we encourage “family-friendly” housing in urban areas?
- What is the right mix of housing in UGB expansions?
- How should policy makers balance housing preferences with other concerns such as infrastructure provision and affordability?
- How much can we rely on growth capacity in Damascus? Are there other options that are more viable, either in existing urban areas or urban reserves?
- What are the risks and benefits of planning for higher or lower growth?

Additional information in draft urban growth report appendices

www.oregonmetro.gov/growth