

# Metro | Agenda

**Meeting:** Metro Council Work Session  
**Date:** Thursday, November 6, 2014  
**Time:** 2 p.m.  
**Place:** Metro Regional Center, Council Chamber

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## CALL TO ORDER AND ROLL CALL

- |                            |                                                                       |                                                                                 |
|----------------------------|-----------------------------------------------------------------------|---------------------------------------------------------------------------------|
| <b>2 PM</b>                | <b>1. CHIEF OPERATING OFFICER COMMUNICATION</b>                       |                                                                                 |
| <b>2:15 PM</b><br>(45 Min) | <b>2. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT FINAL STEPS</b>     | <b>John Williams, Metro</b><br><b>Kim Ellis, Metro</b>                          |
| <b>3:00 PM</b><br>(30 Min) | <b>3. OREGON CONVENTION CENTER HOTEL REVENUE BONDS METHOD OF SALE</b> | <b>Tim Collier, Metro</b><br><b>Ken Rust, Public Financial Management, Inc.</b> |
| <b>3:30 PM</b><br>(30 Min) | <b>4. ENTERPRISING PLACES PROGRAM UPDATE</b>                          | <b>Elissa Gertler, Metro</b><br><b>Deb Meihoff, Communitas Planning</b>         |

## ADJOURN

**AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE PUBLIC MEETING PURSUANT TO ORS 192.660(2)(e), TO CONDUCT DELIBERATIONS WITH PERSON DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.**

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលក្ខណ៍រើសអើងសូមចូលទស្សនាការប្រកាស [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

## إشعار بعدم التمييز من Metro

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Agenda Item No. 2.0

**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT  
FINAL STEPS**

Metro Council Work Session  
Thursday, November 6, 2014  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** November 6, 2014

**LENGTH:** 45 minutes

**PRESENTATION TITLE:** Climate Smart Communities Scenarios Project Final Steps

**DEPARTMENT:** Planning and Development

**PRESENTERS:** John Williams and Kim Ellis (x1617, [kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov))

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Provide Council with an opportunity to discuss materials in the final adoption package, including amendments proposed by staff to respond to public comments received and an updated draft short list of actions.
- **Outcome:** Council provides feedback on the proposed amendments and draft short list of actions to prepare for the Nov. 7 joint MPAC/JPACT meeting. The Council will have an opportunity to review recommendations being considered by MPAC and JPACT at the Dec. 9 work session.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Climate Smart Communities Scenarios Project responds to a mandate from the 2009 Oregon Legislature to develop and implement a strategy 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, community, business and elected leaders have shaped a strategy that meets the goal while creating healthy and equitable communities and a strong economy.

After a four-year collaborative process informed by research, analysis, community engagement and discussion, a draft Climate Smart Strategy and implementation recommendations were released for public review on Sept. 15, 2014. As unanimously recommended for study by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) on May 30, the draft strategy achieves a 29 percent per capita greenhouse gas emissions reduction and supports local and regional plans and visions that have already been adopted by communities and the region. When implemented, the strategy is also expected to deliver significant public health, environmental and economic benefits to the region.

### Update on 45-day public comment period and Metro Council and advisory committee discussions

The draft Climate Smart Strategy and implementation recommendations were released for public review from Sept. 15 to Oct. 30, 2014. In addition, Metro launched an on-line survey at [makeagreatplace.org](http://makeagreatplace.org). The materials are posted on the project website at [oregonmetro.gov/draftapproach](http://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 (RFP) Amendments

2. Draft Toolbox of Possible Actions (2015-20)
3. Draft Performance Monitoring Approach

On Oct. 7, the Metro Council discussed the toolbox and expressed overall support for the range of immediate and near-term actions identified for Metro and noted that advocating for increased funding to implement adopted local and regional plans and state actions needed to realize fleet and technology assumptions included in the draft strategy will be critical to success.

Throughout October, the regional technical and policy advisory committees discussed the public review draft documents and provided feedback on potential refinements. Metro Technical Advisory Committee (MTAC) and the Transportation Policy Advisory Committee (TPAC) also continued developing a straw proposal for a short list of priority actions for the region to work on together in 2015 and 2016. A straw proposal for MPAC and JPACT discussion on Nov. 7 will be provided via email in advance of the Nov. 6 work session.

In addition to the comments provided by advisory committee members, more than 2,200 individuals have responded to the on-line survey or submitted comments on the draft materials, and the Metro Council held a public hearing on Oct. 30. Staff is reviewing all of the comments received to identify potential refinements to the public review materials. A public comment report that compiles all of the comments received is under development. A summary of comments received and staff recommended refinements will be provided via email in advance of the Nov. 6 work session.

#### **WHAT'S NEXT?**

On November 19 and 21, MTAC and TPAC will be asked to make a recommendation to MPAC and JPACT at their respective meetings. MPAC and JPACT will make final recommendations to the Metro Council on adoption of the draft Climate Smart Strategy and implementation recommendations on Dec. 10 and 11, respectively. Council will have an opportunity to review recommendations being considered by MPAC and JPACT at the Dec. 9 work session. Council is scheduled to hold a second public hearing and consider the final MPAC and JPACT recommendations on Dec. 18, 2014.

#### **QUESTIONS FOR COUNCIL CONSIDERATION**

1. Do you have questions or need additional information about the adoption materials?
2. Do you have questions or feedback on the staff recommended refinements or short list of actions identified by MTAC and TPAC?

#### **PACKET MATERIALS**

- Would legislation be required for Council action  Yes  Not at this time
- What other materials are you presenting today?

##### **Ordinance No. 14-1346**

- Exhibit A – Draft Climate Smart Communities Strategy *(Sept. 15, 2014)*
- Exhibit B – Draft Regional Framework Plan Amendments *(Sept. 15, 2014)*
- Exhibit C – Draft Toolbox of Possible Actions *(Sept. 15, 2014)*
- Exhibit D – Draft Performance Monitoring Approach *(Sept. 15, 2014)*
- Exhibit E – Summary of Recommended Changes *(under development by staff)*
- Exhibit F – Findings of Fact and Conclusions of Law *(under development by staff)*

##### **Staff report to Ordinance No. 14-1346 *(Oct. 20, 2014)***

- Attachment 1 – TPAC/MTAC recommended inputs to reflect May 30 MPAC/JPACT Draft Approach *(June 20, 2014)*
- Attachment 2 – Key Results *(Sept. 12, 2014)*
- Attachment 3 – Public Engagement Report *(under development by staff)*

##### **Draft Short List of Climate Smart Actions For 2015 and 2016 *(under development by TPAC and MTAC)***

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A ) ORDINANCE NO. 14-1346  
PREFERRED CLIMATE SMART )  
COMMUNITIES STRATEGY AND AMENDING ) Introduced by Chief Operating Officer  
THE REGIONAL FRAMEWORK PLAN TO ) Martha Bennett in concurrence with  
COMPLY WITH STATE LAW ) Council President Tom Hughes

WHEREAS, the State of Oregon’s 2007 greenhouse gas emissions reductions goals direct Oregon to stop increases in greenhouse gas emissions by 2010, reduce emissions to at least 10 percent below 1990 levels by 2020, and reduce emissions to at least 75 percent below 1990 levels by 2050; and

WHEREAS, Oregon Legislature passed House Bill 2001, also known as the Jobs and Transportation Act (“JTA”), in 2009; and

WHEREAS, Section 37 of the JTA requires Metro in the Portland metropolitan region to prepare and cooperatively select a preferred land use and transportation scenario for achieving greenhouse gas emission reductions from motor vehicles with a gross vehicle weight rating of 10,000 pounds or less (light vehicles); and

WHEREAS, the Metro Council, with the advice and support of the Metro Policy Advisory Committee (“MPAC”) and the Joint Policy Advisory Committee on Transportation (“JPACT”), adopted the 2035 Regional Transportation Plan (“RTP”) in 2010 and directed staff to conduct greenhouse gas scenario planning; and

WHEREAS, on December 16, 2010, the Metro Council, with the advice and support of MPAC, established six desired outcomes to reflect the region’s desire to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices that minimize greenhouse gas emissions and equitably distribute the benefits and costs of growth and change in the region; and

WHEREAS, in 2011, the Land Conservation and Development Commission (“LCDC”) adopted Oregon Administrative Rules (“OARs”) 660-044-0000 to -0060, which included per capita greenhouse gas emissions reduction targets for each of Oregon’s six metropolitan areas, including the Portland metropolitan region, to help meet statewide goals to reduce greenhouse gas emissions to 75 percent below 1990 levels by the year 2050; and

WHEREAS, the LCDC adopted target calls for the Portland metropolitan region to reduce per capita roadway greenhouse gas emissions from light duty vehicles by 20 percent below 2005 levels by 2035; and

WHEREAS, the target reduction is in addition to significantly greater reductions anticipated to occur from state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles; and

WHEREAS, in 2012, the LCDC amended OAR 660-044-0040 to direct Metro to evaluate a reference case that reflects implementation of existing adopted comprehensive and transportation plans and at least two alternative land use and transportation scenarios that accommodate planned growth while achieving a reduction in greenhouse gas emissions from light vehicles and guide Metro in the evaluation and selection of a preferred land use and transportation scenario by December 31, 2014; and

WHEREAS, the Portland metropolitan region conducted scenario planning through the Climate Smart Communities Scenarios Project to demonstrate leadership on addressing climate change, maximize achievement of all six of the region's desired outcomes, implement adopted local and regional plans and visions, including the 2040 Growth Concept, local comprehensive and transportation system plans and the regional transportation system plan, and respond to Section 37 of the JTA and OAR 660-044; and

WHEREAS, the Climate Smart Communities Scenarios Project was completed through a 3-phase collaborative effort designed to support communities in the Portland metropolitan region in realizing their aspirations for healthy and equitable communities and a strong economy, and reduce greenhouse gas emissions from light vehicles as required by the State; and

WHEREAS, Phase 1 of the Scenarios Project focused on understanding the region's land use and transportation choices by conducting a review of published research and testing 144 regional scenarios in 2011; and

WHEREAS, Phase 2 of the Scenarios Project, in 2012 and 2013, focused on shaping future choices for the region to advance implementation of community visions by conducting further analysis of the Phase 1 scenarios, confirming local land use visions, preparing eight community case studies and engaging community and business leaders, city and county officials and staff, county coordinating committees, responsible state agencies, a technical work group and Metro's technical and policy advisory committees to develop assumptions for three scenarios to test and a set of evaluation criteria to be used to measure and compare them; and

WHEREAS, Phase 2 of the Scenarios Project found that adopted local and regional plans, if implemented, can meet the state mandated target for reducing greenhouse gas emissions from light vehicles by 2035; and

WHEREAS, Phase 3 of the Scenarios Project, in 2014, considered the results of the Phase 2 evaluation, the region's six desired outcomes, feedback received from public officials, business and community leaders, interested members of the public and other identified audiences from January to April 2014 to shape a draft preferred approach; and

WHEREAS, on June 19, 2014, the Metro Council directed staff to evaluate the draft approach, a product of four years of research, analysis, community engagement and discussion, that was unanimously recommended by MPAC and JPACT for testing on May 30, 2014; and

WHEREAS, the recommended approach as set forth in the draft Climate Smart Communities Strategy reflects adopted local and regional land use plans and local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) on July 17, 2014; and

WHEREAS, the recommended approach, as set forth in the draft Climate Smart Communities Strategy, reflects assumptions used by the state when adopting the region's reduction target for state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles; and

WHEREAS, the recommended approach reflects the financially constrained 2014 RTP level of investment for streets, highways and active transportation, and higher levels of investment for (1) transit service and related capital improvements needed to support increased service levels, (2) transportation system management technologies, and (3) travel information and incentive programs; and

WHEREAS, while the recommended level of investment for transit service and related capital, transportation system management technologies and travel information and incentive programs is more than what is adopted in the financially constrained 2014 RTP, the estimated costs fall within the full 2014 RTP funding assumptions the region has agreed to work toward as part of meeting statewide planning goals; and

WHEREAS, analysis shows, if implemented, the recommended approach achieves a 29 percent reduction in per capita greenhouse gas emissions from light duty vehicles and provides significant community, public health, environmental and economic benefits to communities and the region; and

WHEREAS, the recommended approach reduces air pollution, improves safety, helps people live healthier lives, manages congestion, reduces freight truck travel costs due to delay, expands travel options, improves access to jobs and essential destinations, and makes the most of investments already made in the region's transportation system – all of which help save businesses and households money and support job creation and economic development; and

WHEREAS, on September 15, 2014, Metro staff launched an online survey and released the preferred land use and transportation scenario under OAR 660-044-0040 for review and comment through October 30, 2014, as set forth in the draft Climate Smart Communities Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach; and

WHEREAS, the draft Climate Smart Communities Strategy reflects the approach unanimously recommended for study by MPAC and JPACT on May 30, 2014; and

WHEREAS, the Regional Framework Plan guides Metro land use and transportation planning and other activities and does not mandate local government adoption of any particular policy or action; and

WHEREAS, the draft Regional Framework Plan Amendments identify refinements to existing regional policies that integrate the key components of the Climate Smart Communities Strategy, including performance measures for tracking the region's progress on implementing the strategy; and

WHEREAS, the draft Toolbox of Possible Actions identifies possible near-term (within the next 5 years) actions that the Oregon Legislature, state agencies and commissions, Metro, local governments and special districts can take to begin implementation of the Climate Smart Communities Strategy; and

WHEREAS, while the toolbox does not mandate adoption of any particular policy or action, MPAC and JPACT agree updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to implement the Toolbox of Possible Actions in ways that can be locally tailored; and

WHEREAS, the draft Performance Monitoring Approach identifies measures and aspirational targets for tracking the region's progress on implementing the key components of the Climate Smart Communities Strategy adopted by the Metro Council that build on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements; and

WHEREAS, the 2018 Regional Transportation Plan update will serve as a major vehicle for implementing the preferred scenario under OAR 660-044-0040; and



WHEREAS, Metro sought and received comments on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach from MPAC, JPACT, its Metro Technical Advisory Committee (“MTAC”), its Transportation Policy Alternatives Committee (“TPAC”), state agencies and commissions, including the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Oregon Department of Land Conservation and Development, and the Land Conservation and Development Commission, local governments in the region, the Port of Portland, public, private and non-profit organizations and the public; and

WHEREAS, the Metro Council held public hearings on October 30 and December 18, 2014; and

WHEREAS, Metro identified amendments in response to comments received on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach for consideration by MTAC, TPAC, MPAC and JPACT as set forth in the Summary of Recommended Changes; and

WHEREAS, MTAC, TPAC, MPAC and JPACT have considered the results of the evaluation, materials released for public review on September 15, 2014, subsequent public and stakeholder input received and amendments identified to address input received prior to recommending a preferred scenario for the Metro Council to adopt by December 31, 2014; and

WHEREAS, adoption of the Climate Smart Communities Strategy and supporting implementation recommendations presents an opportunity for the region to act together to demonstrate leadership on climate change and address challenges related to transportation funding and implementing adopted local and regional plans, including transit service plans; and

WHEREAS, MPAC and JPACT acknowledge that implementation of adopted local and regional plans, including transit service plans, as called for in the Climate Smart Communities Strategy and supporting implementation recommendations, will require new resources and active participation from a full range of partners over the long-term; and

WHEREAS, MPAC and JPACT have agreed to work together with the Metro Council and other public and private partners to begin implementation in 2015 and recommend three priority actions as a starting point; and

WHEREAS, MPAC, on December 10, 2014, and JPACT, on December 11, 2014, recommended Council adoption of the preferred scenario under OAR 660-044-0040, as reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, to achieve state and regional climate goals and support many other state, regional and local goals, including expanded transportation choices, clean air, healthy and equitable communities, and a strong economy; now, therefore,

BE IT ORDAINED THAT:

1. The Climate Smart Communities Strategy, attached to this ordinance as Exhibit A, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040.
2. The amendments to the Regional Framework Plan, attached to this ordinance as Exhibit B, are hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 to provide policy direction on efforts to reduce per capita greenhouse gas emissions from light duty vehicles and identify performance measures to evaluate and report on the region’s progress toward implementing key components of the Climate Smart Communities Strategy.

3. The amendments to Chapter 2 of the Regional Framework Plan, attached to this ordinance as Exhibit B, are also incorporated into Chapter 2 of the Regional Transportation Plan.
4. The Toolbox of Possible Actions (2015-2020), attached to this ordinance as Exhibit C, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 and will be incorporated into the technical appendix for the Regional Transportation Plan as part of the next update.
5. The Performance Monitoring Approach, attached to this ordinance as Exhibit D, is hereby adopted as part of the preferred land use and transportation scenario under OAR 660-044-0040 and will be incorporated into the Regional Transportation Plan.
6. Metro's on-going regional performance monitoring program will evaluate and report on the region's progress over time toward implementing key components of the Climate Smart Communities Strategy through regularly-scheduled updates to the Regional Transportation Plan and Urban Growth Report, and in response to Oregon State Statutes ORS 197.301 and ORS 197.296.
7. The Summary of Recommended Changes, attached to this ordinance as Exhibit E, is hereby adopted to amend Exhibits A through D.
8. The Findings of Fact and Conclusions of Law in Exhibit F, attached and incorporated into this ordinance, explain how adoption of Exhibits A through E by the Council satisfies Metro's responsibility under state law to prepare and cooperatively select a preferred land use and transportation scenario that achieves the adopted LCDC target for greenhouse gas emission reductions from light vehicles in the Portland metropolitan region by 2035 pursuant to OAR 660-044.
9. Metro staff is directed to prepare a final report that consolidates Exhibits A, C and D, as amended by Exhibit E, and transmit the report and decision record, including this ordinance and exhibits to the ordinance, to the LCDC in the manner of periodic review.
10. The preferred scenario under OAR 660-044-0040, adopted by this ordinance and reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, will be further implemented through the next scheduled update to the Regional Transportation Plan by December 31, 2018. Metro staff is directed to begin scoping the work plan for the next update to the Regional Transportation Plan, and identify a schedule and outline of policy decisions and resources needed.

ADOPTED by the Metro Council this 18th day of December, 2014.

---

Tom Hughes, Council President

Approved as to Form:

---

Alison Kean, Metro Attorney

**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

A full version of Exhibit A is available by [clicking here](#).

# Draft Climate Smart Strategy

Public Review Draft

September 15, 2014

**MAKING A  
GREAT  
PLACE**



**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

**1**

# Draft Regional Framework Plan Amendments

Public Review Draft

September 15, 2014

**MAKING A  
GREAT  
PLACE**



## 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.

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### **Metro Council President**

Tom Hughes

### **Metro Councilors**

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Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn

**PART 1. DRAFT REGIONAL FRAMEWORK PLAN AMENDMENTS**

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

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

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**Chapter 1 (Land Use) Regional Framework Plan Amendments**

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**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](http://www.makeagreatplace.org).
- Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov), or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
- Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.

## WHAT'S NEXT?

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

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

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

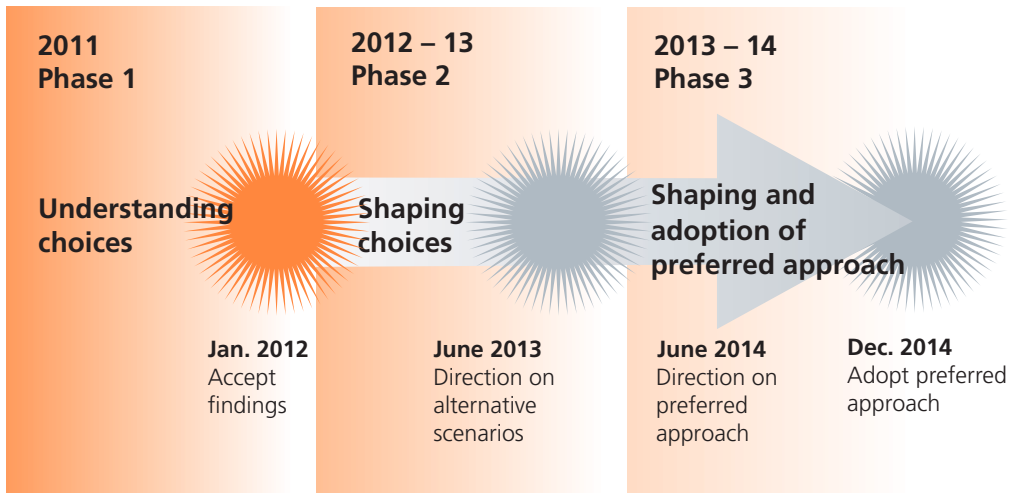
**December 10 and 11** MPAC and JPACT make recommendation to Metro Council

**December 18** Metro Council considers adoption of preferred approach

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

**2015 and beyond** Ongoing implementation and monitoring

## Climate Smart Communities Scenarios Project timeline



## WHERE CAN I FIND MORE INFORMATION?

Public review materials and other publications and reports can be found at [oregonmetro.gov/climatescenarios](http://oregonmetro.gov/climatescenarios). For email updates, send a message to [climatescenarios@oregonmetro.gov](mailto: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;



- 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.

- 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.)



**REGIONAL FRAMEWORK PLAN  
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## Chapter 2 Transportation

### Introduction

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

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

The policies aim to implement the 2040 Growth Concept and:

- Protect the economic health and livability of the region.
- Improve the safety of the transportation system.
- Provide a transportation system that is efficient and cost-effective, investing our limited resources wisely.
- [Make the most of the investments the region has already made in our transportation system by expanding the use of technology to actively manage the transportation system, providing traveler information and incentives to expand the use of travel options.](#)
- [Make transit more convenient, frequent, accessible and affordable.](#)
- Provide access to more and better choices for travel in this region and serve special access needs for all people, including youth, elderly and disabled.
- Provide adequate levels of mobility for people and goods within the region.
- Protect air and water quality ~~and~~, promote energy conservation, [and reduce greenhouse gas emissions.](#)
- Provide transportation facilities that support a balance of jobs and housing.
- [Make walking and biking safe and convenient.](#)
- Limit dependence on any single mode of travel and increase the use of transit, bicycling, walking and carpooling and vanpooling.
- [Make streets and highways safe, reliable and connected; pProvidinge](#) 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 (AFVs), 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.

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**2**

# **Draft Toolbox of Possible Actions (2015-20)**

Public Review Draft

September 15, 2014

**MAKING A  
GREAT  
PLACE**



## About Metro

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

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### **Auditor**

Suzanne Flynn

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

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

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

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### 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](http://www.makeagreatplace.org).
- Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov), or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
- Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.



## WHAT'S NEXT?

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

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

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

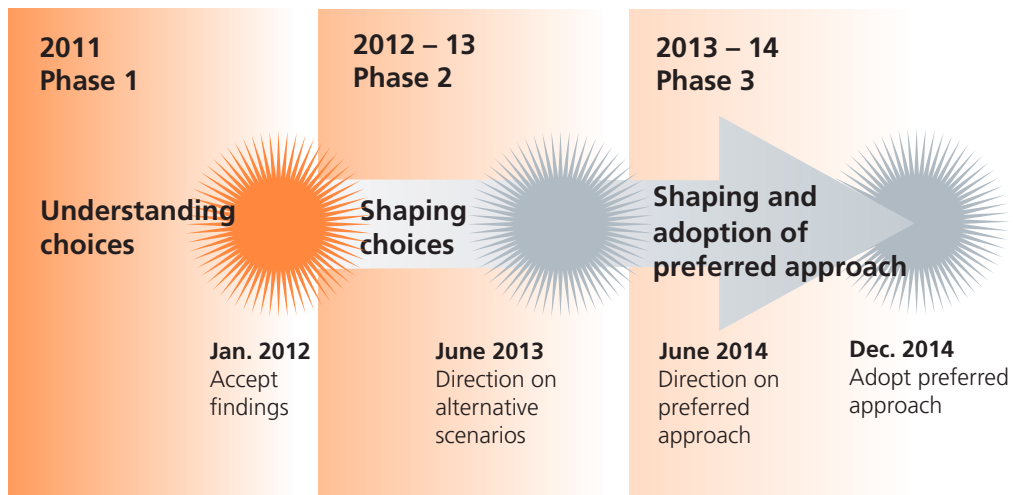
**December 10 and 11** MPAC and JPACT make recommendation to Metro Council

**December 18** Metro Council considers adoption of preferred approach

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

**2015 and beyond** Ongoing implementation and monitoring

## Climate Smart Communities Scenarios Project timeline



## WHERE CAN I FIND MORE INFORMATION?

Public review materials and other publications and reports can be found at [oregonmetro.gov/climatescenarios](http://oregonmetro.gov/climatescenarios). For email updates, send a message to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov).

PUBLIC REVIEW DRAFT



**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? <small>(e.g., transit providers, Port districts, parks providers, etc.)</small>
<b>Implement the 2040 Growth Concept and local adopted land use and transportation plans</b>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Reauthorize Oregon Brownfield Redevelopment Fund</li> <li><input type="checkbox"/> Support brownfield redevelopment-related legislative proposals</li> <li><input type="checkbox"/> 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</li> <li><input type="checkbox"/> Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes</li> <li><input type="checkbox"/> Provide increased funding and incentives to local governments, developers and non-profits to encourage brownfield redevelopment and transit-oriented development to help keep urban areas compact</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas</li> <li><input type="checkbox"/> Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Facilitate regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment</li> <li><input type="checkbox"/> Maintain a compact urban growth boundary</li> <li><input type="checkbox"/> Review functional plans and amend as needed to implement Climate Smart Strategy</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes</li> <li><input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, developers and others to incorporate travel information and incentives, transportation system management and operations strategies, parking management</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas</li> <li><input type="checkbox"/> Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Participate in regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreational facilities, commercial areas, employment centers, and transit</li> <li><input type="checkbox"/> Locate new schools, services, shopping, and other health promoting resources and community destinations in activity centers</li> <li><input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas</li> <li><input type="checkbox"/> Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes</li> <li><input type="checkbox"/> Share brownfield redevelopment expertise with local governments and expand leadership role in making brownfield sites development ready</li> </ul>

**PUBLIC REVIEW DRAFT**

POLICY		TOOLBOX OF POSSIBLE ACTIONS (2015-2020)		
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
		<p>approaches and transit-oriented development in local plans and projects</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Convene regional brownfield coalition and strengthen regional brownfields program by providing increased funding and technical assistance to local governments to leverage the investment of private and non-profit developers</li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Develop brownfield redevelopment plans and leverage local funding to seek state and federal funding and create partnerships that leverage the investment of private and non-profit developers</li> </ul>	
<p><b>Make transit more convenient, frequent, accessible and affordable</b></p>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Begin update to Oregon Public Transportation Plan</li> <li><input type="checkbox"/> Increase state funding for transit service</li> <li><input type="checkbox"/> Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability</li> <li><input type="checkbox"/> Provide technical assistance and funding to help establish local transit service</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Adopt Oregon Public Transportation Plan with funding strategy to implement</li> <li><input type="checkbox"/> Begin implementation of incremental improvements to intercity passenger rail service</li> <li><input type="checkbox"/> Make funding for access to transit a priority</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <li><input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s)</li> <li><input type="checkbox"/> Seek transit funding from Oregon Legislature</li> <li><input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service</li> <li><input type="checkbox"/> Support state efforts to consider carbon pricing</li> <li><input type="checkbox"/> Fund reduced fare programs and service improvements for youth, older adults, people with disabilities and low-income families</li> </ul> </li> <li><input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service</li> <li><input type="checkbox"/> Update Regional High Capacity Transit System Plan</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Make funding for access to transit a priority</li> <li><input type="checkbox"/> Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit</li> <li><input type="checkbox"/> Update Regional Transportation Plan by 2018</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition</li> <li><input type="checkbox"/> Participate in development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide more community to community transit connections</li> <li><input type="checkbox"/> Identify community-based public and private shuttles that link to regional transit service</li> <li><input type="checkbox"/> Link service enhancements to areas with transit-supportive development, communities of concern<sup>1</sup>, and other locations with high ridership potential</li> <li><input type="checkbox"/> Consider ridership demographics in service planning</li> </ul> </li> <li><input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Make funding for access to transit a priority</li> <li><input type="checkbox"/> Complete gaps in pedestrian and bicycle access to transit</li> <li><input type="checkbox"/> Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance</li> <li><input type="checkbox"/> Implement plans and zoning that focus higher density, mixed-use zoning and development near transit</li> <li><input type="checkbox"/> Partner with transit providers and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals</li> <li><input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition</li> <li><input type="checkbox"/> Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility</li> <li><input type="checkbox"/> Seek state funding sources for transit and alternative local funding mechanisms</li> <li><input type="checkbox"/> Complete development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide more community to community transit connections</li> <li><input type="checkbox"/> Identify community-based public and private shuttles that link to regional transit service</li> <li><input type="checkbox"/> Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with potential high ridership potential</li> <li><input type="checkbox"/> Consider ridership demographics in service planning</li> </ul> </li> <li><input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance</li> <li><input type="checkbox"/> Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals</li> <li><input type="checkbox"/> Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc.</li> <li><input type="checkbox"/> Improve and increase the availability of transit</li> </ul>

<sup>1</sup> 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.

**PUBLIC REVIEW DRAFT**

**TOOLBOX OF POSSIBLE ACTIONS (2015-2020)**

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
<p><b>Make biking and walking safe and convenient</b></p>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Adopt Oregon Bicycle and Pedestrian Plan with funding strategy</li> <li><input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities</li> <li><input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation projects</li> <li><input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects</li> <li><input type="checkbox"/> Review driver's education training materials and certification programs and make changes to increase awareness of bicycle and pedestrian safety</li> <li><input type="checkbox"/> Complete Region 1 Active Transportation Needs inventory</li> <li><input type="checkbox"/> Maintain commitment to funding Safe Routes to School programs statewide</li> <li><input type="checkbox"/> Fund Safe Routes to Transit programs</li> <li><input type="checkbox"/> Adopt a complete streets policy</li> <li><input type="checkbox"/> Partner with local governments to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan</li> <li><input type="checkbox"/> Improve bicycle and pedestrian crash data collection</li> <li><input type="checkbox"/> Support local and regional health impact assessments</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide technical assistance and expand grant funding to support development and adoption of complete streets policies and designs</li> <li><input type="checkbox"/> Expand existing funding for active transportation investments</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities</li> <li><input type="checkbox"/> Fund construction of active transportation projects as called for in air quality transportation control measures</li> <li><input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects</li> <li><input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <li><input type="checkbox"/> Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit programs</li> <li><input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s)</li> <li><input type="checkbox"/> Advocate to maintain eligibility in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, Small Starts, TIFIA, TIGER)</li> </ul> </li> <li><input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide technical assistance and planning grants to support development and adoption of complete streets policies</li> <li><input type="checkbox"/> Provide technical assistance and funding to support complete street designs in local planning and project development activities</li> <li><input type="checkbox"/> Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan</li> <li><input type="checkbox"/> Update and fully implement the Regional Transportation Safety Plan</li> <li><input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> <li><input type="checkbox"/> develop a complete streets checklist</li> <li><input type="checkbox"/> provide design guidance to minimize air pollution exposure for bicyclists and pedestrians</li> <li><input type="checkbox"/> use of green street designs that include tree</li> </ul> </li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities</li> <li><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition</li> <li><input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects</li> <li><input type="checkbox"/> Leverage local funding with development for active transportation projects</li> <li><input type="checkbox"/> Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers</li> <li><input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s)</li> <li><input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Develop and maintain a city/county-wide active transportation network of sidewalks, on- and off-street bikeways, and trails to provide connections between neighborhoods, schools, civic center/facilities, recreational facilities, transit centers, bus stops, employment areas and major activity centers</li> <li><input type="checkbox"/> Build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities)</li> <li><input type="checkbox"/> Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations</li> <li><input type="checkbox"/> Link active transportation investments to providing transit and travel information and incentives</li> <li><input type="checkbox"/> Partner with ODOT to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan</li> <li><input type="checkbox"/> Expand Safe Routes to Schools programs to include high schools and Safe Routes to Transit</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities</li> <li><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition</li> <li><input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects</li> <li><input type="checkbox"/> Complete Port of Portland 2014 Active Transportation Plan for Portland International Airport</li> <li><input type="checkbox"/> Prepare a TriMet Bicycle Plan</li> </ul> <p><b>Near-term (2017-20)</b></p> <p>Invest in trails that increase equitable access to transit, services and community destinations</p>

**PUBLIC REVIEW DRAFT**

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
<p><b>Make streets and highways safe, reliable and connected</b></p>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Maintain existing highway network to improve traffic flow</li> <li><input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency)</li> <li><input type="checkbox"/> Update the Oregon Transportation Safety Action Plan</li> <li><input type="checkbox"/> Review driver’s education training materials and certification programs and make changes to increase awareness of safety for all system users</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Work with Metro and local governments to consider alternative performance measures</li> <li><input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users</li> <li><input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain</li> <li><input type="checkbox"/> Use green street designs that include tree plantings to support carbon sequestration</li> </ul>	<p>plantings to support carbon sequestration</p> <ul style="list-style-type: none"> <li>o identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain</li> </ul> <p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <li>o Ensure adequate funding of local maintenance and support city and county efforts to fund maintenance and preservation needs locally</li> <li>o Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency)</li> <li>o Support state and federal efforts to implement mileage-based road usage charge program</li> </ul> </li> <li><input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Work with ODOT and local governments to consider alternative performance measures</li> <li><input type="checkbox"/> Provide technical assistance and grant funding to support integrated transportation system management operations strategies in local plans, projects and project development activities</li> <li><input type="checkbox"/> Update and fully implement Regional Transportation Safety Plan</li> <li><input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> <li>o Develop a complete streets checklist</li> <li>o Provide design guidance to minimize air pollution exposure for bicyclists and pedestrians</li> <li>o Use of green street designs that include tree plantings to support carbon sequestration</li> <li>o Identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Adopt “complete streets” policies and designs to support all users</li> <li><input type="checkbox"/> Establish local funding pool to leverage state and federal funds</li> </ul> <p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Maintain existing street network to improve traffic flow</li> <li><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition</li> <li><input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Work with ODOT and Metro to consider alternative performance measures</li> <li><input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system</li> <li><input type="checkbox"/> Invest in making new and existing streets complete and connected to support all users</li> <li><input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users</li> <li><input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain</li> <li><input type="checkbox"/> Use green street designs that include tree plantings to support carbon sequestration</li> </ul>	<p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition</li> <li><input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system</li> </ul>

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

**PUBLIC REVIEW DRAFT**

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
<p><b>Manage parking to make efficient use of parking spaces</b></p>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide technical assistance and grant funding to support development of parking management plans at the local and regional level</li> <li><input type="checkbox"/> Distribute “Parking Made Easy” handbook and provide technical assistance, planning grants, model code language, education and outreach</li> <li><input type="checkbox"/> Increase safe, secure and convenient bicycle parking</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools</li> <li><input type="checkbox"/> Prepare inventory of state-owned public parking spaces and usage</li> <li><input type="checkbox"/> Provide monetary incentives such as parking cash-out and employer buy-back programs</li> </ul>	<p><input type="checkbox"/> Begin update to Regional Travel Options Strategic Plan in 2018</p> <p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <li><input type="checkbox"/> Discuss priced parking as a revenue source to help fund travel information and incentives programs, active transportation projects and transit service</li> </ul> </li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Expand on-going technical assistance to local governments, developers and others to incorporate parking management approaches in local plans and projects</li> <li><input type="checkbox"/> Pilot projects to develop model parking management plans and model ordinances for different development types</li> <li><input type="checkbox"/> Research and update regional parking policies to more comprehensively reflect the range of parking approaches available for different development types and to incorporate goals beyond customer access, such as linking parking approaches to the level of transit service and active transportation options provided</li> <li><input type="checkbox"/> Amend Title 6 of Regional Transportation Functional Plan to update regional parking map and reflect updated regional parking policies</li> </ul>	<p>organizations</p> <p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Consider charging for parking in high usage areas served by 15-minute or better transit service and active transportation options</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Prepare community inventory of public parking spaces and usage</li> <li><input type="checkbox"/> Adopt shared and unbundled parking policies</li> <li><input type="checkbox"/> Require or provide development incentives for developers to separate parking from commercial space and residential units in lease and sale agreements</li> <li><input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools</li> <li><input type="checkbox"/> Require or provide development incentives for large employers to offer employees a parking cash-out option where the employee can choose a parking benefit, a transit pass or the cash equivalent of the benefit</li> <li><input type="checkbox"/> Increase safe, secure and convenient bicycle parking</li> <li><input type="checkbox"/> Reduce requirements for off-street parking and establish off-street parking supply maximums, as appropriate, enacting and adjusting policies to minimize spillover impacts in adjacent areas</li> <li><input type="checkbox"/> Prepare parking management plans tailored to 2040 centers served by high capacity transit (existing and planned)</li> </ul>	<p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide preferential parking for electric vehicles, vehicles using alternative fuels and carpools</li> <li><input type="checkbox"/> Increase safe, secure and convenient bicycle parking</li> </ul>
<p><b>Secure adequate funding for transportation investments</b></p>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Preserve local options for raising revenue to ensure local communities have a full range of financing tools available to adequately fund current and future transportation needs</li> <li><input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit</li> <li><input type="checkbox"/> Research and consider carbon pricing models to generate new funding for clean energy, transit and active transportation, alleviating regressive impacts to businesses and communities of concern</li> <li><input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency)</li> <li><input type="checkbox"/> Implement a mileage-based road usage charge program as called for in Senate Bill 810</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Update research on regional infrastructure gaps and potential funding mechanisms to inform communication materials that support engagement activities and development of a funding strategy to meet current and future transportation needs</li> <li><input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <li><input type="checkbox"/> Advocate for local revenue raising options</li> <li><input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for transit and active transportation</li> <li><input type="checkbox"/> Seek transit and active transportation funding from Oregon Legislature</li> </ul> </li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition</li> <li><input type="checkbox"/> Advocate for local revenue raising options</li> <li><input type="checkbox"/> Support state efforts to implement a mileage-based road usage charge program</li> <li><input type="checkbox"/> Support state efforts to research and consider carbon pricing models</li> <li><input type="checkbox"/> Consider local funding mechanism(s) for local and regional transportation needs, including transit service and active transportation</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition</li> <li><input type="checkbox"/> Advocate for local revenue raising options</li> <li><input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation and transit</li> <li><input type="checkbox"/> Support state efforts to research and consider carbon pricing models</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Work with local, regional and state partners, including elected officials and business and community leaders, to develop a funding strategy to meet current and future transportation needs</li> </ul>

**PUBLIC REVIEW DRAFT**

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	<p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Expand funding available for active transportation and transit investments</li> <li><input type="checkbox"/> Broaden implementation of the mileage-based road usage charge</li> </ul>	<ul style="list-style-type: none"> <li>o Consider local funding mechanism(s) for local and regional transit service</li> <li>o Support state efforts to research and consider carbon pricing models</li> <li>o Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs</li> <li>o Ensure adequate funding of local maintenance and safety needs and support city and county efforts to fund safety, maintenance and preservation needs locally</li> <li>o Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency)</li> <li>o Support state and federal efforts to implement road usage charge program</li> <li>o Discuss priced parking as a revenue source for travel information and incentives programs, active transportation projects and transit service</li> </ul>		
<p><b>Support Oregon’s transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive insurance</b></p>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Reauthorize Oregon Clean Fuels Program</li> <li><input type="checkbox"/> Implement Oregon Zero Emission Vehicle Program and Multi-State Zero Emission Vehicle Action Plan in collaboration with California and other states</li> <li><input type="checkbox"/> Lead by example by increasing the public alternative fuel vehicle (AFV) fleet</li> <li><input type="checkbox"/> Provide funding to Drive Oregon to advance electric mobility, and to other endeavors that advance alternative fuels</li> <li><input type="checkbox"/> Work with insurance companies to offer and encourage pay-as-you-drive insurance</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide consumer and business incentives to purchase new AFVs</li> <li><input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles</li> <li><input type="checkbox"/> Promote and provide information, funding and incentives to encourage the provision of electric vehicle charging and compressed natural gas (CNG) stations and infrastructure in residences, work places and public places</li> <li><input type="checkbox"/> Encourage private fleets to purchase, lease or rent AFVs</li> <li><input type="checkbox"/> Develop model code for electric and CNG vehicle</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Lead by example by increasing public AFV fleet</li> <li><input type="checkbox"/> Support state efforts to build public acceptance of pay-as-you-drive insurance</li> <li><input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles</li> <li><input type="checkbox"/> Partner with state agencies to hold regional planning workshops to educate local governments on AFV opportunities</li> </ul> <p>Develop AFV readiness strategy for region in partnership with local governments, state agencies, electric and natural gas utilities, non-profits and others</p>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Lead by example by increasing public AFV fleet</li> <li><input type="checkbox"/> Expand communication efforts about the cost savings of driving more fuel-efficient vehicles</li> <li><input type="checkbox"/> Pursue grant funding and partners to expand the growing network of electric vehicle fast charging stations and publicly accessible CNG stations</li> <li><input type="checkbox"/> Partner with local dealerships, Department of Energy (DOE) Clean Cities programs, non-profit organizations, businesses and others to incorporate AFV outreach and education events for consumers in conjunction with such events as Earth Day celebrations, National Plug-In Day and the DOE/Drive Oregon Workplace Charging Challenge</li> <li><input type="checkbox"/> 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</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Support reauthorization of the Oregon Clean Fuels Program through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support the Oregon Zero Emission Vehicle Program through Legislative agenda, testimony, endorsement letters or similar means</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Provide electric vehicle charging and CNG stations in public places (e.g., park-and-rides, parking garages)</li> <li><input type="checkbox"/> Provide preferential parking for AFVs</li> </ul>



**PUBLIC REVIEW DRAFT**

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
	<p>infrastructure and partnerships with businesses</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Remove barriers to electric and CNG vehicle charging and fueling station installations</li> <li><input type="checkbox"/> Promote AFV infrastructure planning and investment by public and private entities</li> <li><input type="checkbox"/> Provide clear and accurate signage to direct AFV users to charging and fueling stations and parking</li> <li><input type="checkbox"/> Expand communication efforts to promote AFV tourism activities</li> <li><input type="checkbox"/> Continue participation in the Pacific Coast Collaborative, Western Climate Initiative, and West Coast Green Highway Initiative and partner with members of Energize Oregon coalition</li> <li><input type="checkbox"/> Track and report progress toward adopted state goals related to greenhouse gas emissions reductions and AFV deployment</li> <li><input type="checkbox"/> Provide incentives and information to expand use of pay-as-you-drive insurance and report on progress</li> </ul>		<p>stations, allowing charging and CNG stations in residences, work places and public places, and providing preferential parking for AFVs</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Update development codes and encourage new construction to include necessary infrastructure to support use of AFVs</li> </ul>	
<p><b>Demonstrate leadership on climate change</b></p>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Update the 2017-20 Statewide Transportation Improvement Program (STIP) allocation process to address the Statewide Transportation Strategy (STS) Vision and STS Short-Term Implementation Plan actions</li> <li><input type="checkbox"/> Support local government and regional planning for climate change mitigation</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Amend the Oregon Transportation Plan to address the Statewide Transportation Strategy Vision</li> <li><input type="checkbox"/> Update statewide greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction goals</li> <li><input type="checkbox"/> Through the Oregon Modeling Steering Committee, collaborate on appropriate tools to support greenhouse gas reduction planning</li> <li><input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Seek Metro Council/JPACT commitment to address the Climate Smart Strategy in the policy update for the 2018-21 Metropolitan Transportation Improvement Program (MTIP) and the 2019-21 Regional Flexible Fund Allocation (RFFA) process</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Assess potential risks and identify strategies to address potential climate impacts to transportation infrastructure and operations as part of 2018 RTP update</li> <li><input type="checkbox"/> Update regional greenhouse gas emissions inventory and track progress toward adopted greenhouse gas emissions reduction target</li> <li><input type="checkbox"/> Through the Oregon Modeling Steering Committee, collaborate on appropriate tools and methods to support greenhouse gas reduction planning and monitoring</li> <li><input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions</li> <li><input type="checkbox"/> Encourage development and implementation of local climate action plans</li> </ul>	<p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Sign U.S. Conference of Mayors Climate Protection Agreement</li> <li><input type="checkbox"/> Prepare and periodically update community-wide greenhouse gas emissions inventory</li> <li><input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions</li> <li><input type="checkbox"/> Adopt greenhouse gas emissions reduction policies and performance targets</li> <li><input type="checkbox"/> Develop and implement local climate action plans</li> </ul>	<p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Prepare and periodically update greenhouse gas emissions inventory of transportation operations</li> <li><input type="checkbox"/> Report on the potential greenhouse gas emissions impacts of policy, program and investment decisions</li> <li><input type="checkbox"/> Adopt greenhouse gas emissions reduction policies and performance targets</li> </ul>

**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

**3**

# Draft Performance Monitoring Approach

Public Review Draft

September 15, 2014

**MAKING A  
GREAT  
PLACE**



## 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](http://www.oregonmetro.gov/climatescenarios)

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn

### **PART 3. DRAFT PERFORMANCE MONITORING APPROACH**

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

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

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<b>Draft Performance Monitoring Approach</b>	

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#### **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](http://www.makeagreatplace.org).
- Submit comments by mail to Metro Planning, 600 NE Grand Ave., Portland, OR 97232, by email to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov), or by phone at 503-797-1750 or TDD 503-797-1804 from Sept. 15 through Oct. 30, 2014.
- Testify at a Metro Council hearing on Oct. 30 at 600 NE Grand Ave., Portland, OR 97232 in the Council Chamber.

## WHAT'S NEXT?

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

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

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

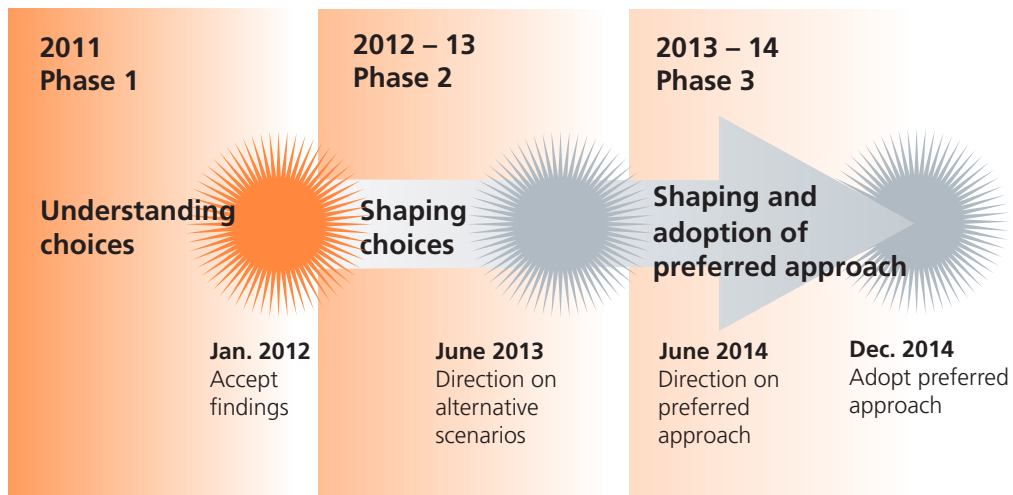
**December 10 and 11** MPAC and JPACT make recommendation to Metro Council

**December 18** Metro Council considers adoption of preferred approach

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

**2015 and beyond** Ongoing implementation and monitoring

## Climate Smart Communities Scenarios Project timeline



## WHERE CAN I FIND MORE INFORMATION?

Public review materials and other publications and reports can be found at [oregonmetro.gov/climatescenarios](http://oregonmetro.gov/climatescenarios). For email updates, send a message to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov).

**PUBLIC REVIEW DRAFT**

September 15, 2014



**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.

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

## PUBLIC REVIEW DRAFT

September 15, 2014

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

## PUBLIC REVIEW DRAFT

September 15, 2014

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



**PUBLIC REVIEW DRAFT***September 15, 2014***TABLE NOTES**

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<sup>1</sup> 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.

<sup>2</sup> Ibid.

<sup>3</sup> Ibid.

<sup>4</sup> 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.

<sup>5</sup> The 2014 Regional Transportation Plan calls for tripling the share of daily trips made by biking and walking compared to 2010.

<sup>6</sup> 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.

<sup>7</sup> 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.

<sup>8</sup> See note 6.

<sup>9</sup> The Oregon Department of Motor Vehicles will track this data through vehicle registration records.

<sup>10</sup> A data source for this information has not been identified.

<sup>11</sup> Data is a model estimate for the year 2005, using the Metropolitan GreenSTEP model.

<sup>12</sup> 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.

**CLIMATE  
SMART  
COMMUNITIES  
SCENARIOS PROJECT**

# Summary of recommended changes

To be finalized following the  
Oct. 30 close of comment  
period

XX, XX, 2014

**MAKING A  
GREAT  
PLACE**



## 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.

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### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn

**CLIMATE  
SMART  
COMMUNITIES**  
SCENARIOS PROJECT

# Findings of Fact and Conclusions of Law

Under development

XX, XX, 2014

**MAKING A  
GREAT  
PLACE**



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Suzanne Flynn

## **STAFF REPORT**

### **IN CONSIDERATION OF ORDINANCE NO. 14-1346, FOR THE PURPOSE OF ADOPTING A PREFERRED CLIMATE SMART COMMUNITIES STRATEGY AND AMENDING THE REGIONAL FRAMEWORK PLAN TO COMPLY WITH STATE LAW**

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Date: October 20, 2014

Prepared by: Kim Ellis, Principal Transportation Planner  
Planning and Development Department, 503-797-1617

## **BACKGROUND**

The Climate Smart Communities Scenarios Project responds to a 2009 mandate from the Oregon Legislature for Metro to develop and implement a strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Metro is the regional government serving a population of 1.5 million people in the Portland metropolitan region. In that role, Metro has been working together with regional technical and policy advisory committees and community, business and elected leaders across the region to shape the Climate Smart Communities Strategy and supporting implementation recommendations in this ordinance. Adoption of this ordinance satisfies the 2009 legislative mandate and subsequent requirements adopted by the Land Conservation and Development Commission (LCDC) in 2011 and 2012 under Oregon Administrative Rule 660-044.

This ordinance forwards recommendations from the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) to the Metro Council on adopting a preferred land use and transportation scenario under OAR 660-044-0040. The Climate Smart Communities Strategy contained in the ordinance achieves a 29 percent reduction in per capita greenhouse gas emissions from light duty vehicles and provides significant community, public health, environmental and economic benefits to communities and the region. The strategy builds on and supports adopted local and regional plans and visions for healthy and equitable communities and a strong economy.

Metro Council action through Ordinance No. 14-1346 adopts a preferred land use and transportation scenario under OAR-044-0040 and directs staff to develop and submit a final report with the decision record to LCDC in the manner of periodic review. The ordinance also directs staff to begin scoping the work plan for the next update to the Regional Transportation Plan, which will serve as a major vehicle for implementing the preferred scenario under OAR 660-044-0040.

## **LEGISLATIVE BACKGROUND**

Since 2006, Oregon has initiated a number of actions to respond to mounting scientific evidence that shows the earth's climate is changing, indicating a long-term commitment to significantly reduce GHG emissions in Oregon.

In 2007 the Oregon Legislature established statewide greenhouse gas emissions reduction goals. The goals apply to all emission sectors – energy production, buildings, solid waste and transportation – and direct Oregon to:

- stop increases in GHG emissions by 2010
- reduce GHG emissions to 10 percent below 1990 levels by 2020
- reduce GHG emissions to at least 75 percent below 1990 levels by 2050.

In 2009, the Oregon Legislature passed House Bill 2001, the Jobs and Transportation Act (JTA). Section 37 of the Act requires Metro to develop two or more alternative land use and transportation scenarios designed to accommodate population and job growth anticipated by 2035 and reduce GHG emissions from light vehicles. Section 37 of the Act requires Metro to adopt a preferred scenario after public review and consultation with local governments in the Portland metropolitan region and calls for local governments to implement the adopted scenario.

In 2010, the Metro Council adopted the 2035 Regional Transportation Plan (RTP) and directed staff to conduct greenhouse gas scenario planning consistent with the JTA. In the same year, the Council also adopted six desired outcomes for the region to reflect a shared vision to develop vibrant, prosperous and sustainable communities with safe and reliable transportation choices that minimize greenhouse gas emissions and equitably distribute the benefits and costs of development.

To guide Metro's scenario planning work, the LCDC adopted the Metropolitan Greenhouse Gas Reduction Targets Rule (Oregon Administrative Rule 660-044) in May 2011. As required by section 37 of the JTA, OAR 660-044-0020 identifies GHG emissions reduction targets for 2035 for each of Oregon's six metropolitan areas. The targets identify the percentage reduction in per capita GHG emissions from light vehicle travel that is needed to help Oregon meet its GHG emissions reduction goals for 2050.

The LCDC target-setting process assumed anticipated changes to the vehicle fleet mix, improved fuel economy, and the use of improved vehicle technologies and low carbon fuels that would reduce 2005 emissions levels from 4.05 to 1.5 MT CO<sub>2</sub>e per capita by 2035. The adopted target for the Portland metropolitan area calls for a 20 percent per capita reduction in GHG emissions from light vehicle travel by 2035. This target reduction is in addition to the emissions reductions anticipated from changes to the fleet and technology sectors as identified in the Agencies' Technical Report. Therefore, to meet the target, per capita roadway GHG emissions must be reduced by an additional 20 percent below the 1.5 MT CO<sub>2</sub>e per capita by 2035 to 1.2 MT CO<sub>2</sub>e per capita. The adopted target for the region is the equivalent of 1.2 MT CO<sub>2</sub>e per capita by 2035.

In 2012, the LCDC amended OAR 660-044-0040 to further direct Metro to evaluate a reference case that reflects implementation of existing adopted comprehensive and transportation plans and at least two alternative land use and transportation scenarios that accommodate planned growth while achieving a reduction in greenhouse gas emissions from light vehicles. The amendments also directed Metro on the evaluation and selection of a preferred land use and transportation scenario by December 31, 2014.

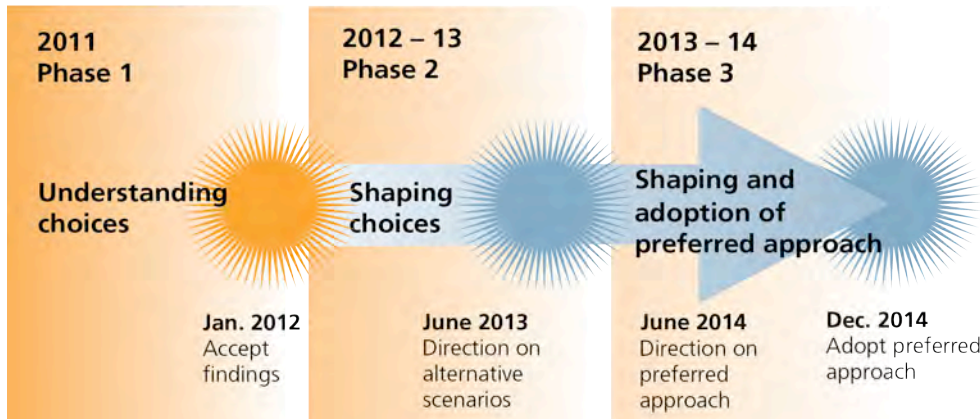
## **CLIMATE SMART COMMUNITIES SCENARIOS PROJECT**

Since 1995, Metro and its partners have collaborated to help communities realize their local aspirations while moving the region toward its goals for making a great place: vibrant communities, economic prosperity, transportation choices, equity, clean air and water, and leadership on climate change. Local and regional efforts to implement the 2040 Growth Concept provided a solid foundation for the GHG scenario planning work required of the region.

The Portland metropolitan region conducted scenario planning in three phases through the Climate Smart Communities Scenarios Project (Scenarios Project). The project was designed to implement the 2010 Council actions, demonstrate leadership on climate change, maximize achievement of all six of the region's desired outcomes, support adopted local and regional plans and satisfy requirements in Section 37 of the JTA and OAR 660-044.

**Figure 1** shows the project timeline.

**Figure 1. Climate Smart Communities Project Timeline**



Working together with city, county, state, business and community leaders, Metro researched how land use and transportation policies and investments can be leveraged to create healthy and equitable communities and a strong economy and meet state adopted targets for reducing greenhouse gas emissions. The adopted land use plans and zoning of cities and counties across the region served as the foundation for the scenarios tested throughout the project, with a goal of creating a diverse yet shared vision of how to make this region a great place for all communities today and for generations to come – and meet state greenhouse gas emissions targets.

Metro led this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitated this consultation and coordination through four advisory committee bodies—the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Policy Advisory Committee (MPAC), the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC).

The project relied on this existing regional decision-making structure for development, review and adoption of the plan. MPAC, JPACT and the Metro Council made recommendations at key decision points based on input from TPAC, MTAC and the public participation process. A technical work group of members from MTAC and TPAC was formed to assist Metro staff with the development of work products, provide technical advice and assist with engaging local government officials and senior staff throughout the process.

**PHASE 1: UNDERSTANDING OUR LAND USE AND TRANSPORTATION CHOICES (JAN. 2011 TO JAN. 2012)**

**Phase 1 began in 2011 and concluded in early 2012.** This phase focused on understanding the region’s choices and produced the *Strategy Toolbox*, a comprehensive review of the latest research on greenhouse gas reduction strategies and their potential effectiveness and benefits. Staff also engaged public officials, community and business leaders, community groups and government staff through two regional summits, 31 stakeholder interviews, and public opinion research.

In addition, Metro evaluated a wide range of options for reducing greenhouse gas emissions by testing 144 different combinations of land use and transportation strategies to learn what it would take to meet



**Strategy Toolbox**  
Staff completed a comprehensive review of the latest research on greenhouse gas reduction strategies and their potential effectiveness and benefits.



the region's reduction target by 2035. Strategies we organized into six policy areas:

- Community design
- Pricing
- Marketing and incentives
- Roads
- Fleet
- Technology

Each of these policies areas included individual strategies that national research has shown to affect greenhouse gas emissions. Metro staff used a regionally tailored version of the Oregon Department of Transportation (ODOT) Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) model to conduct the scenario analysis – the same model used by state agencies to set the region's greenhouse gas emissions reduction target and ODOT develop the Statewide Transportation Strategy for reducing greenhouse gas emissions. GreenSTEP accounts for the synergies between the policy areas and other variables, including vehicle miles traveled, fuel consumption, fleet mix, vehicle technology, amount of transit service and road expansion provided and the location of forecasted future growth.

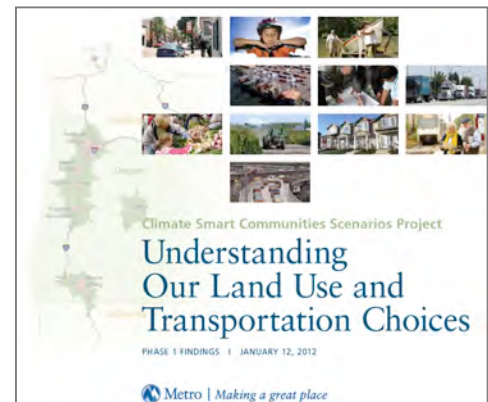
The initial scenario analysis found more than 90 of the 144 scenarios tested met or exceeded the target. The findings are summarized in *Understanding Our Land Use and Transportation Choices: Phase 1 Findings* (January 2012).

The Phase 1 findings indicated that current adopted plans and policies – if realized – along with state assumptions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and other alternative fuel vehicles, provide a strong foundation for meeting the state target. Although current plans move the region in the right direction, current funding is not sufficient to implement adopted local and regional plans. As a result, the region concluded that a key to meeting the target would be the various governmental agencies working together to develop public and private partnerships to invest in communities in ways that support adopted local and regional plans and reduce greenhouse gas emissions.

## **PHASE 2: SHAPING OUR LAND USE AND TRANSPORTATION CHOICES (JAN. 2012 – OCT. 2013)**

**Phase 2 began in January 2012 and concluded in October 2013.**

This phase focused on shaping and evaluating future choices for supporting community visions and meeting the state GHG emissions reduction target. Staff conducted a sensitivity analysis of the policy areas tested during Phase 1 to better understand the GHG emissions reduction potential of individual strategies within each policy area.<sup>1</sup> The policies tested included pay-as-you-drive insurance, use of technology to actively manage the transportation system, expanded transit service, user-based



### **Understanding Our Land Use and Transportation Choices**

Phase 1 concluded adopted plans provide a strong foundation for reducing greenhouse gas emissions and that a key to meeting state target would be developing public and private partnerships to invest in communities in ways that support local community and economic development goals.

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

pricing of transportation, transportation demand management programs, increased bicycle travel, carsharing and advancements in clean fuels and vehicle technologies.

Assuming adopted community plans and national fuel economy standards, the most effective individual policies for reducing greenhouse gas emissions were found to be:

- Fleet and technology advancements
- Transit service expansion
- User-based pricing of transportation (e.g., fuel price, pay-as-you-drive insurance, parking fees, mileage-based road use fee, and carbon fee)

The information derived from the sensitivity analysis was used to develop a five-star rating system for communicating the relative climate benefit of different policies. The potential reductions found for each individual policy area, and the star rating assigned, represent the potential effect of individual policy areas in isolation and do not capture greenhouse gas emissions reductions that may occur from synergies between multiple policies if implemented together.

It should be noted that the potential reductions achieved from increased walking and biking are likely underestimated due to known limitations with GreenSTEP.<sup>2</sup> It is also important to note that while some strategies did not individually achieve significant greenhouse gas emissions reductions, such as increasing walking or bicycle mode share or participation in marketing and incentives programs, they remain important elements to complement more effective strategies such as transit service expansion and building walkable downtowns and main streets as called for in adopted community plans and visions.

Metro also undertook an extensive consultation process by sharing the Phase 1 findings with cities, counties, county-level coordinating committees, regional advisory committees and state commissions. Staff also regularly convened a local government staff technical working group throughout 2012. The work group continued to provide technical advice to Metro staff, and assistance with engaging local government officials and senior staff.

In addition, Metro convened workshops with community leaders working to advance public health, social equity, environmental justice and environmental protection in the region. A series of discussion groups were held in partnership with developers and business associations across the region. More than 100 community and business leaders participated in the workshops and discussion groups from summer 2012 to winter 2013.

Eight case studies were produced to spotlight local government success stories related to strategies implemented to achieve their local community visions that also help to reduce greenhouse gas emissions. A video of local elected



More than 100 community and business leaders participated in the workshops and discussion groups that informed development of three scenarios to test and the criteria that would be used to evaluate and compare them.

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<sup>2</sup> Metro staff used a regionally tailored version of ODOT's Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) model to conduct the analysis. ODOT is currently working on enhancements to GreenSTEP to better account for pedestrian travel and address other limitations identified through the Climate Smart Communities Scenarios Project and development of the Statewide Transportation Strategy.

officials and other community and business leaders was produced as another tool for sharing information about the project and the range of strategies being considered.

Through these efforts, the Metro Council and regional advisory committees concluded that the region’s 2040 Growth Concept and the locally adopted land use and transportation plans that implement the growth concept should be the starting point for further scenario development and analysis.

**Figure 2** summarizes the three approaches evaluated in summer 2013. Each scenario was distinguished by an assumption of progressively higher levels of investment in adopted local and regional plans.

**Figure 2. Three approaches that were evaluated in 2013**

<b>Scenario</b> <b>A</b>	<b>RECENT TRENDS</b> This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.
<b>Scenario</b> <b>B</b>	<b>ADOPTED PLANS</b> This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.
<b>Scenario</b> <b>C</b>	<b>NEW PLANS &amp; POLICIES</b> This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

A set of criteria were developed through the Phase 2 engagement process that would be used to evaluate and compare the scenarios considering costs and benefits across public health, environmental, economic and social equity outcomes. As unanimously recommended by MPAC and JPACT, Council approved a resolution on June 6, 2013 directing staff to move forward into the analysis and report back with the results in Fall 2013.

**PHASE 3: DEVELOPMENT AND SELECTION OF A PREFERRED LAND USE AND TRANSPORTATION SCENARIO (OCT. 2013 – DEC. 2014)**

**Phase 3, the final phase of the process, began in October 2013 with release of the Phase 2 analysis results.** The results demonstrated that implementation of the 2040 Growth Concept and locally-adopted zoning, land use and transportation plans and policies make the state-mandated greenhouse gas emissions reduction target achievable – if the region is able to make the investments and take the actions needed to implement those plans. Scenario A fell short of the state mandated target, achieving a 12 percent reduction in per capita greenhouse gas emissions. Scenario B achieved a 24 percent reduction and Scenario C achieved a 36 percent reduction.

The analysis also demonstrated there are potentially significant long-term benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced congestion and delay and travel cost savings that come from driving more fuel efficient vehicles and traveling shorter distances.

Part of the analysis was conducted by the Oregon Health Authority through the Community Climate Choices Health Impact Assessment (HIA). The HIA built on a rapid HIA completed on a representative set of scenarios from Phase 1 and represents groundbreaking work to provide the region’s decision-makers with information about how the three scenarios may affect the health of people in the region before a final decision is made. The HIA found significant public health benefits from investments that increase physical activity, reduce air pollution and improve traffic safety.<sup>3</sup>

The Phase 2 analysis demonstrated that if the region continues investing in transportation at current levels (as reflected in Scenario A) the region will fall short of the state greenhouse gas emissions reduction target and other outcomes the region is working together to achieve – healthy and equitable communities, clean air and water, transportation choices, and a strong economy.

Release of the Phase 2 findings in October 2013 initiated Phase 3 and a regional discussion aimed at identifying which policies, investments and actions should be included in a preferred approach.

**SHAPING THE PREFERRED APPROACH IN 2014**

In February 2014, MPAC and JPACT approved moving forward to shape and recommend a preferred approach for the Metro Council to adopt by the end of 2014. As recommended by both policy committees, development of the key components of the preferred approach began with the adopted 2040 Growth Concept, the 2014 Regional Transportation Plan (RTP) and the adopted plans of the region’s cities and counties including local zoning, capital improvement, comprehensive and transportation system plans. During this time, the RTP was in the process of being updated to reflect changes to local, regional and state investment priorities, which were different from what was studied in Scenario B and Scenario C during Phase 2.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy priorities and possible trade-offs. The activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Interviews, discussion groups, and statistically valid public opinion research were used to gather input that was presented at a joint meeting of MPAC and JPACT on April 11, 2014. In addition, more detailed information about the policy areas under consideration was provided in a discussion guide, including estimated costs, potential benefits and impacts, and a comparison of the relative climate benefits and cost of six policy areas.<sup>4</sup>



**Community Choices Health Impact Assessment**

The Community Climate Choices HIA was conducted to provide health information and evidence-based recommendations to inform the selection of a final scenario.



**Discussion guide for policymakers**

The guide summarized the results of the Phase 2 analysis and public input received through the Community Choices engagement activities.

<sup>3</sup> The Community Choices Health Impact Assessment is available to download at [www.healthoregon.org/hia](http://www.healthoregon.org/hia).

<sup>4</sup> *Shaping the Preferred Approach: A Policymakers Discussion Guide* is available to download from the project website at [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios)

The six policy areas discussed at the joint meeting are:

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

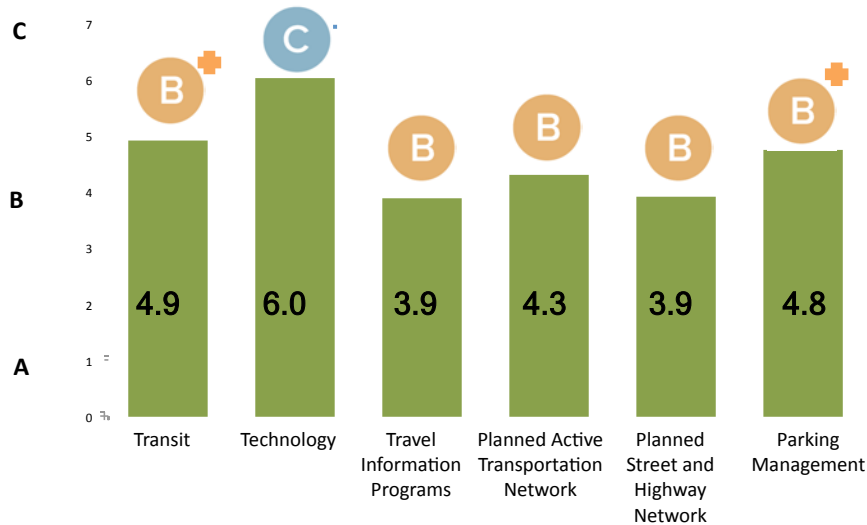
After receiving additional information about the policy options and previous engagement activities, MPAC and JPACT discussed the six policy areas contained within the Scenarios A, B and C. The April 11 meeting concluded with a straw poll conducted of members to identify the desired levels of investment to assume in the region’s draft approach using a scale of 1 to 7, with 1 representing the level of investment in Scenario A and 7 representing the level of investment in Scenario C. **Figure 3** summarizes the results of the straw poll.

**Figure 3. April 11 MPAC/JPACT Straw Poll Results**

## April 11 JPACT/MPAC Straw poll results

Preferences for Scenarios A, B, C and in-Between Scenarios

Averages of all respondents (mean):

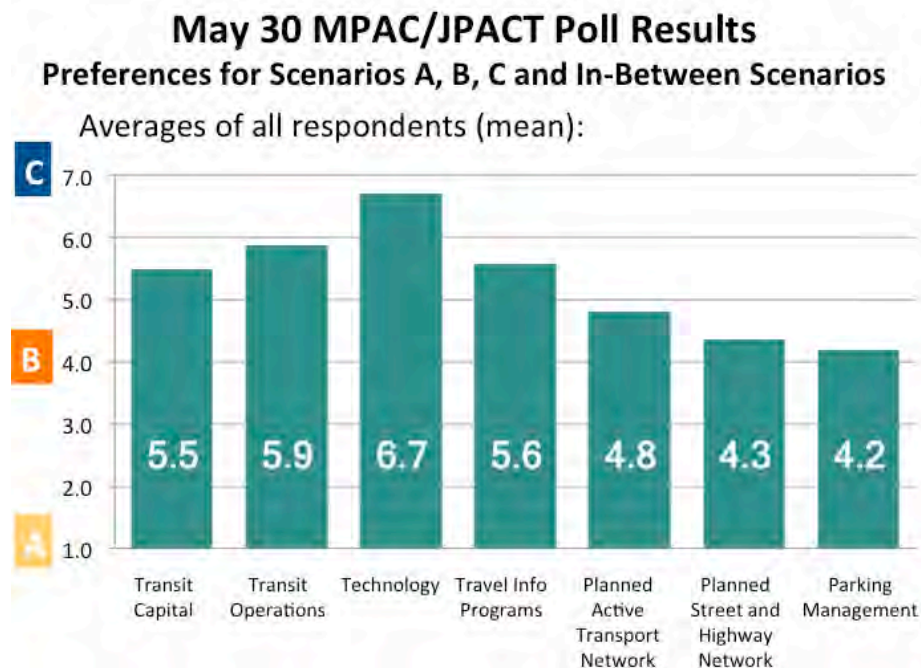


Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the straw poll results, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 12, a MTAC/TPAC workshop was held to begin shaping a recommendation to JPACT and MPAC on a draft approach, factoring cost, the region’s six desired outcomes, the April 11 straw poll results, and other input received from the public and county-level coordinating committees. MTAC and TPAC further refined their recommendation to JPACT and MPAC on May 21 and May 23, respectively. The refinements included more directly connecting their recommendations on the draft approach to the 2014 RTP in anticipation of the plan’s adoption on July 17, 2014.

On May 30, a joint meeting of the MPAC and JPACT was held to review additional cost information, public input, the April 11 straw poll results and recommendations from MTAC and TPAC on a draft approach for testing. After discussion of each recommendation, the committees took a poll to confirm the levels of investment to assume in the region’s draft approach – using a scale of 1 to 7, with 1 representing the level of investment in Scenario A and 7 representing the level of investment in Scenario C.

At the end of the meeting, both policy committees unanimously recommended forwarding the results of the May 30 poll to the Metro Council as the draft approach recommended for staff to study during the summer, 2014. The poll results are summarized in **Figure 4**.

**Figure 4. May 30 MPAC/JPACT poll results on levels of investment recommended in the draft approach for testing**



On June 19, 2014, the Metro Council directed staff to evaluate the draft approach as recommended by MPAC and JPACT on May 30, 2014. The draft approach recommended for study includes the following assumptions:

- **Growth** - adopted local and regional land use plans, including the 2040 Growth Concept, as assumed in the 2035 growth distribution adopted by the Metro Council in 2012<sup>5</sup>
- **State and federal actions related to advancements in fuels and vehicle fleet and technologies** - assumptions used by the state when adopting the region’s reduction target to account for

<sup>5</sup> The 2035 growth distribution reflects locally adopted comprehensive plans and zoning as of 2010 and assumes an estimated 12,000 acres of urban growth boundary expansion by 2035. Metro’s assumption about UGB expansion is not intended as a land use decision authorizing an amendment through this ordinance. Instead, the assumption about UGB expansion is included for purposes of analysis to assure that UGB expansion – if subsequently adopted by Metro and approved by LCDC – would be consistent with regional efforts to reduce greenhouse gas emissions. Review of any UGB expansion will occur through the UGB Amendment process provided for by ORS 197.626(a) and OAR Chapter 660, Division 24.

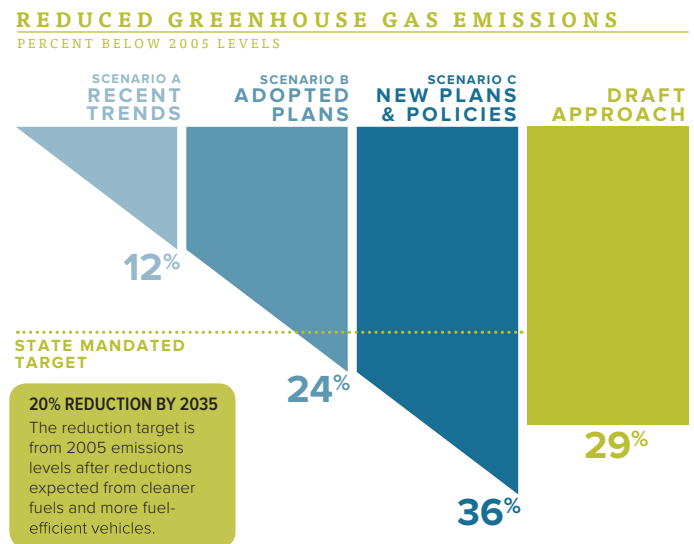
anticipated state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles<sup>6</sup>

- **Transportation investments** - local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) on July 17, 2014 to address current and future transportation needs in the region, including:
  - the financially constrained 2014 RTP level of investment for streets, highways and active transportation
  - the financially constrained 2014 RTP assumptions for parking management, which link varying levels of parking management to the availability of high capacity transit, frequent bus service and active transportation in 2040 centers
  - the full 2014 RTP level of investment for transit service and related capital improvements needed to support increased service levels to be able to more fully implement community and regional transit service identified in transit service plans
  - the full 2014 RTP level of investment for transportation system management and operations technologies to actively manage the transportation system and reduce delay
  - a higher level of investment than assumed in the full 2014 RTP for travel information and incentive programs to increase carpooling, bicycling, walking and use of transit.

Metro staff worked with the project’s technical work group over the summer to develop modeling assumptions to reflect the draft approach. **Attachment 1** provides a summary of the key planning assumptions studied in the draft approach.

Staff completed the evaluation in August, 2014. Analysis shows the draft approach, if implemented, achieves a 29 percent per capita reduction in greenhouse gas emissions as shown in **Figure 5**. But the draft approach does more than just meet the target. It will deliver significant environmental and economic benefits to communities and the region, including:

- 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



**Figure 5. Estimated greenhouse gas emissions reduction from implementation of the draft approach**

<sup>6</sup> The assumptions were developed based on the best available information and current estimates about improvements in vehicle technologies and fuels and will be reviewed by LCDC in 2015.

for vehicle travel helps household budgets and allows people to spend money on other priorities; this is particularly important for households of modest means.

In addition, the Oregon Health Authority completed a third health impact assessment to evaluate the health impacts of the draft approach. The assessment found that the investments in land use and transportation under consideration in the draft approach not only protect health by reducing the risks of climate change, they will also deliver significant public health benefits to communities and the region, including:

- 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.

The HIA also monetized expected public health benefits to help demonstrate the economic benefits that can result from improved public health outcomes. Analysis found that by 2035 the region could save \$100 – \$125 million per year in healthcare costs related to illness from implementing the draft approach.

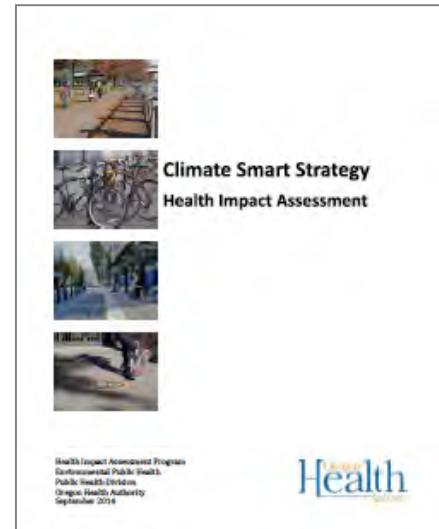
Staff also prepared cost estimates to implement the draft approach. At \$24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP (\$29 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$19 billion). The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated 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 existing and anticipated revenues.

While the recommended level of investment for transit service and related capital, transportation system management technologies and travel information and incentive programs is more than what is adopted in the financially constrained 2014 RTP, the estimated costs fall within the full 2014 RTP funding assumptions the region has agreed to work toward as part of meeting statewide planning goals. 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 the region’s 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 providing a significant return on investment.

**Attachment 2** to the staff report summarizes the results of the analysis.

## **CLIMATE SMART COMMUNITIES STRATEGY**

After a four-year collaborative process informed by research, analysis, community engagement and discussion, community, business and elected leaders have shaped a draft Climate Smart Communities Strategy that meets the state mandate and supports the plans and visions that have already been adopted by communities and the region.



### **Climate Smart Strategy Health Impact Assessment**

The Climate Smart Strategy HIA was conducted to provide health information and evidence-based recommendations on the draft approach.



On September 15, 2014, Metro staff launched an online survey and released the results of the analysis and the preferred land use and transportation scenario under OAR 660-044-0040 for review and comment through October 30, 2014:

- **Draft Climate Smart Strategy** (*an overview of the draft approach as unanimously recommended for study by MPAC and JPACT on May 30, 2014*)
- **Draft Implementation Recommendations** (*recommended policy, possible actions and monitoring approach organized in three parts*)
  1. **Draft Regional Framework Plan Amendments** identify refinements to existing regional policies to integrate the key components of the Climate Smart Communities Strategy, including performance measures for tracking the region's progress on implementing the strategy.
  2. **Draft Toolbox of Possible Actions (2015-20)** identifies possible near-term (within the next 5 years) actions that the Oregon Legislature, state agencies and commissions, Metro, cities and counties and special districts can take to begin implementation of the Climate Smart Communities Strategy. The toolbox is a comprehensive menu of more than 200 policy, program and funding actions that can be tailored to best support local, regional and state plans and visions that, if implemented, will reduce greenhouse gas emissions in ways that support community and economic development goals.

The toolbox does not mandate adoption of any particular policy or action. It builds on the research, analysis, community engagement and discussion completed during the past four years and was developed with the recognition that some tools and actions may work in some locations but not in others. It emphasizes the need for many diverse partners to work together to begin implementation of the Climate Smart Communities Strategy and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. Updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to implement the *Toolbox of Possible Actions* in ways that can be locally tailored.

3. **Draft Performance Monitoring Approach** identifies measures and aspirational targets that reflect what was assumed in the strategy to evaluate and report on the region's progress toward implementing key components of the Climate Smart Communities Strategy through scheduled updates to the RTP and Urban Growth Report, and in response to Oregon State Statutes ORS 197.301 and ORS 197.296. The monitoring approach builds on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements.

Metro sought and received comments on the draft Climate Smart Strategy, draft Regional Framework Plan Amendments, draft Toolbox of Possible Actions (2015-2020) and draft Performance Monitoring Approach from MPAC, JPACT, MTAC, TPAC, state agencies and commissions, including the Oregon Department of Transportation, the Oregon Department of Environmental Quality, the Oregon Department of Land Conservation and Development, and the Land Conservation and Development Commission, local governments in the region, the Port of Portland; public, private and non-profit organizations; and the public. The Metro Council held public hearings on October 30 and December 18, 2014.

A report documenting comments received through October 30, 2014 is provided in **Attachment 3**.

## **WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION**

Adoption of the preferred scenario under OAR 660-044-0040 – the Climate Smart Communities Strategy and supporting implementation recommendations – presents an opportunity for MPAC, JPACT and the Metro Council and others to work together to demonstrate leadership on climate change and address challenges related to transportation funding and implementing adopted local and regional plans, including transit service plans.

The preferred scenario adopted by this ordinance sets the foundation for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing local and regional efforts to create healthy, equitable communities and a strong economy. The ordinance recommends local regional and state implementation actions and allows for local flexibility to support the differences among the region’s cities and counties. The ordinance also acknowledges that implementation of adopted local and regional plans, including transit service plans, as called for in the Climate Smart Communities Strategy and supporting implementation recommendations, will require new resources and active participation from a full range of partners over the long-term. MPAC and JPACT have agreed to work together with the Metro Council and other public and private partners to begin implementation in 2015 and recommend three priority actions as a starting point.

The preferred scenario will initially be implemented through amendments to Metro’s Regional Framework Plan in December 2014 and the three priority actions. Implementation through Metro’s Regional Transportation Plan, functional plans, local comprehensive plans, land use regulations and transportation system plans will occur through future actions as defined by administrative rules adopted by LCDC.<sup>7</sup>

### **ANALYSIS/INFORMATION**

1. **Known Opposition** None known. MPAC and JPACT unanimously recommended the Climate Smart Communities Strategy (attached to this ordinance as Exhibit A) for study on May 30, 2014.
2. **Legal Antecedents** Several state and regional laws and actions relate to this action.

#### **Metro Council actions**

- Resolution No. 08-3931 (For the Purpose of Adopting a Definition of Sustainability to Direct Metro's Internal Operations, Planning Efforts, and Role as a Regional Convener), adopted on April 3, 2008.
- Ordinance No. 10-1241B (For the Purpose of Amending the 2004 Regional Transportation Plan to Comply with State Law; To Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; To Amend the Regional Transportation Functional Plan and Add it to the Metro Code; To Amend the Regional Framework Plan; And to Amend the Urban Growth Management Functional Plan), adopted on June 10, 2010.
- Ordinance No. 10-1244B (For the Purpose of Making the Greatest Place and Providing Capacity for Housing and Employment to the Year 2030; Amending the Regional Framework Plan and the Metro Code; and Declaring an Emergency), adopted on December 16, 2010.
- Resolution No. 12-4324 (For the Purpose of Accepting the Climate Smart Communities Scenarios Project Phase 1 findings and Strategy Toolbox for the Portland Metropolitan Region to Acknowledge the Work Completed to Date and Initiate Phase 2 of the Climate Smart Communities Scenarios Project), adopted on January 26, 2012.

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<sup>7</sup> OAR 660-044-0040 and OAR 660-044-0045.

- Ordinance No. 12-1292A (For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2035 to Traffic Analysis Zones in the Region Consistent With the Forecast Adopted By Ordinance No. 11-1264B in Fulfillment of Metro's Population Coordination Responsibility Under ORS 195.036), adopted on November 29, 2012.
- Resolution No. 13-4338 (For the Purpose of Directing Staff to Move Forward With the Phase 2 of the Climate Smart Communities Scenarios Project Evaluation), adopted on June 6, 2013.
- Resolution No. 14-4539 (For the Purpose of Directing Staff to Test a Draft Approach and Complete Phase 3 of the Climate Smart Communities Scenarios Project), adopted June 19, 2014.
- Ordinance No. 14-1340 (For the Purpose of Amending the 2035 Regional Transportation Plan to Comply With Federal and State Law; and to Amend the Regional Framework Plan), adopted July 17, 2014.

### **State of Oregon actions**

- Oregon House Bill 3543, the Climate Change Integration Act, passed by the Oregon Legislature in 2007, codifies state greenhouse gas reduction goals and establishes the Oregon Global Warming Commission and the Oregon Climate Research Institute in the Oregon University System.
- Oregon House Bill 2001, the Jobs and Transportation Act, passed by the Oregon Legislature in 2009, directs Metro to conduct greenhouse gas emissions reduction scenario planning and LCDC to adopt reduction targets for each of Oregon's metropolitan planning organizations.
- Oregon House Bill 2186, passed by the Oregon Legislature in 2009, directs work to be conducted by the Metropolitan Planning Organization Greenhouse Gas Emissions Task Force.
- Oregon Senate Bill 1059, passed by the Oregon Legislature in 2009, directs planning activities to reduce greenhouse gas emissions in the transportation sector and identifies ODOT as the lead agency for implementing its requirements. This work is being conducted through the Oregon Sustainable Transportation Initiative.
- OAR 660-044, the Metropolitan Greenhouse Gas Reduction Targets Rule, adopted by the Land Conservation and Development Commission (LCDC) in May 2011, and amended in November 2012.

### **3. Anticipated Effects**

- Staff will transmit a final report and the decision record, including this ordinance, exhibits to the ordinance, the staff report to the ordinance and attachments to the staff report, to the Land Conservation and Development Commission in the manner of periodic review by January 31, 2015.
- The preferred scenario under OAR 660-044-0040, adopted by this ordinance and reflected in the Climate Smart Communities Strategy and supporting implementation recommendations, will be further implemented through the next scheduled update to the Regional Transportation Plan by December 31, 2018. Staff will begin scoping the work plan for the next update to the Regional Transportation Plan, and identify by September 30, 2015, a schedule and outline of policy decisions and resources needed.

- 4. Budget Impacts** This phase of the project is funded in the current budget through Metro and ODOT funds. Implementation of the Climate Smart Communities Strategy will be determined through future budget actions.

### **RECOMMENDED ACTION**

Staff recommends approval of Ordinance 14-1346.

**TPAC/MTAC Recommended GreenSTEP Inputs to Reflect May 30 MPAC and JPACT Draft Approach**

☛ = Phase 3 draft approach model input

**Phase 2: 2010 base year and alternative scenario inputs**

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
<b>Strategy</b>	Households in mixed use areas (percent)	26%	36%	☛ 37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	☛ 12,000 acres	12,000 acres
	Drive alone trips under 10 miles that shift to bike (percent)	9%	10%	15% ☛ 17%	20%
	Transit service (daily revenue hours)	4,900	5,600	6,200 ☛ 9,400	11,200
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	☛ 30% / 30%	50% / 50%
<b>Pricing</b>	Pay-as-you-drive insurance (percent of households participating)	0%	20%	☛ 40%	100%
	Gas tax (cost per gallon 2005\$)	\$0.42	☛ \$0.48	\$0.73	\$0.18
	Road user fee (cost per mile)	\$0	\$0	☛ \$0	\$0.03
	Carbon emissions fee (cost per ton)	\$0	\$0	☛ \$0	\$50

Note: Gas tax assumption to be held in constant 2005\$ to be consistent with Oregon’s revenue forecast scenario recommended for metropolitan transportation plans (Feb. 2011) and Statewide Transportation Strategy analysis.

**☐ = Phase 3 draft approach model input**

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

**Strategy**

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30% ☐ <b>45%</b>	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30% ☐ <b>45%</b>	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20% ☐ <b>30%</b>	40%
	Carsharing in high density areas (participation rate)	One carshare per 5000 vehicles	Twice the number of carshare vehicles available	Same as Scenario A	Four times the number of carshare vehicles available
	Carsharing in medium density areas (participation rate)	One carshare per 5000 vehicles	Same as today	Twice the number of carshare vehicles	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	<b>12/31</b> -9 miles	<b>15/336</b> -81 miles (RTP Financially Constrained)	<b>2014 RTP FC</b> <b>46/409</b> 105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	☐ 35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
	Fleet turnover rate	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	☐	auto: 68.5 mpg light truck: 47.7 mpg	
	Carbon intensity of fuels	90 g CO <sub>2</sub> e/megajoule	72 g CO <sub>2</sub> e/megajoule		
	Plug-in hybrid electric/all electric vehicles (percent)	auto: 0% / 1% light truck: 0% / 1%	auto: 8% / 26% light truck: 2% / 26%		

Note: [1] Freeway and arterial lane miles added were incorrectly reported and have been updated to reflect what was tested in Phase 2. The difference between the 2010 RTP FC and 2014 RTP FC lane miles is largely due to the addition of the Sunrise Corridor Project and ODOT auxiliary lane projects.



# CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



## 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.**

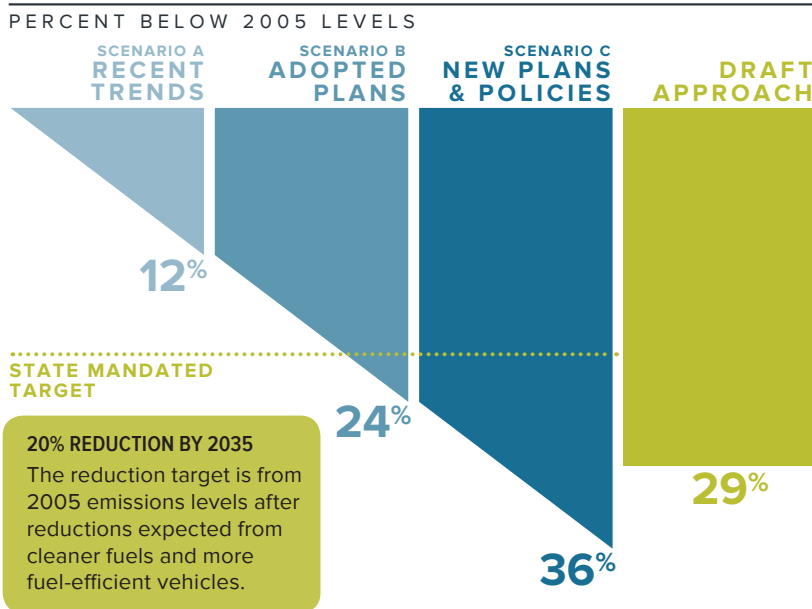
However, we will fall short if we continue investing at current levels.

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



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 ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

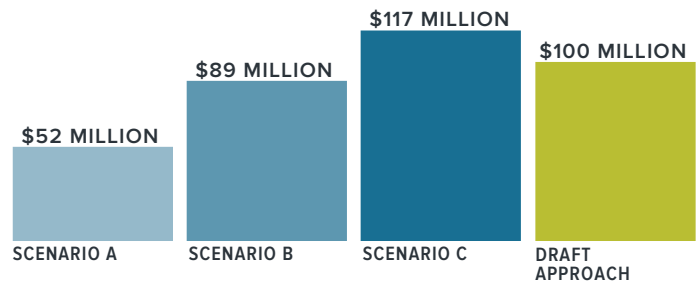
By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

- 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

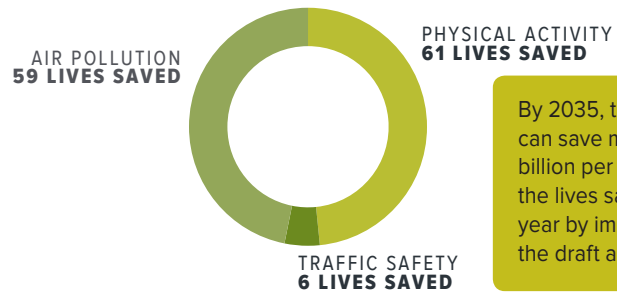
ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS (MILLIONS, 2010\$)



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

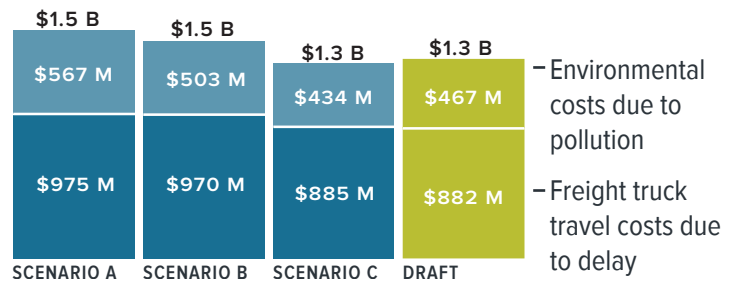
LIVES SAVED EACH YEAR BY 2035



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

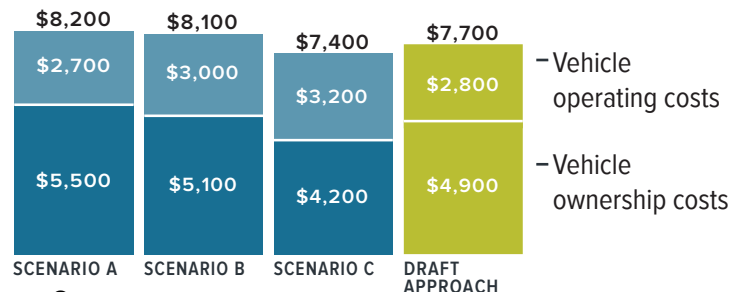
ANNUAL ENVIRONMENTAL AND FREIGHT TRUCK TRAVEL COSTS IN 2035 (MILLIONS, 2005\$)



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).\*

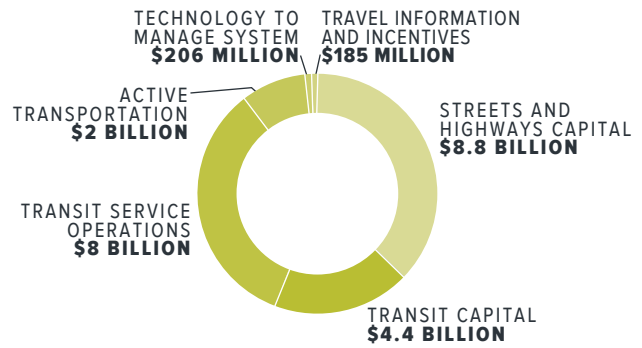
### More transportation options are available.

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.

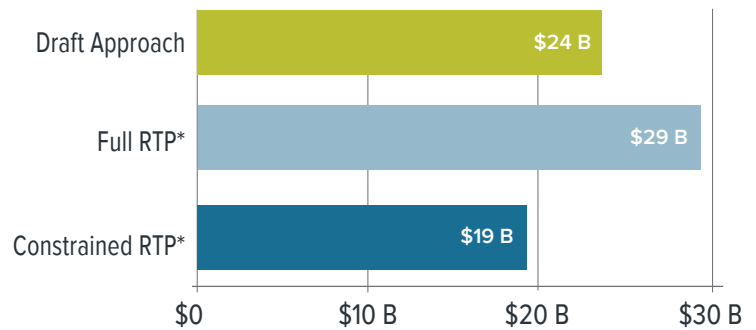
The cost to implement the draft approach is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate our road system. While this is about \$630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return 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?

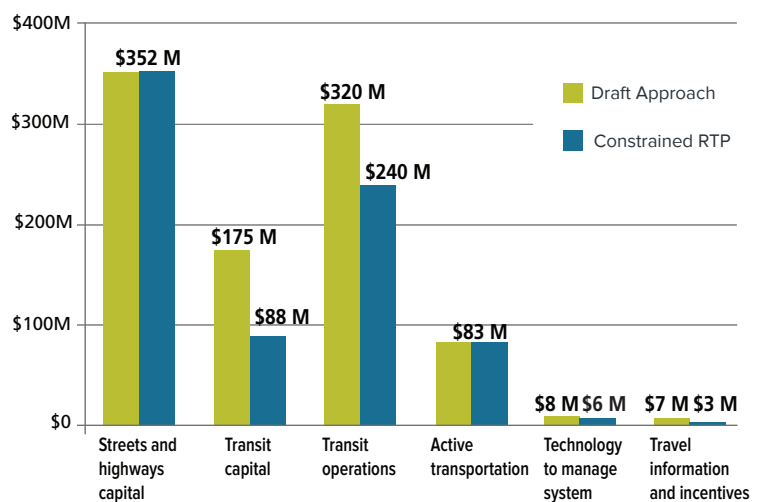


Investment costs are in 2014\$. The total cost does not include road-related operations, maintenance and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are \$12 billion through 2035.

### \$ 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.

## Attachment 2 to Staff Report to Ordinance 14-1346

### 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

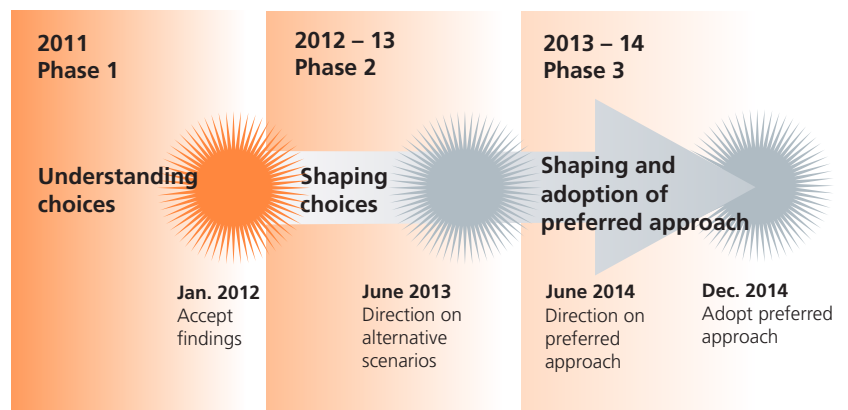
**December 2014** MPAC and JPACT make recommendation to Metro Council

**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](http://oregonmetro.gov/climatescenarios).

For email updates, send a message to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov).



**CLIMATE  
SMART  
COMMUNITIES**  
SCENARIOS PROJECT

# Public Engagement Report

To be finalized following the  
Oct. 30 close of comment  
period

xx, 2014

**MAKING A  
GREAT  
PLACE**



## 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](http://www.oregonmetro.gov/climatescenarios)**

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn

Agenda Item No. 3.0

**OREGON CONVENTION CENTER HOTEL REVENUE BONDS  
METHOD OF SALE**

Metro Council Work Session  
Thursday, November 6, 2014  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** 11/06/14

**LENGTH:** 20 minutes

**PRESENTATION TITLE:** OCC Hotel Revenue Bonds Method of Sale

**DEPARTMENT:** FRS

**PRESENTER(S):** Tim Collier, FRS, X1917 and Ken Rust, PFM

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To inform Council of the upcoming sale of revenue bonds and the method of sale, in this case a negotiated sale and what that entails.
- Outcome: Council understands how staff came to the decision of selecting the negotiated sale method.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

With the approval of the Development and Financing Agreement with regards to the Oregon Convention Center Hotel by Council on June 26, 2014, one of the requirements of the agreement is that Metro will issue revenue bonds in an amount sufficient to provide net proceeds for hotel construction of not more than \$60 million at the time the bonds are closed, which is currently projected to be spring of 2015. The Council gave authority to sell those bonds with Resolution 14-4531. The bonds are to be repaid through the Visitor Facilities IGA as agreed to in October of 2013.

When selling municipal bonds there are two pre-dominant sale methods; competitive bid and negotiated sale. Typically Metro uses a competitive bid sale method, where bidding terms for the bonds are posted and multiple underwriting firms have the opportunity to bid on them in an open bidding format at a specified date and time. The bonds are awarded to the lowest qualified bid as measured in terms of true interest cost on the bonds. In contrast, a negotiated sale first involves selecting the underwriting firm or firms through a competitive Request for Proposal (RFP) process. Interested and qualified underwriting firms submit proposals that respond to the terms of the RFP, demonstrating their experience and ability to most cost-effectively underwrite or purchase the bonds that will be issued. Proposals are reviewed and evaluated based on selection criteria set forth in the RFP, and the best qualified underwriting firm, or group of firms, is selected. When the bonds are ready to be sold the sale terms for the bonds (i.e., principal amount, interest rates on bond maturities, underwriting fees, etc.) are negotiated with the underwriting firm, taking into account then current market conditions. When terms have been negotiated and agreed to, the underwriting firm commits to purchasing the bonds pursuant to a bond purchase agreement.

Staff has selected the negotiated sale method, due to the complexity of the project and the uniqueness of the repayment structure. Metro has never used the negotiated sale method before when issuing bonds.

### QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council have a clear understanding of how staff reached the negotiated sale conclusion?
- Is there any additional clarification on the sale method needed?

**PACKET MATERIALS**

- Would legislation be required for Council action  Yes X No
- If yes, is draft legislation attached?  Yes  No

Agenda Item No. 4.0

**ENTERPRISING PLACES PROGRAM UPDATE**

Metro Council Work Session  
Thursday, November 6, 2014  
Metro Regional Center, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** November 6, 2014

**LENGTH:** 30 minutes

**PRESENTATION TITLE:** Enterprising Places Program Update

**DEPARTMENT:** Planning and Development

**PRESENTER(S):** Elissa Gertler, x1752, [Elissa.Gertler@oregonmetro.gov](mailto:Elissa.Gertler@oregonmetro.gov)  
Deb Meihoff, Communitas Planning

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Update Council regarding the Development Center's Enterprising Places program and recommendations of the Enterprising Places Steering Committee for the proposed eligible areas for the program.
- **Outcome:** Obtain direction from Council in order to finalize the districts throughout the region that will be eligible to apply for Enterprising Places grants.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Enterprising Places program is part of the Development Center's work to promote on-the-ground implementation of the 2040 Growth Concept. The Council adopted the District Revitalization Program Work Plan on March 20, 2014. At the time, the Council asked that staff develop a more engaging program name. The work outlined in the District Revitalization Program Work Plan will be carried out under the new program name, **Enterprising Places**. Two types of grants will be competitively awarded: Storefront Improvement matching grants of up to \$50,000 will be awarded to qualifying private property owners and businesses that are willing to invest in their storefronts and demonstrate best practices for commercial district revitalization and redevelopment. Smaller District Transformation grants of up to \$10,000 will be competitively awarded to support other types of innovative revitalization initiatives in local communities. In addition, the Enterprising Places program will partner with a local Community Development Financial Institution (CDFI) to assist in the administration of program grants, improve access to capital, and advise small entrepreneurs regarding their credit options and business management practices.

Since adoption of the program work plan last spring, staff has been working to develop communications materials to support the program and have issued a Request for Proposals to identify a financial partner. Staff and consultants have conducted analyses of local conditions and readiness of downtowns and Main Street districts throughout the region, and developed recommendations regarding those locations that should be eligible to apply for Enterprising Places grants. Staff has identified and the Chief Operating Officer (COO) has approved a steering committee of six community members with a wide array of expertise who, along with Councilor Kathryn Harrington, will serve in an advisory capacity to the COO to provide expert guidance, review and investment recommendations.



The Enterprising Places Steering Committee had an initial meeting in on October 22, 2014. The primary objective of this meeting was to familiarize committee members with the mission and general structure of the program and to share the Assessment of Eligible Districts prepared by staff and consultants. At the second committee meeting on November 3, 2014, the Steering Committee will make recommendations to the COO regarding areas of the region that should be eligible to apply for Enterprising Places grants. The COO will issue Seven-day Notice to the Council to inform the Council of eligible area designations. Given that this is an important aspect of this new program, staff has arranged for the Council to have the opportunity to also review and discuss the Steering Committee's recommendations for proposed eligible areas. During the Seven-day period, the Council also has the option to bring the matter forward for formal action.

### **QUESTIONS FOR COUNCIL CONSIDERATION**

- Does the Council have questions about the recommendation of the Enterprising Places Steering Committee regarding the areas of the region that will be designated eligible to apply for Enterprising Places grants?

### **PACKET MATERIALS**

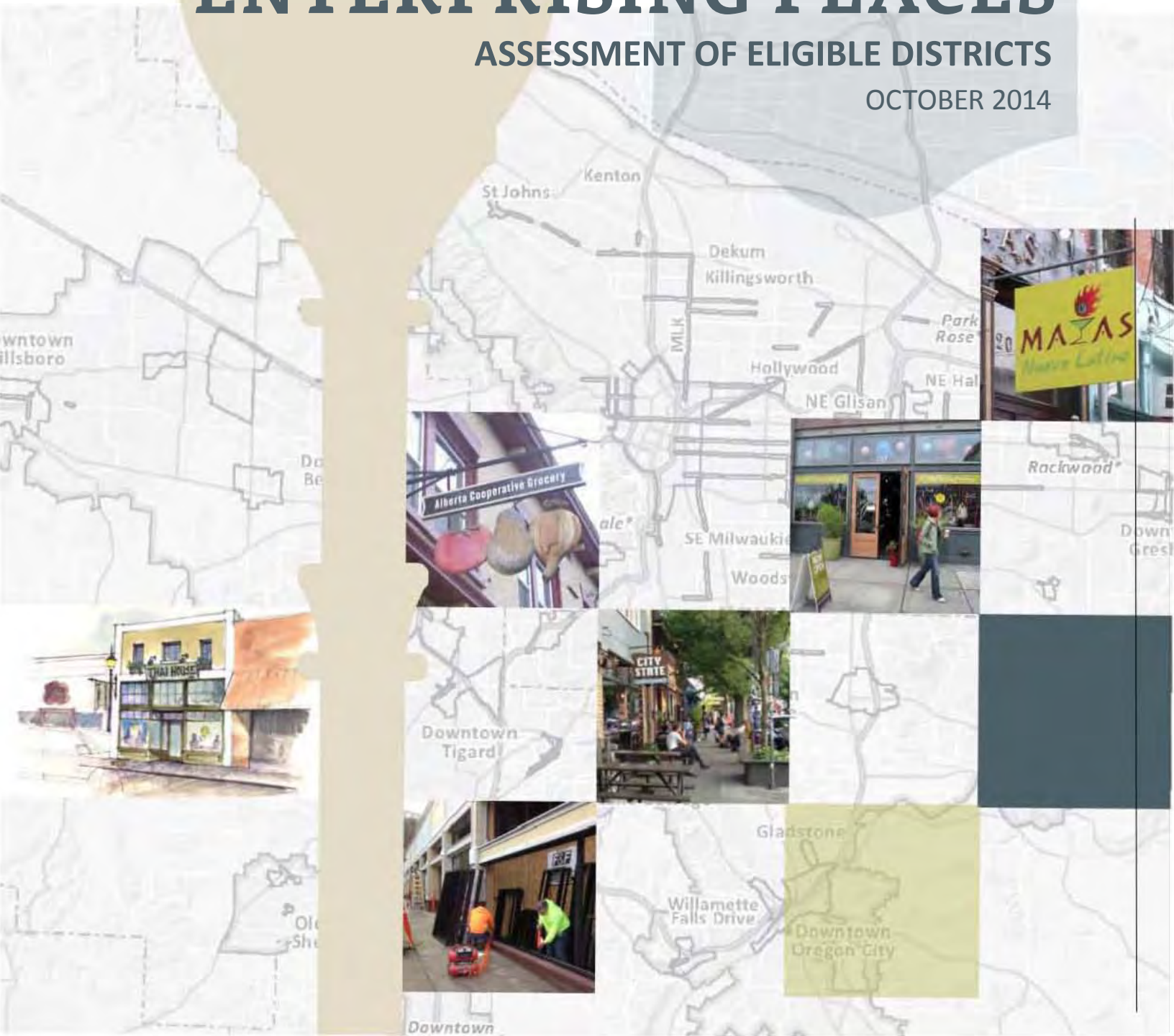
- Would legislation be required for Council action  Yes  No
- If yes, is draft legislation attached?  Yes  No
- What other materials are you presenting today?

*Enterprising Places Assessment of Eligible Districts (separate binder will be handed out in advance).*

# ENTERPRISING PLACES

ASSESSMENT OF ELIGIBLE DISTRICTS

OCTOBER 2014



**PREPARED BY:**

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## INTRODUCTION

The Enterprising Places program is part of the Metro Development Center's work to help implement the region's 2040 Growth Concept by promoting the development of vibrant downtowns and main streets that will attract new growth and investment in a compact urban form. Program activities both bolster and leverage efforts by local cities, property owners, business owners, and other stakeholders to revitalize historic commercial districts, build profitability and value, and spark a virtuous cycle of investment.

Since 2012, the Development Center staff have piloted a range of revitalization workshops, grants and storefront projects in targeted locations. Based on stakeholder feedback from community partners and lessons learned from pilot phase activities, staff developed a work plan to co-invest with local businesses and property owners and support innovative revitalization projects in commercial districts throughout the region. The Enterprising Places program seeks to target grants in districts that are not yet capable of supporting market-rate development, but where physical improvements and revitalization activities could help to spur growth of local businesses, attract private investment, and bring jobs and amenities to surrounding neighborhoods in the near term. Enterprising Places is an important approach for Metro to demonstrate its commitment to implementation of the 2040 vision, leverage prior infrastructure investments, realize the economic potential of downtowns and main streets, and set the stage to help attract future investment and infill.

The Enterprising Places program has three key program components:

- **Storefront Improvement Matching Grants** for projects with the potential to catalyze physical and economic transformation of the district and that demonstrate best practices for revitalization
- **District Transformation Grants** to encourage and reward community collaborations and innovations that support district placemaking and revitalization
- **Financial Resources** to level the playing field for small businesses and property owners so they have the capital necessary to make transformative physical improvements

Approximately \$200,000 of grant funding is available to support Storefront Improvement projects and District Revitalization projects in the 2014-15 fiscal year. At this level of funding, staff anticipate the program will issue approximately 3-6 storefront grants ranging between \$5,000-\$50,000 as well as several district transformation grants of up to \$10,000.

The Enterprising Places program team developed a process to assess which commercial districts around the region would be the best match for the program goals and could potentially realize impactful change with limited resources. What follows is a summary of the steps taken to determine which commercial districts best meet the established criteria for Enterprising Places resources and the outcomes of that assessment.

## STEPS TO ASSESS ELIGIBILITY

During development of the Enterprising Places work plan, the project team assembled a panel of local experts in redevelopment, architecture, finance, revitalization, and retail business practices to help Metro consider the most appropriate approaches and locations for new investments under this program. While the panel initially set out to define indicators of revitalization and develop a methodology utilizing market data to compare the revitalization needs of different districts, the group ultimately concluded there is insufficient data collected and reported on a consistent basis across the region. Given this reality, the project team determined that it was more appropriate to take a “common sense approach” to observe and analyze revitalization indicators, using the team’s collective professional experience and regional knowledge, along with field-verification and coordination with local cities.

The “common sense approach” involved five main steps: (1) an initial review and screening of the 2040 centers and main streets as well as emerging centers, (2) field visits and follow-up research for places that had the greatest potential to meet the program eligibility criteria (see listing on page 7), (3) application of the work plan criteria to determine and define boundaries for eligibility, (4) peer review of the assessment, and (5) outreach to economic development and planning staff in those cities with districts under consideration to confirm that the Enterprising Places program would be a good fit with local priorities and initiatives.

### Initial Screen

Using the 2040 Growth Concept (page 13) as the base map, the team first screened 2040 regional centers, town centers and main streets based on their urban form characteristics and retail conditions to identify those locations where underlying conditions were favorable enough to warrant investment. During this initial screen, the team also considered indicators of market strength (new mixed-use construction with ground floor retail, new higher-density residential development, etc.) that would suggest public incentives were not necessary to stimulate reinvestment. In addition to the centers and main streets delineated in the 2040 Growth Concept, the team also added to the review some districts that have emerged since the 2040 map was created.

The initial screen was used to eliminate: places that have clear market viability – those places in which market forces have already triggered a virtuous cycle of reinvestment and therefore do not require additional public intervention (such as the close-in districts of Portland like North Mississippi, inner Southeast Division Street, and Northwest 23rd Avenue); places for which the urban form is not appropriate for the Enterprising Places tools (such as Washington Square, Lake Grove, and King City); and places that are new centers or have yet to emerge (such as Bethany, Tanasbourne/Amber Glen, and Pleasant Valley). The districts that made it through the initial screening included both places that could clearly meet the program criteria, as well as places with which the team had less familiarity, requiring further field evaluation in order to make a determination.

It should be noted that a number of areas designated as main streets under the 2040 Growth Concept today show the development patterns and urban form characteristics of auto-oriented arterials. Though many of these areas, particularly in East Portland, Gresham, and Beaverton, are commercial districts that serve adjacent neighborhoods, and many of these areas are in distinct need of revitalization, these locations such as Southeast 122nd and Division, and 82nd Avenue, were removed from consideration. While the project team recognized the significant need in these neighborhoods and carefully considered if the Enterprising Places grants could be an effective tool in these locations, it was decided that other Metro programs and more significant regional investment initiatives such as the Powell-Division Transit and Development Project, have a greater chance of stimulating positive change and reinvestment in these areas.

### **Fieldwork and Criteria Assessment**

Once the initial screen was complete, the project team visited every commercial district that appeared to have the right elements to meet eligibility criteria as well as those places where the team lacked sufficient information to determine potential eligibility.

Armed with zoning maps and a camera, team members walked the streets block by block to observe the building stock, infrastructure, and retail environment. Information gathered from the fieldwork was summarized in the assessment worksheets that follow in this report. In many cases additional research was performed to understand local priorities, resources, planned activities, or indicators of emerging revitalization. The team consulted cities' websites for vision documents, urban renewal plans, and scheduled infrastructure projects. In some cases, team members also reviewed newspaper reports or public announcements of private sector projects.

The fieldwork and research culminated with a proposed list of districts that have adequate urban form and needy, but not overripe, market conditions. These are the locations which best reflect the investment criteria outlined in the program work plan, and are the places where Metro's modest investments of Enterprising Places program funds would be most likely to spur additional revitalization and investment.

### **Boundary Determination**

Potential boundary maps were created for each of the places on the proposed list of eligible districts. The primary goal in delineating the boundaries was to identify the core retail nodes and community centers of activity. The objective was to keep the boundary tight and concentrate revitalization at each district's core, whereby multiple projects might occur in close proximity, tangibly improve district vitality and catalyze additional investment.

To the greatest extent practical, eligible boundary lines were drawn to locally-designated zoning districts. In some communities the storefront/retail zoning is drawn tightly around core properties in their downtown or main street area, but in other areas, the zoning

designations are broad and/or extend for stretches well beyond the retail core. In the instances where zoning wasn't an adequate determinant, eligible boundaries were drawn from the observational analysis of retail environment and areas that contained the greatest concentration of storefronts in need of rehabilitation, as to meet the mission of the program.

### **Peer Review and Local City Review**

The project team met again with members of the expert panel to discuss the proposed list, consider boundary maps and information presented in the assessment worksheets, and to review photos and observations of market activity. The team made additional adjustments to the assessments and boundaries for the program and also considered which districts show a high readiness for storefront improvements vs. those districts where it would be more appropriate to limit eligibility to only the District Transformation grant program.

As a final step, the project team contacted economic development and planning staff in each of the cities to gauge alignment with local priorities and to verify boundary assumptions. All 10 cities confirmed a desire for Metro to roll out the program in their eligible districts. Several cities requested minor boundary adjustments (see notes on boundaries in the assessments that follow).

## **FINDINGS**

The assessment identified 22 districts in the region where local conditions align well with Metro's established program criteria, where investment in revitalization is warranted and where it is anticipated that Metro's grants could bring local benefit. The identified districts are listed below, and also displayed in the table on page 9 which summarizes field observations made for each criterion.

Pages 10 – 11 of this report feature summary assessment worksheets and maps prepared for each district. The first page of each worksheet shows assessments made for each of the program criterion including field notes regarding local conditions observed. Information provided on the second page of the worksheets – “District Context” and “Summary Demographics” – was not used to determine eligibility. The information was gathered to provide additional insight to the process and help understand the local context for each district and how these districts may achieve program objectives related to the built environment, economic prosperity, leadership, and equity.

The “Summary Demographics” figures and maps for each district quantify demographic information for the surrounding “buffer” area loosely representative of the districts immediate market-shed. It should be noted that demographic information presented was calculated for a half-mile buffer area around City of Portland districts, and a one-mile buffer area for other local cities.

## **Grant Eligibility Determination**

Thirteen of the 22 districts were deemed appropriate for both Storefront Improvement and District Transformation grants. For the remaining nine districts, it was deemed more appropriate to restrict eligibility only to District Transformation Grants. The underlying reasons for this restriction varied: in some cases, aspects of urban form or retail activity were considered insufficient to support storefront investments; in the case of many Portland districts, the Portland Development Commission (PDC) and Metro mutually concluded that PDC's storefront resources in urban renewal areas are robust and sufficient to meet local needs.

## **Proposed Districts Eligible for District Transformation Grants Only**

42nd Avenue, Northeast Portland  
Cornelius (downtown)  
Foster, Southeast Portland  
Kenton, North Portland  
Mid-Lombard, North Portland  
Martin Luther King Jr. Boulevard, Northeast Portland  
Parkrose, Northeast Portland  
Rockwood, Gresham  
St. Johns, North Portland

## **Proposed Districts Eligible for District Transformation and Storefront Improvement**

Beaverton Old Town  
Brooklyn, Southeast Portland  
Forest Grove (downtown)  
Gladstone (downtown)  
Glisan Street, Northeast Portland  
Gresham (downtown)  
Hillsboro (downtown)  
Milwaukie (downtown)  
Montavilla, Southeast Portland  
Oregon City Downtown  
Roseway, Northeast Portland  
Tigard (downtown)  
Woodstock, Southeast Portland



## **Nature of Proposed Eligible Districts**

It should be noted that despite consistent alignment with program criteria, each of the districts proposed for eligibility has unique urban form, building stock, business climate, and market characteristics. Indeed, some of the districts deemed appropriate for eligibility already have indicators that revitalization is under way, while others are not as far along. This assessment is a snapshot of conditions observed between May and August of 2014, and the ebb and flow of real estate and retail conditions may mean that new development proposals, vacancies, and businesses have emerged in the interim. When eligible areas are re-evaluated in three years (as called for in the program work plan) some districts may be appropriate to remove from eligibility if there are signs that current market conditions adequately support reinvestment and public incentives are no longer needed. It is assumed that other districts may take longer to show activity, and require more concerted and persistent outreach to engage potential grant applicants that are ready to invest or initiate district transformation projects.

## **Number of Proposed Eligible Districts vs. Available Grant Funds**

The total number of districts proposed for eligibility may seem substantial in light of the current limited grant resources available. This was a point that received significant discussion during the peer review process as both the project team and the peer reviewers were wary of the prospect of needlessly frustrating potential grantees if the number of worthy applications were to markedly outstrip the availability of grant funds. However, after further consideration of many factors, and particularly in light of Metro's recent pilot project experiences, the project team feels that it is not necessarily advisable to further winnow down the proposed number of eligible districts. Absent direct experience in many of the proposed areas, it is difficult to determine at this time how much interest there may be in the grants, nor is it yet known how motivated and prepared property and business owners are to invest.

Even when owners are motivated, many factors such as financing capacity, leasing terms, and the owner's availability to take on a project must all align for small scale renovation projects of this nature to come to fruition. Similarly, district-wide initiatives to transform communities often require the buy-in, energy, and sustained dedication of multiple parties to get off the ground. For these reasons, the project team believes it is most prudent at this juncture to include a wide range of locations in the initial eligible pool for both grant programs. While the project team is fully cognizant of the limited grant funds Metro has to offer, given that the Enterprising Places program strives to model best practices for revitalization, it is desirable to have a reasonable level of competition for grants so that Metro's limited resources flow to the projects that will have the most compelling and transformative impact.

The initial response received following the introduction and promotion of the Enterprising Places grants may lead Metro and the Steering Committee to consider future refinements to the number of eligible areas, or adjustments to specific district boundaries. If demand for grants significantly exceeds available resources, Metro may also consider allocating additional funds to the program in future budget years.

## KEY TO CRITERIA USED IN ASSESSMENTS

The criteria used in the assessments were derived from the Metro Council-approved program work plan. Each potential area was analyzed against the criteria through the process outlined on the preceding pages.

**Pedestrian connectivity** Sidewalks are continuous along commercial streets and have walkable access to adjacent neighborhoods.

**Urban street grid** There is an existing urban street grid with two-way traffic, on street parking, and narrow road widths (one travel lane each direction, or two very narrow lanes each direction).

**Streetscape** The majority of the area has adequate streetscape amenities to encourage pedestrian activity, such as planting strips/trees, benches, garbage cans, flower baskets, bicycle parking, etc.

**Blockface** The majority of the area has high lot coverage with most buildings fronting directly on the sidewalk.

**Needed rehabilitation** The majority of buildings are older (pre-1950) and have not experienced visible reinvestment in the past 5-10 years.

**Commercial** The majority of buildings in the area are commercial or mixed use with ground floor commercial spaces that can readily accommodate retail business.

**Retail environment** There exists a high density of existing retail businesses, services, and amenities.

**Underserved** The investment has the potential to bring increased services and amenities to underserved communities and neighborhoods.

**Ground floor vacancies** Observed vacant buildings and ground floor tenant spaces.

## REGIONAL AVERAGE DEMOGRAPHIC DATA

In the sections that follow, demographic data is summarized on the second page of each district's profile. This information may be compared to the following regional figures:

**% Low income** **27.83%**

Individuals living in households with income at or below 18% of federal poverty level

**% People of color** **26.58%**

Individuals self-identified as non-white or Hispanic/Latino

**% Limited English** **8.71%**

Individuals self-identified as speaking English less than 'very well'.



# Proposed Eligible Districts

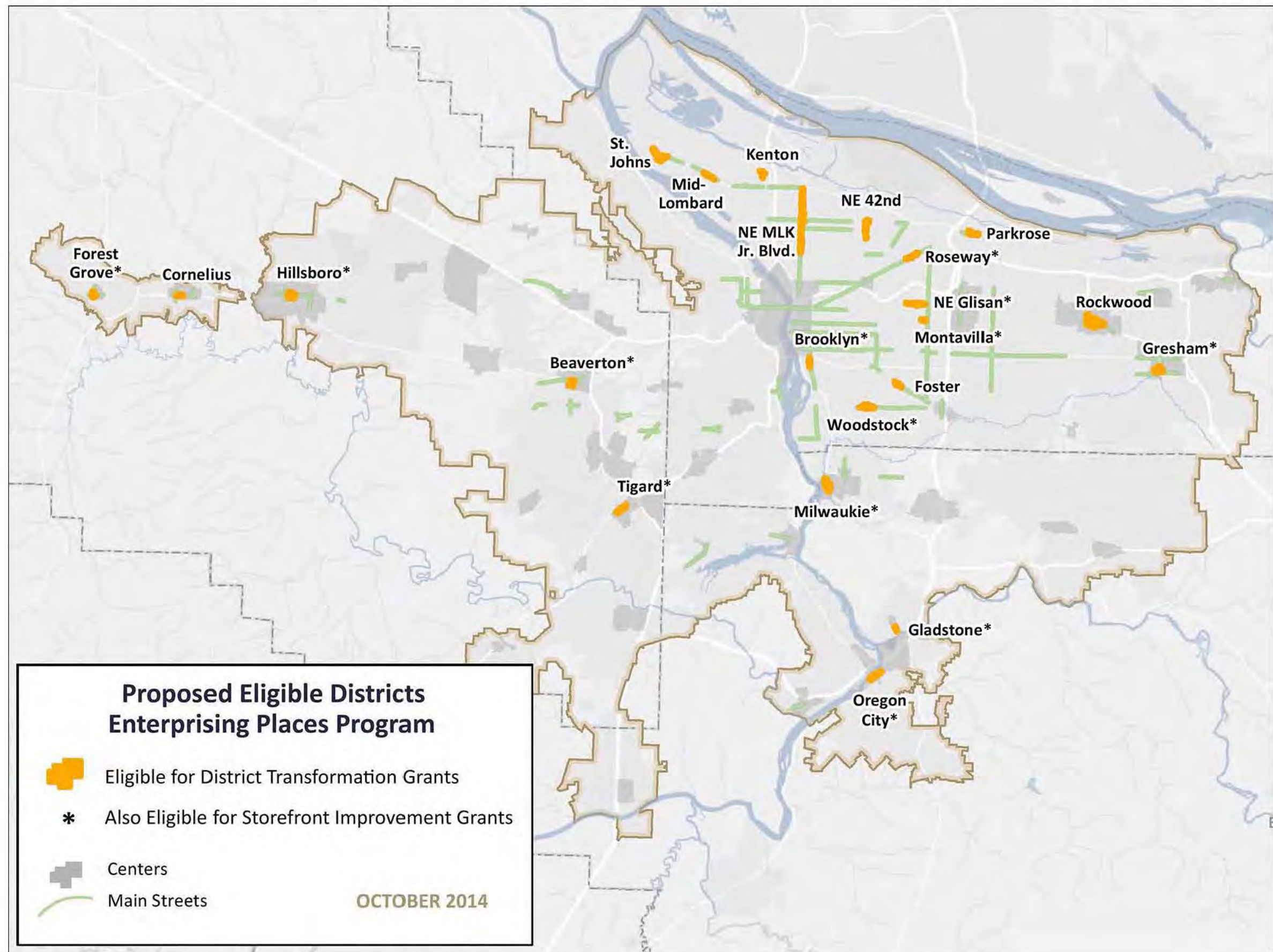
## Investment Criteria and Determination of Grant Eligibility

District	Investment Criteria									Grant Eligibility	
	Infrastructure			Building Stock			Activity			Storefront Improvement	District Transformation
	pedestrian connectivity	urban street grid	streetscape	blockface	needed rehabilitation	commercial	retail environment	underserved area	ground vacancies		
42nd Avenue NE Portland	✓	✓	✓	✓	✓	✓	✓	✓		NO	YES
Beaverton Old Town	✓	✓	✓	✓	✓	✓	✓	✓		YES	YES
Brooklyn SE Portland	✓	✓	✓	✓	✓	✓	✓	✓	✓	YES	YES
Cornelius	✓	✓	✓		✓	✓		✓		NO	YES
Forest Grove	✓	✓	✓	✓	✓	✓	✓	✓		YES	YES
Foster SE Portland	✓	✓		✓	✓	✓	✓			NO	YES
Gladstone	✓	✓	✓	✓	✓	✓		✓		YES	YES
Glisan NE Portland	✓	✓	✓	✓	✓	✓	✓	✓	✓	YES	YES
Gresham	✓	✓	✓	✓	✓	✓	✓	✓	✓	YES	YES
Hillsboro	✓	✓	✓	✓	✓	✓	✓	✓	✓	YES	YES
Kenton N Portland	✓	✓	✓	✓		✓	✓	✓		NO	YES
Lombard N Portland	✓	✓	✓	✓	✓	✓	✓	✓		NO	YE
MLK Jr Blvd NE Portland	✓	✓	varies	✓	✓	varies	✓	varies		NO	YES
Milwaukie	✓	✓	✓	✓	✓	✓	✓	✓		YES	YES
Montavilla SE Portland	✓	✓	✓	✓	✓	✓	✓	✓		YES	YES
Oregon City	✓	✓	✓	✓	✓	✓	✓	✓	✓	YES	YES
Parkrose NE Portland	✓	✓	✓	✓	✓	✓	✓	✓		NO	YES
Rockwood Gresham	✓	✓	✓		✓	✓		✓	✓	NO	YES
Roseway NE Portland	✓	✓		✓	✓	✓	✓		✓	YES	YES
St Johns N Portland	✓	✓	✓	✓	✓	✓	✓	✓		NO	YES
Tigard	✓	✓	✓	✓	✓	✓	✓	✓	✓	YES	YES
Woodstock SE Portland	✓	✓	✓	✓	✓	✓	✓			YES	YES

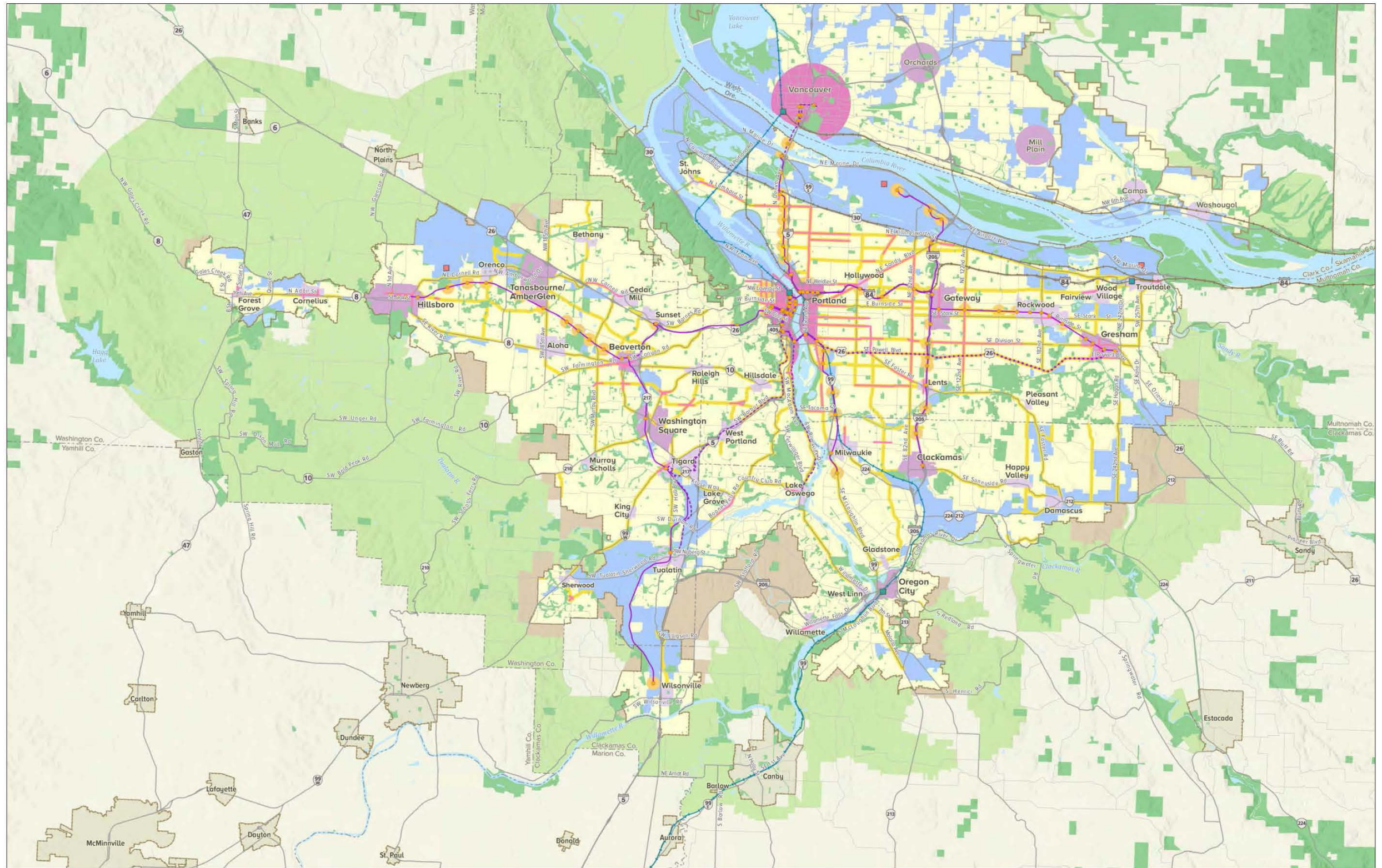
### Districts Assessed but Determined Ineligible

Primary Factor for Ineligibility

District	Primary Factor for Ineligibility	
	Evidence of adequate market support	Below threshold for investment criteria
10th Avenue Hillsboro		✓
92nd Avenue SE Portland		✓
Aloha		✓
Cully NE Portland		✓
Dekum NE Portland		✓
Fairview NE Halsey		✓
Gateway/Halsey NE Portland		✓
Hillsdale SW Portland		✓
Hollywood NE Portland	✓	
Killingsworth N Portland		✓
Lake Oswego	✓	
Multnomah SW Portland	✓	
Sellwood SE Portland	✓	
Sherwood	✓	
Troutdale	✓	
Tualatin		✓
Westmoreland SE Portland	✓	
Willamette Falls West Linn	✓	
Wilsonville		✓

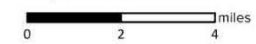






# 2040 Growth Concept Map

September 2014



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors are appreciated.

The Metro 2040 Growth Concept defines the form of regional growth and development for the Portland metropolitan region. The Growth Concept was adopted in December 1995 through the Region 2040 planning and public involvement process. This concept is intended to provide long-term growth management of the region.

The map highlights elements of parallel planning efforts including: the 2035 Regional Transportation Plan that outlines investments in multiple modes of transportation, and a commitment to local policies and investments that will help the region better accommodate growth within its centers, corridors and employment areas.

For more information on these initiatives, visit <http://www.oregonmetro.gov/2040>

- Central city
- Regional center
- Town center
- Station communities
- Main streets
- Corridors
- Employment land
- Parks and natural areas
- Neighborhood
- Rural reserve
- Urban reserve
- Urban growth boundaries
- Existing high capacity transit
- Planned high capacity transit
- Proposed high capacity transit tier 1
- Mainline freight
- High speed rail
- County boundaries
- Neighboring cities
- Airports
- Intercity rail terminal







# NE 42nd Avenue

## City of Portland

The NE 42<sup>nd</sup> Avenue district rests at the confluence of three different neighborhoods — Beaumont-Wilshire, Concordia and Cully. The community encompassing the district is one of the most socioeconomically diverse in the state. The area contains a mix of older storefronts (early 20thC.) along with post-WWII retail developments. NE 42<sup>nd</sup> Avenue serves as the heart of community with numerous destinations, such as the PCC Workforce Training Center, Delphina’s Bakery, St. Charles Church, and Fernhill and Wilshire Parks.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	NE 42nd Avenue has adequate sidewalks and safe crossings. The area connects into the historic urban street grid, with excellent pedestrian connections to adjacent residential areas.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The older storefronts in the area appear to need well-designed improvements to improve the retail environment. There are some gaps in the blockface but generally the building stock warrants reinvestment and could support an active commercial district.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most all storefronts observed are occupied. There are a few auto-oriented businesses, but the area contains a number of specialty retailers and shops that appear to be serving the everyday needs of the surrounding community.
underserved area	✓	
ground floor vacancies		

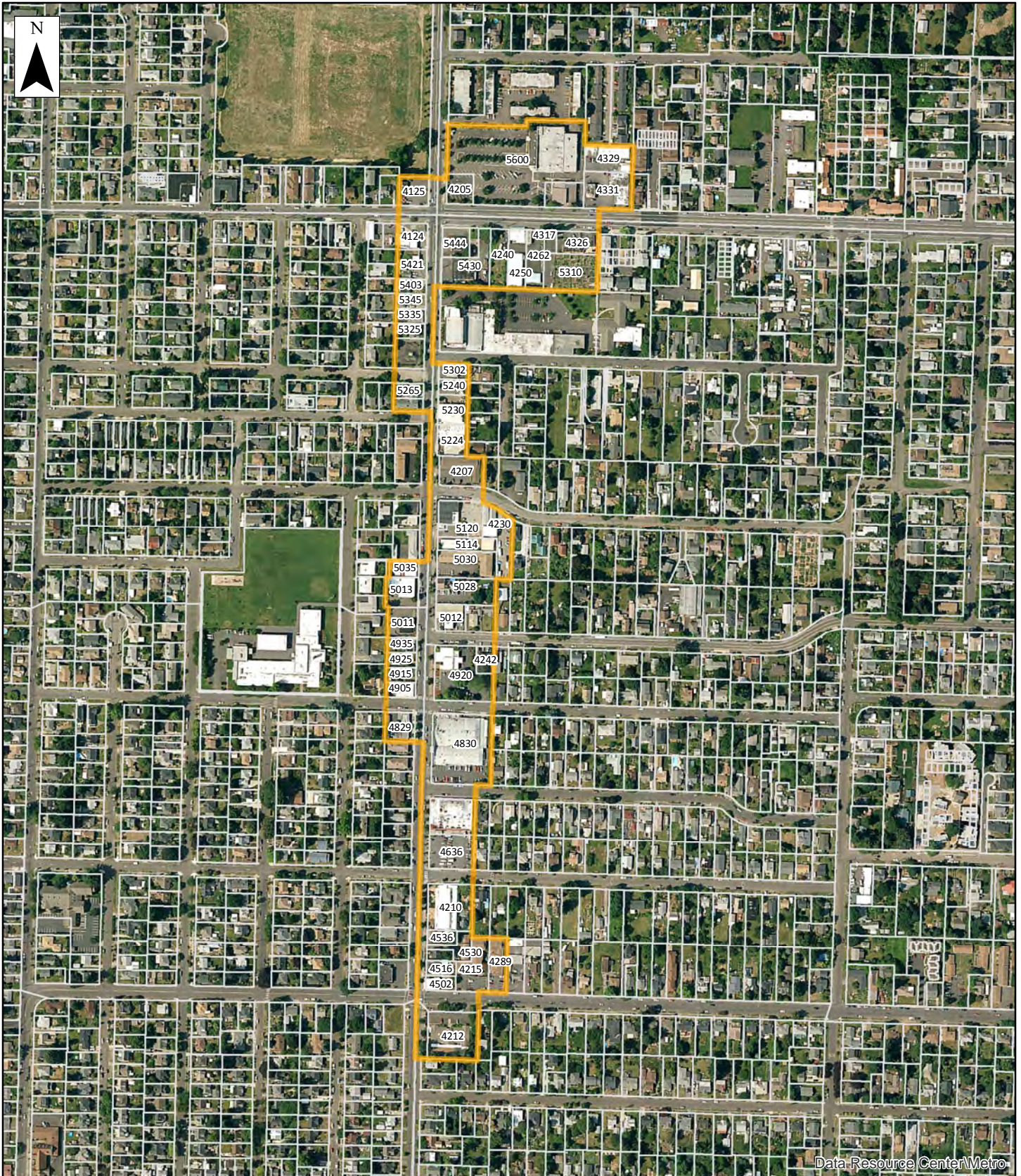
Note: Eligibility for Enterprising Places Storefront Improvement grants is not recommended because this district is currently served by the Portland Development Commission’s Neighborhood Prosperity Initiative and PDC staff has indicated that additional resources for storefront improvement are not needed at this time.

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>NO</b>	<b>YES</b>

## NE 42nd Ave. Portland

District Context	
<b>Zoning</b>	General Commercial (commercial and mixed use)
<b>Notes on boundary</b>	Eligible area follows the boundary for the General Commercial zoning designation.
<b>Destinations and attractions</b>	Cully Farmers' Market, Workforce Training Center, Fernhill and Wilshire Parks, St. Charles Church
<b>Local urban renewal district</b>	Yes
<b>2014-15 urban renewal budget</b>	\$72,000
<b>Local storefront program</b>	No [NPI area]

Summary Demographics	
<b>Total population within ½ mile</b>	9,530
<b>% Low income</b> individuals living in households with income at or below 185% of the federal poverty level	31% low income within ½ mile of district
<b>% People of color</b> individuals self-identified as non-white or Hispanic/Latino	34% people of color
<b>% Limited English</b> individuals self-identified as speaking English less than 'very well'	8% limited English



Data Resource Center/Metro

## Enterprising Places

Proposed Eligible Area: N.E. 42nd

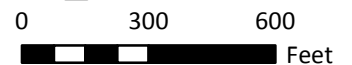
October, 2014



Eligible area



Property lines





**Demographic Profile of Population Within Buffer Area**

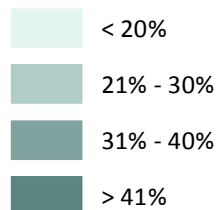
Population	% Low-income	% People of color	% Limited English
9,530	31%	34%	8%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

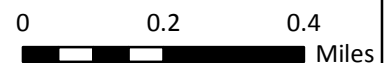
Proposed Eligible Area: N.E. 42nd  
 Demographic Profile  
 October, 2014



**% Low-income**



- Eligible area
- Arterial streets
- Half mile buffer



Data source: U.S. Census Bureau, 2010 Census Summary File 1, Tables P8 and P9; 2008-2012 American Community Survey Table DP02 and Table S1701. Map saved 9/3/2014 at M:\plan\drc\projects\14060\_Storefronts\_Revitalization\MXD\Enterprising\_Places\_halfmile\_BufferArea.mxd

# Beaverton Old Town

## City of Beaverton

The Old Town area of Beaverton is a historic town center located along and south of Farmington Road (Highway 10) and along historic Broadway Street just north of Farmington. The area contains a mix of older storefronts (early 20<sup>th</sup>C.) along with post-WWII retail developments. Old Town is the heart of community activities and features a range of civic facilities, including the public library and children’s fountain, year-round farmers’ market, Beaverton Historic Center, and the main post office. Old town is also the location of popular destination businesses such as the renowned Beaverton Bakery.

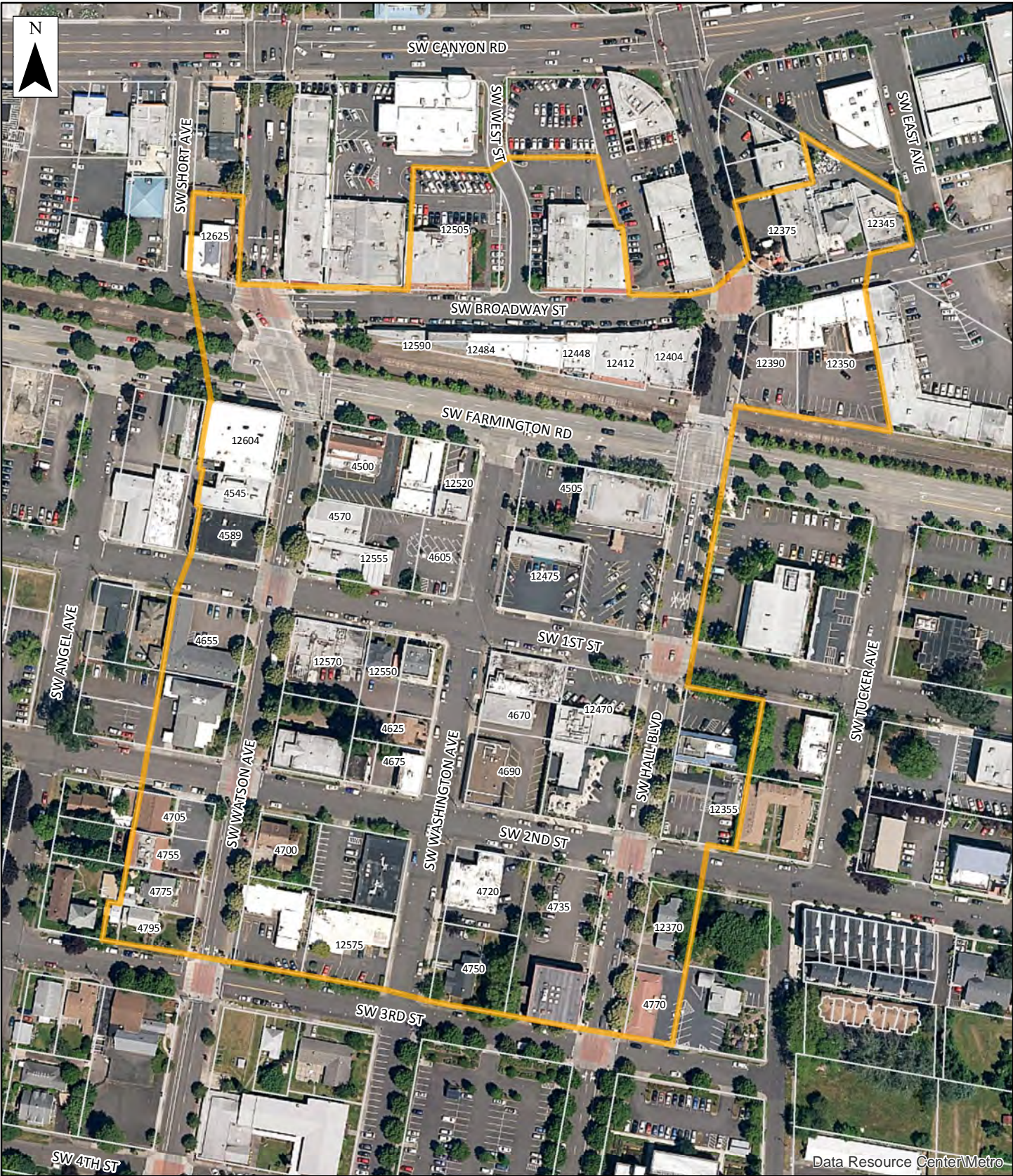
Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Old Town Beaverton is the only part of downtown that has an urban street grid. Hall and Watson, which bracket the area, are one-way streets, but the speeds and general street environment are conducive to retail investment.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The area contains a few historic structures, especially along Broadway and Farmington. Some of the older storefronts, such as DeCarli’s restaurant, have been renovated, but others appear to need well-designed improvements to enhance the retail environment.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Storefronts observed are occupied. However, a number appear to be under-utilized and could accommodate additional tenancy or more active uses.
underserved area	✓	
ground floor vacancies		

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>

## Beaverton Old Town

District Context	
<b>Zoning</b>	Downtown Regional Center – Old Town District (retail / commercial and mixed use)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the 2040 Main Street Designation. The eligible area also includes properties fronting Washington Avenue. Properties along Broadway that also front Canyon Road were excluded, as was the public parking lot at SW Hall and Farmington.
<b>Destinations and attractions</b>	City Library, City Park, farmers’ market (year round), Beaverton Bakery, post office, Last Friday events
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$664,000
<b>Local storefront program</b>	Yes (currently funded by City’s CDBG program)

Summary Demographics	
<b>Total population within 1 mile</b>	20,878
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	45% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	42% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than ‘very well’	15% limited English



Data Resource Center Metro

# Enterprising Places

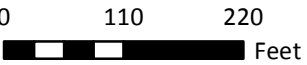
Proposed Eligible Area: Old Town Beaverton  
 October, 2014



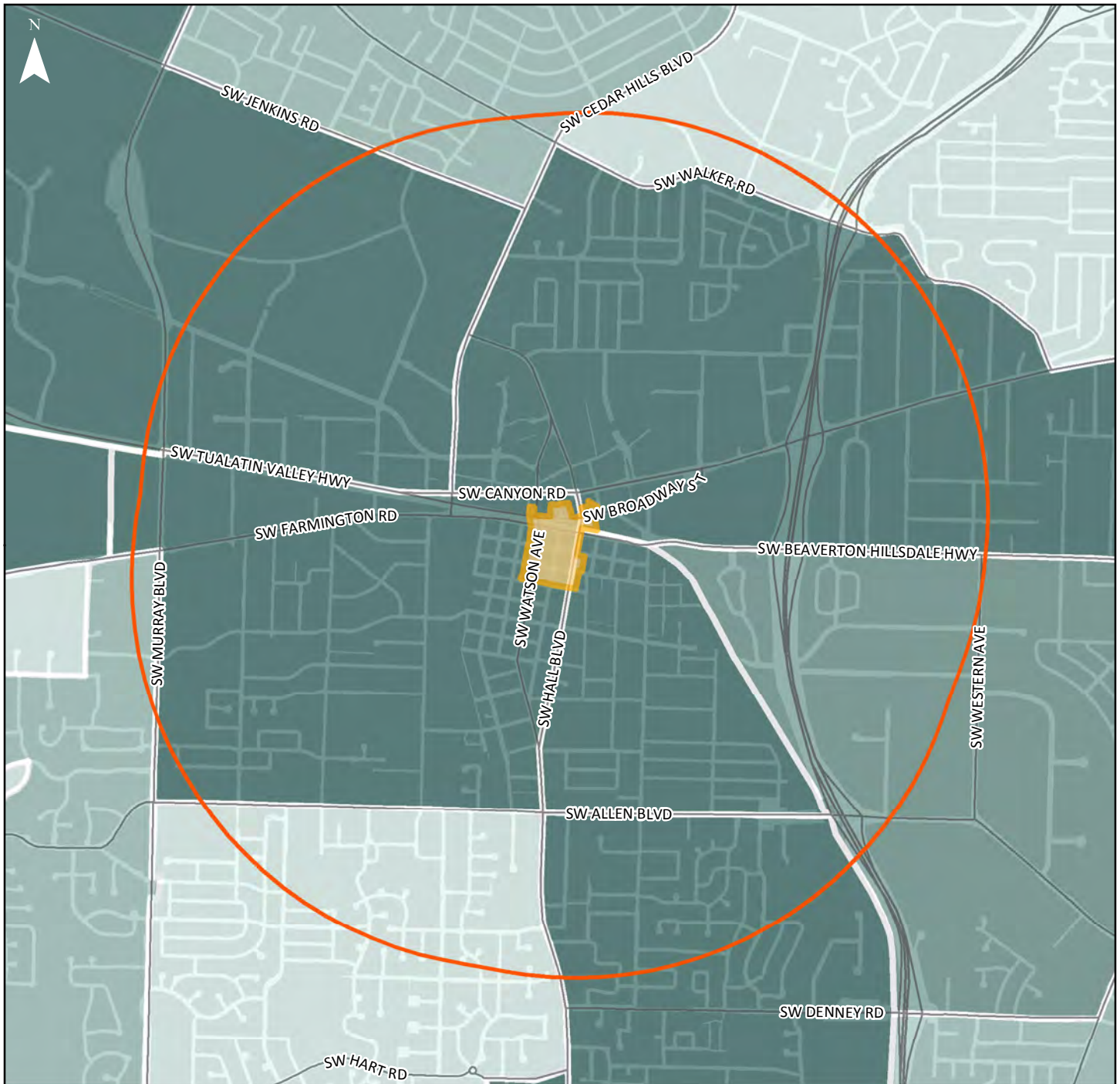
Eligible area



Property lines







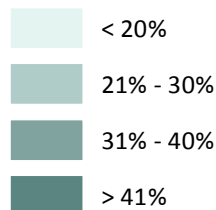
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
20,878	45%	42%	15%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Old Town Beaverton  
 Demographic Profile  
 October, 2014

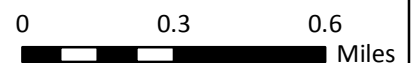
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# Brooklyn

## City of Portland

The neighborhood retail corridor on SE Milwaukie Ave. from Powell Boulevard south to Center Street in Portland serves as a main street for the Brooklyn community. The area contains a mix of older storefronts (early 20<sup>th</sup>C.) along with post-WWII retail developments. SE Milwaukie Ave. features a number of destination attractions such as the Aladdin Theater, Brooklyn Park, professional services, and food/beverage outlets.

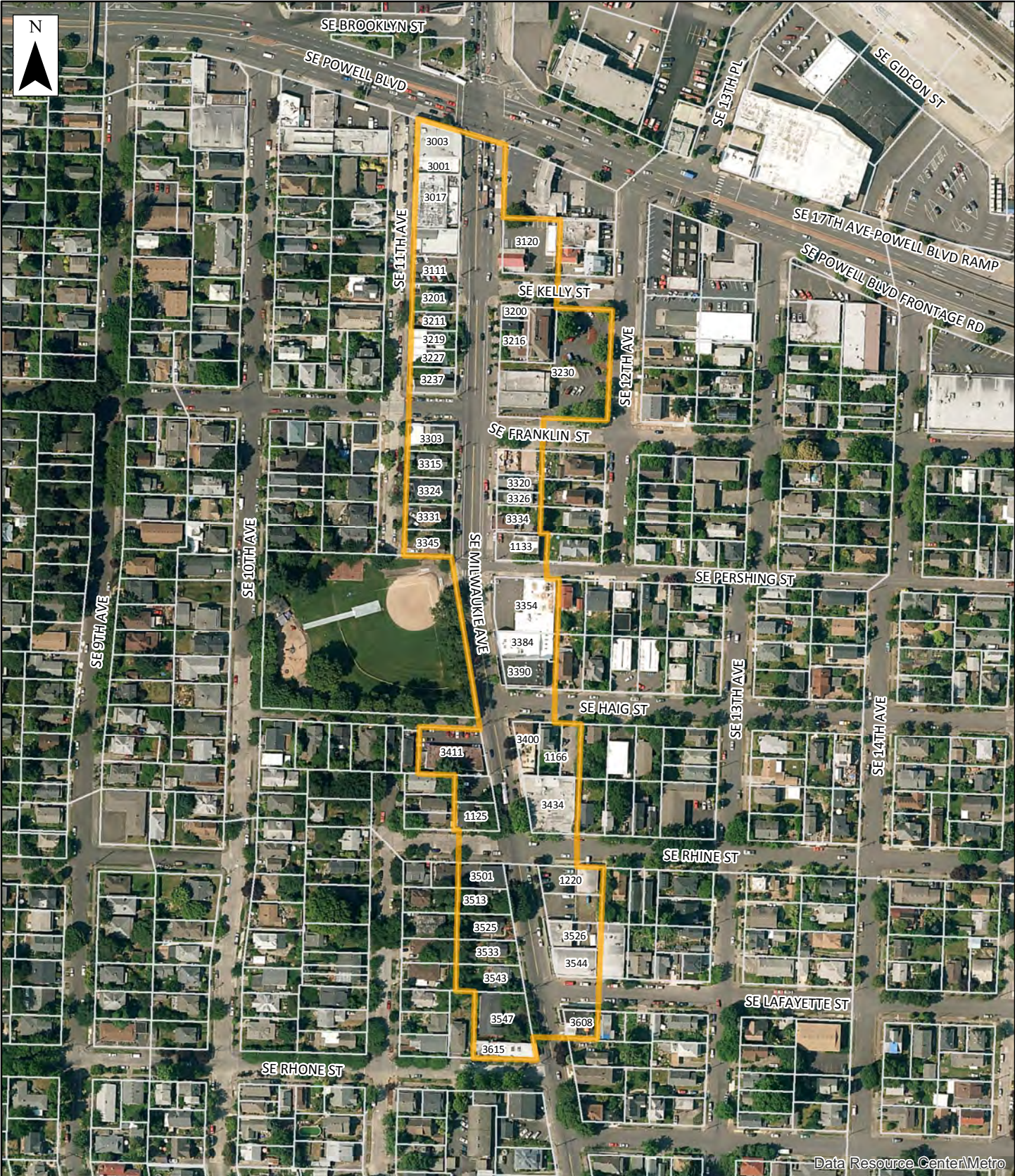
Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	SE Milwaukie Ave. has adequate sidewalks and safe crossings. The area connects into the historic urban street grid, with excellent pedestrian connections to adjacent residential areas.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The older storefronts in the area appear to need well-designed improvements to enhance the retail environment. There are some gaps in the blockface but generally the building stock warrants reinvestment and could support an active commercial district.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most all storefronts observed are occupied. There are a few auto-oriented businesses, but the area contains a number of specialty retailers and shops that appear to be serving the everyday needs of the surrounding community.
underserved area	✓	
ground floor vacancies	✓	

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>

## Brooklyn Portland

District Context	
<b>Zoning</b>	Storefront Commercial (retail / commercial and mixed use)
<b>Notes on boundary</b>	Eligible area mostly follows the Storefront Commercial zoning district for the Brooklyn portion of the 2040 Main Street designation on SE Milwaukie Ave. The southern portion of the CS district is not retail in nature, so has been excluded.
<b>Destinations and attractions</b>	Aladdin Theater, Brooklyn Park
<b>Local urban renewal district</b>	No
<b>2014/15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within ½ mile</b>	5,625
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	34% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	15% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	1% limited English



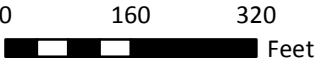


Data Resource Center/Metro

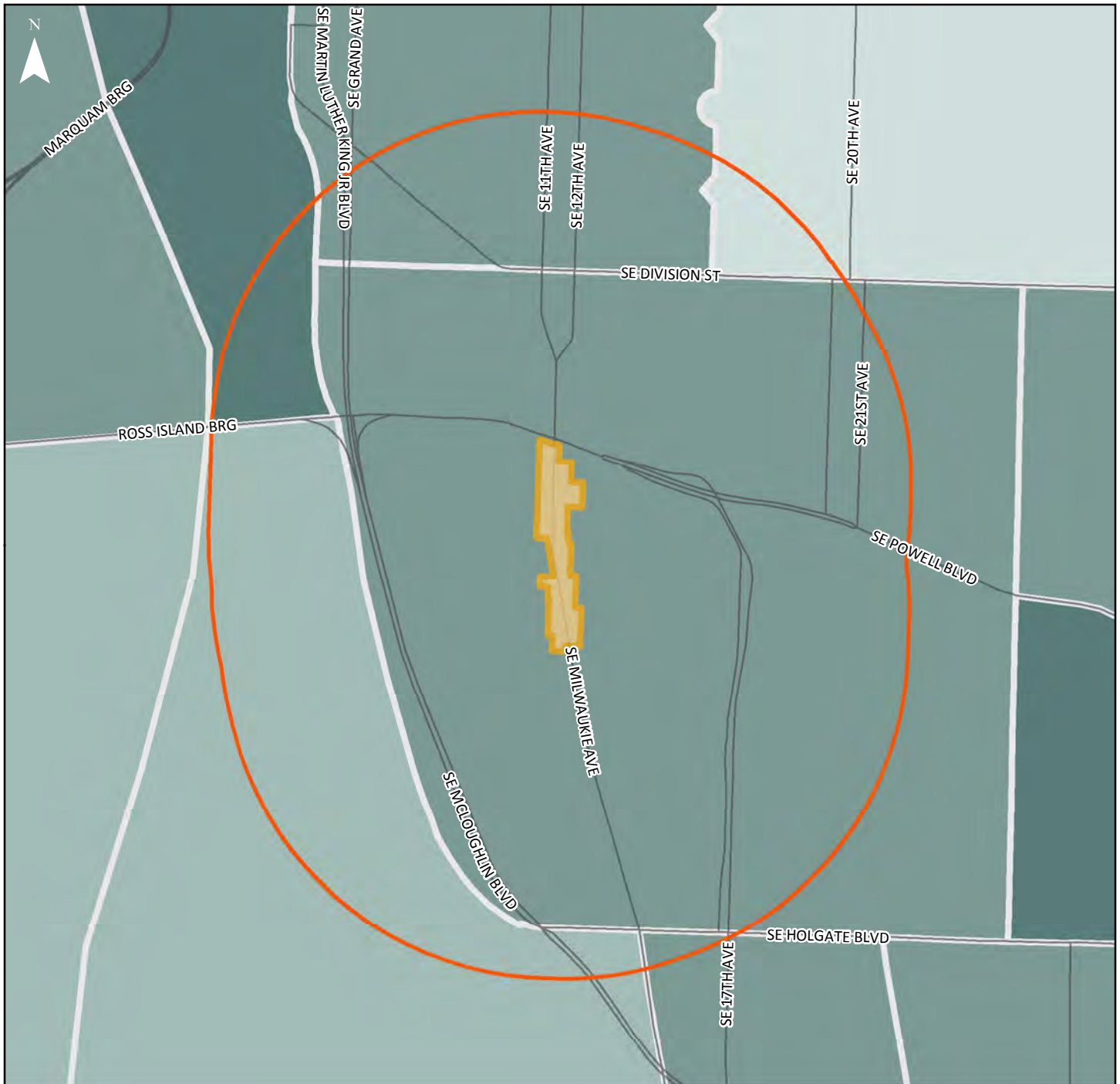
# Enterprising Places

Proposed Eligible Area: Brooklyn  
 October, 2014



 Eligible area  
 Property lines  
 0      160      320  
 Feet

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**Demographic Profile of Population Within Buffer Area**

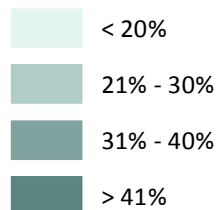
Population	% Low-income	% People of color	% Limited English
5,625	34%	15%	1%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."




**Enterprising Places**

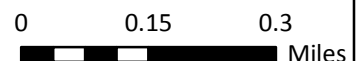
**Proposed Eligible Area:** Brooklyn  
 Demographic Profile  
 October, 2014



**% Low-income**



-  Eligible area
-  Arterial streets
-  Half mile buffer



# Cornelius

## City of Cornelius

The downtown area of Cornelius is the central core of small-scale retail and community services located along Adair and Baseline Streets / Highway 8 couplet. The area contains a mix of older storefronts (early to mid-20<sup>th</sup> C.) along with post-WWII retail developments. Downtown is the heart of Cornelius business and community facilities, including the nearby City Hall, Library, Police and Fire stations, Centro Cultural community center, and the new Virginia Garcia Health Center.

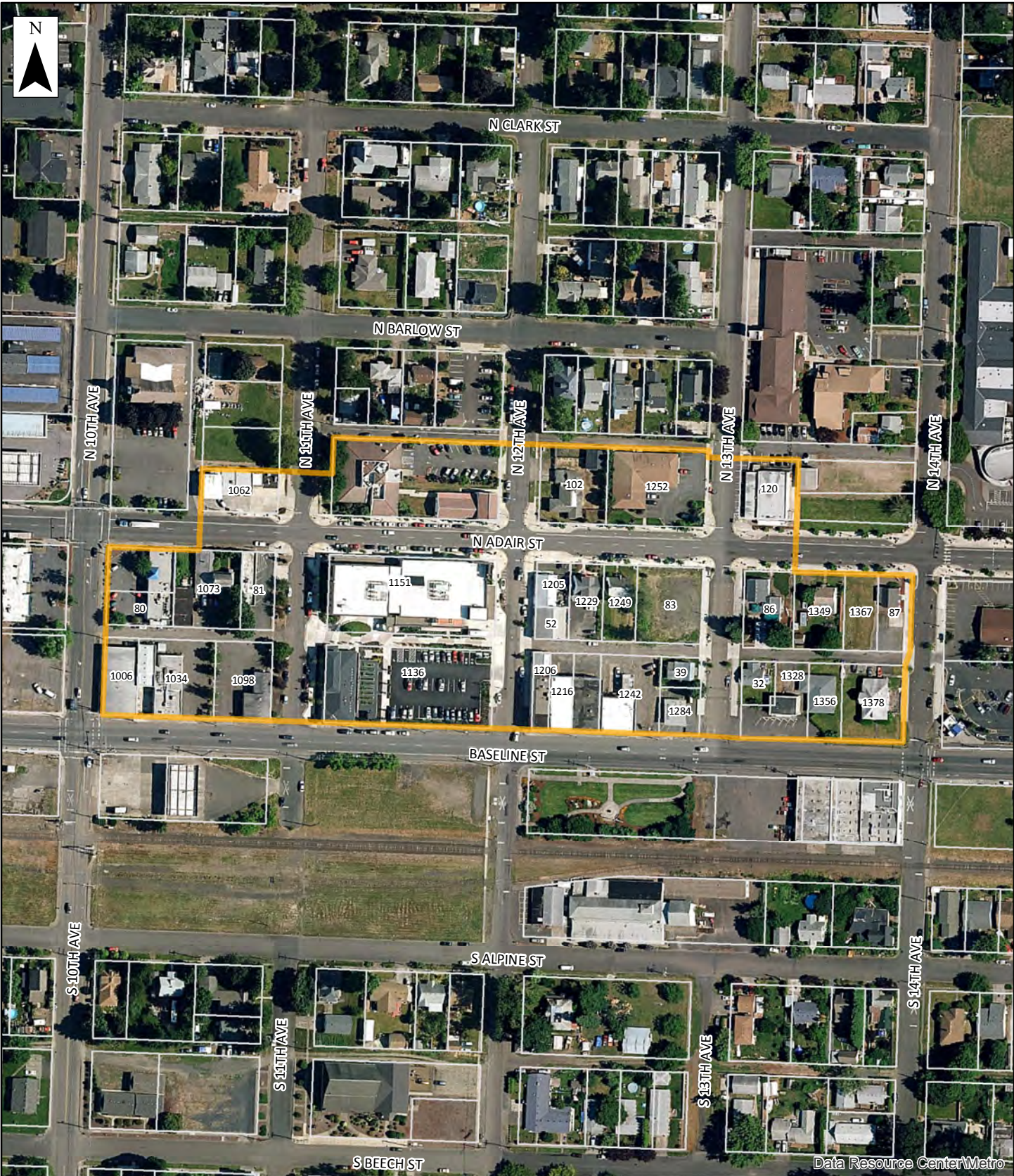
Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Adair and Baseline Streets form a one-way couplet (Highway 8), but the speeds and general street environment are conducive to retail investment. New pedestrian streetscape lighting and amenities are installed along the entire length of Adair.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface		The area contains older storefronts in need of well-designed storefront improvements to contribute to the retail environment. There are a limited number of commercial buildings. Adjacent parking lots and building setbacks create breaks in the blockface.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment		Storefronts observed are occupied. However, a number appear to be under-utilized and could accommodate additional tenancy or more active uses. The area has a marginal retail environment.
underserved area	✓	
ground floor vacancies		

Determination of Eligibility	
Storefront Improvement	District Transformation
NO	YES

# Cornelius

District Context	
<b>Zoning</b>	Retail Commercial with a Main Street Design Overlay
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Main Street Design Overlay zoning, with exceptions for vacant parcels and City Park at the edges of the district.
<b>Destinations and attractions</b>	City Park, Centro Cultural community center, City Hall, Virginia Garcia Medical Center
<b>Local urban renewal district</b>	No
<b>2014/15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No



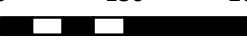
Summary Demographics	
<b>Total population within 1 mile</b>	4,830
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	39% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	50% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	17% limited English



Data Resource Center\Metro

# Enterprising Places

Proposed Eligible Area: Downtown Cornelius  
 October, 2014

 Eligible area  
 Property lines  
 0      130      260  
 Feet



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**Demographic Profile of Population Within Buffer Area**

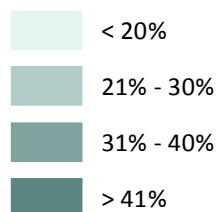
Population	% Low-income	% People of color	% Limited English
4,830	39%	50%	17%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Downtown Cornelius  
 Demographic Profile  
 October, 2014



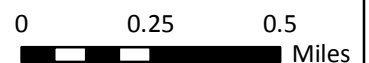
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# Forest Grove

## City of Forest Grove

Downtown Forest Grove is a historic town center located along the core of Main Street, Pacific Avenue / Highway 8, and 19<sup>th</sup> Avenue. The area contains many older storefronts (early 20<sup>th</sup>C.) with various locally-owned retail and food/beverage establishments, in addition to community facilities such as the public library, the community auditorium and police department. The Pacific University campus is directly east of Main Street and adjacent to Pacific Avenue.

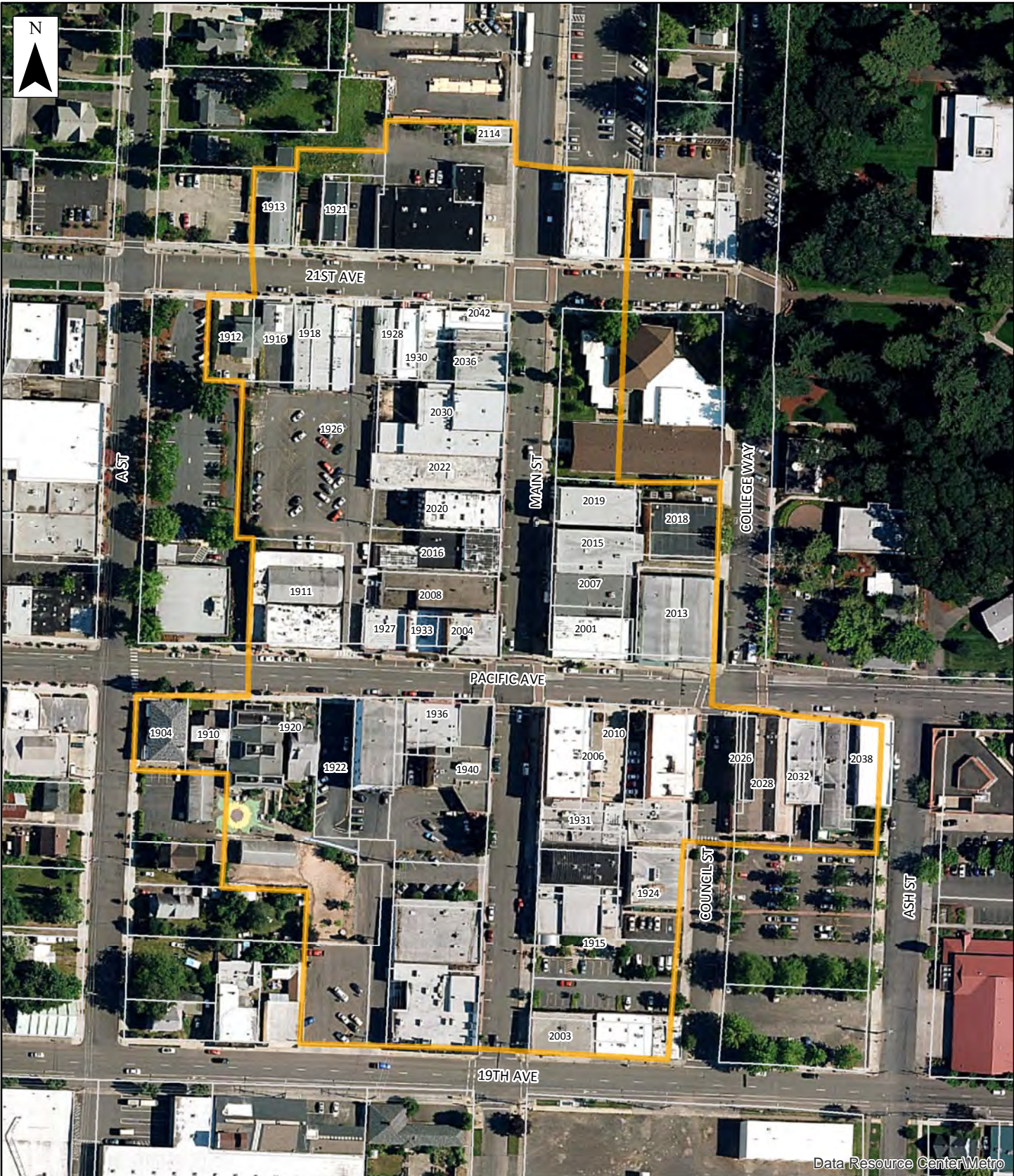
Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	A portion of eligible area is a one-way couplet (Highway 8 / Pacific Ave), but the speeds and general street environment are conducive to retail storefront investment.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The area contains many historic structures with storefronts appearing to need well-designed improvements in order to enhance the retail environment. Almost all buildings in the core of downtown Forest Grove directly abut the sidewalk (little, if any setbacks).
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Storefronts observed are occupied. However, a number appear to be under-utilized and could accommodate additional tenancy or more active uses.
underserved area	✓	
ground floor vacancies		

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>

# Forest Grove

District Context	
<b>Zoning</b>	Town Center Core, Town Center Transition (retail / commercial and mixed use)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Town Center Core zoning designation in downtown Forest Grove. Some properties on the edge of the area were excluded because they are owned and used by the University and religious institutions. Properties at the corner of 19 <sup>th</sup> and Main (zoned Town Center Transition) were also included.
<b>Destinations and attractions</b>	Pacific University, City Library, police and fire departments, the Community Auditorium, farmers' market, First Wednesday events
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$0 Note: Forest Grove established a new urban renewal district in July 2014 that includes the proposed eligible area. It will be at least a year before there are funds available for capital improvements.
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within 1 mile</b>	7,245
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	39% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	28% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	8% limited English



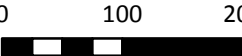


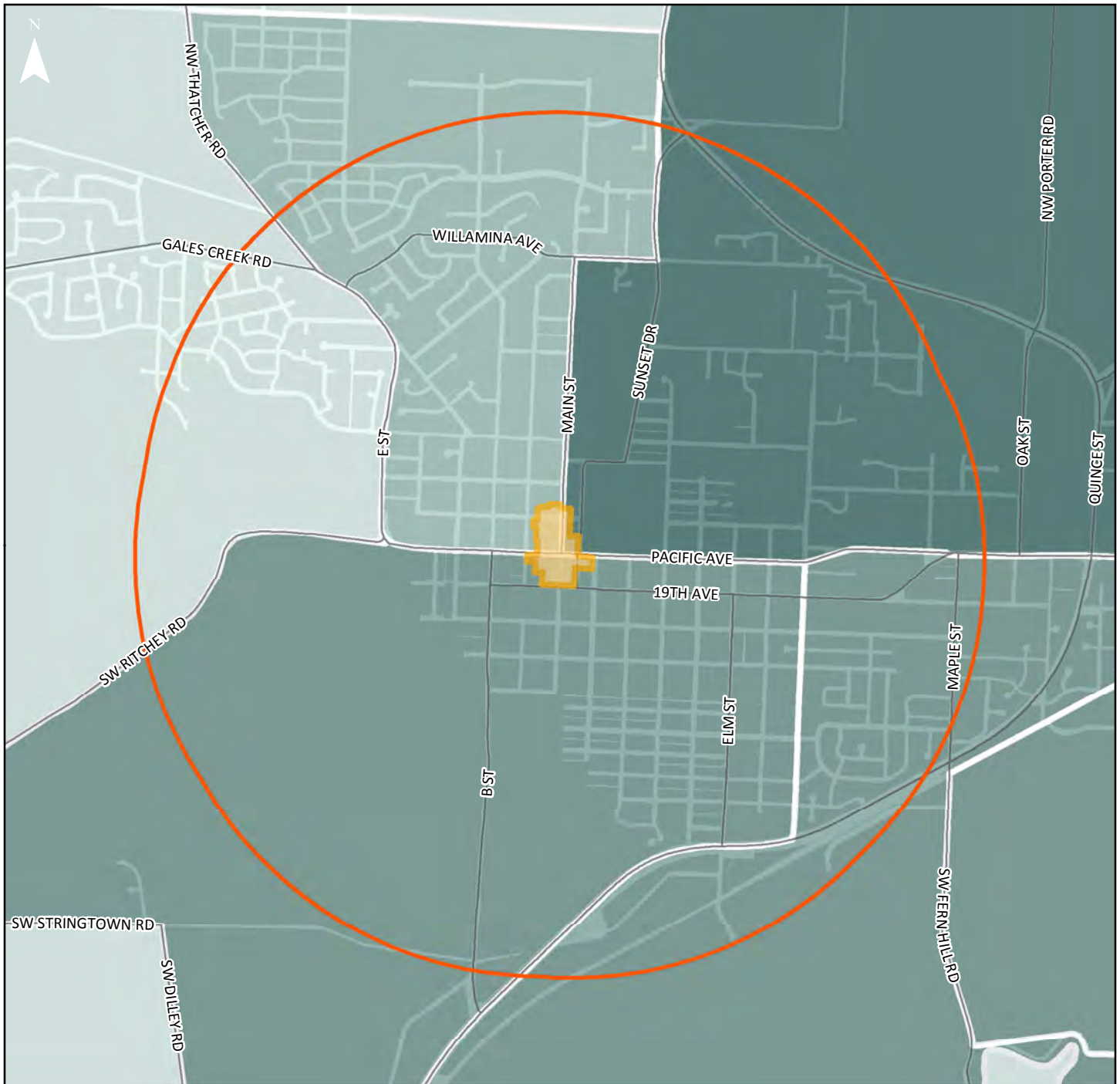
Data Resource Center/Metro

# Enterprising Places

Proposed Eligible Area: Downtown Forest Grove  
 October, 2014



 Eligible area  
 Property lines  
 0 100 200  
 Feet



**Demographic Profile of Population Within Buffer Area**

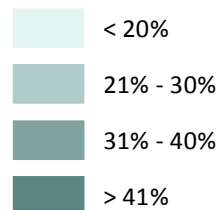
Population	% Low-income	% People of color	% Limited English
7,245	39%	28%	8%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Downtown Forest Grove  
 Demographic Profile  
 October, 2014



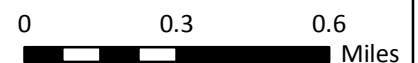
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# Heart of Foster

## City of Portland

The Heart of Foster is a commercial retail district at the western edge of Foster Rd., stretching approximately from SE Holgate to about SE 67<sup>nd</sup> Avenue. The area contains unique and historic structures that front the sidewalk and present one of the few areas along SE Foster Rd. with a solid blockface of retail storefronts. It serves the Mt. Scott-Arleta and Foster-Powell neighborhoods with commercial services such as plumbing supplies and a sewing shop, as well as numerous food and beverage establishments.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Foster Rd. has 4 travel lanes, no bike facilities, and limited on-street parking. The sidewalks are narrow given the traffic speeds, but are complete. The area is well connected to the urban street grid. (Note: the City adopted a new streetscape plan in summer 2014 that includes 3 travel lanes, bike lanes and on-street parking.)
urban street grid	✓	
streetscape		
<b>Building stock</b>		
blockface	✓	While some storefronts in the area have been improved, many others are still in need of well-designed upgrades to bolster the retail environment. Blockface is largely intact, with a few surface parking lots and auto-oriented uses that interrupt the retail district.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most storefronts observed are occupied. There are a variety of locally owned and national retailers and restaurants. Major nearby arterials also have a significant amount of service retail.
underserved area		
ground floor vacancies		

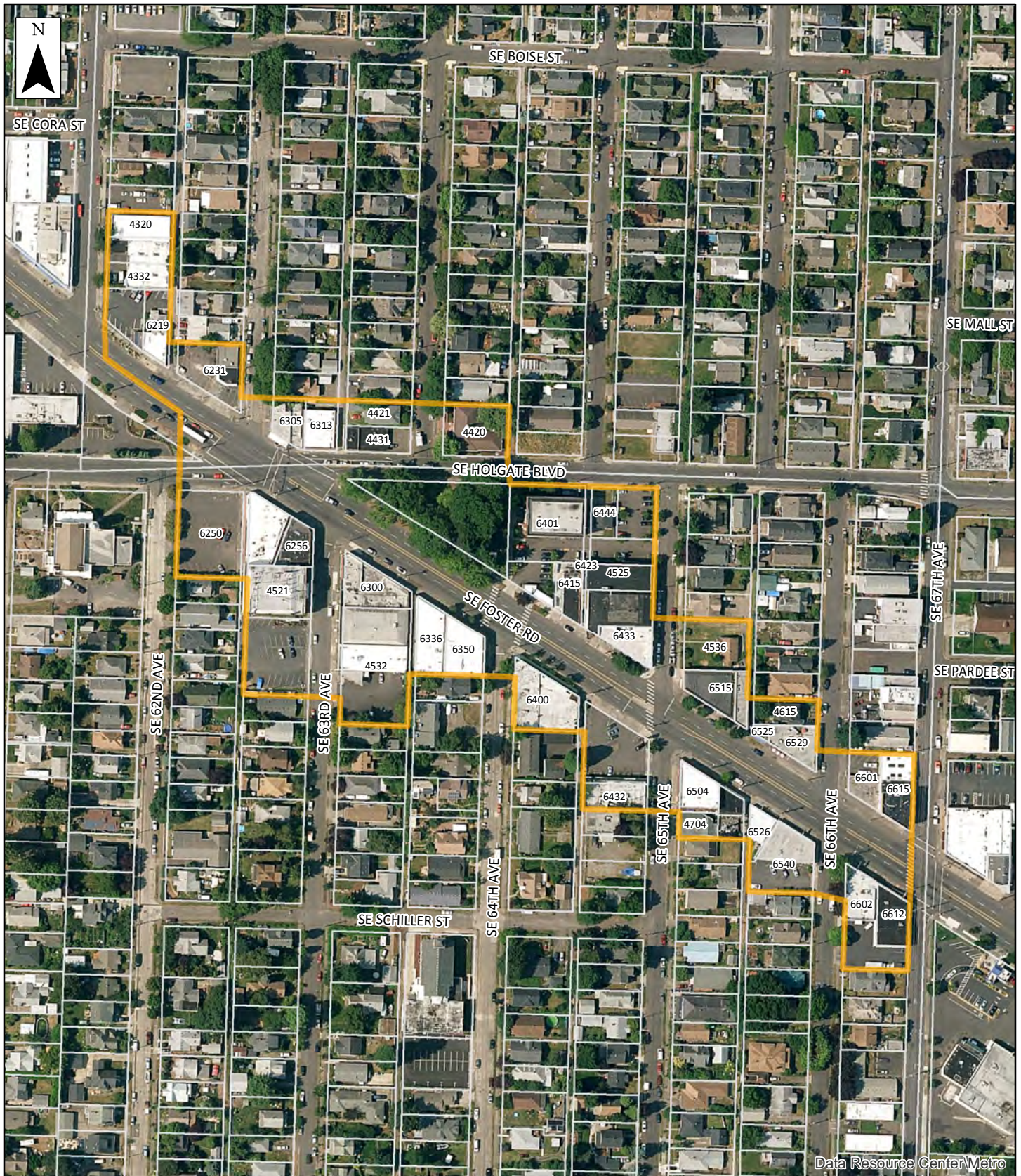
Note: Eligibility for Enterprising Places Storefront Improvement grants is not recommended because this district is currently served by the Portland Development Commission's Lents Urban Renewal Area and PDC staff has indicated that additional resources for storefront improvement are not needed at this time.

Determination of Eligibility	
Storefront Improvement	District Transformation
NO	YES

## Heart of Foster **Portland**

District Context	
<b>Zoning</b>	Storefront Commercial (retail/commercial and mixed use) and General Commercial (all land uses, except the most intense industrial; typically auto-oriented)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Storefront Commercial zoning designation.
<b>Destinations and attractions</b>	Laurelwood Park; destination dining establishments such as An Xuyan Bakery, Bar Carlo, Foster Burger
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$18,513,000
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within ½ mile</b>	9,828
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	34% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	27% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	8% limited English



Data Resource Center/Metro

# Enterprising Places

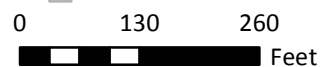
Proposed Eligible Area: Heart of Foster  
October, 2014



Eligible area



Property lines







**Demographic Profile of Population Within Buffer Area**

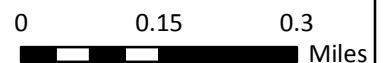
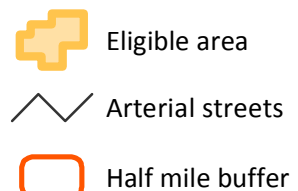
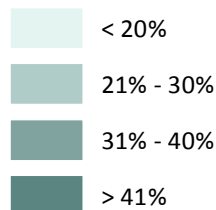
Population	% Low-income	% People of color	% Limited English
9,828	34%	27%	8%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Heart of Foster  
 Demographic Profile  
 October, 2014



**% Low-income**



Data source: U.S. Census Bureau. 2010 Census Summary File 1, Tables P8 and P9; 2008-2012 American Community Survey Table DP02 and Table S1701.  
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# Gladstone

## City of Gladstone

The main street in downtown Gladstone, Portland Ave., is the historic commercial district situated about a half-mile east of McLoughlin Boulevard and just north of the Clackamas River. The area contains a mix of older storefronts (early 20<sup>th</sup>C.) along with post-WWII retail developments. Downtown features several community facilities, including the public library, the post office, and City Hall.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Gladstone’s downtown maintains a historic urban street grid, with excellent pedestrian connections to adjacent residential neighborhoods.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	Some of the older storefronts in the area have been improved, but others appear to need well-designed upgrades to enhance the retail environment.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment		Storefronts observed are occupied. However, a number appear to be under-utilized and could accommodate additional tenancy or more active uses. There is a modest level of retail activity downtown, likely impacted by the abundance of retail found on nearby McLoughlin.
underserved area	✓	
ground floor vacancies		

Determination of Eligibility	
Storefront Improvement	Storefront Improvement
YES	YES

# Gladstone

District Context	
<b>Zoning</b>	Community Commercial (retail / commercial and mixed use)
<b>Notes on boundary</b>	The eligible area is drawn to include the retail core of Downtown Gladstone. The 2040 Regional Center Designation and Community Commercial zoning also includes approximately five blocks of Portland Avenue, north of the proposed boundary; the excluded area to the north includes a significant number of residences, the high school and early childhood education center, government facilities, and professional office structures not conducive to main street retail. Only the retail core has been included.
<b>Destinations and attractions</b>	City Hall, library, police and fire departments, farmers' market
<b>Local urban renewal district</b>	No
<b>2014/15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within 1 mile</b>	11,190
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	28% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	14% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	2% limited English



# Enterprising Places

Proposed Eligible Area: Downtown Gladstone

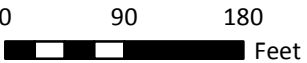
October, 2014

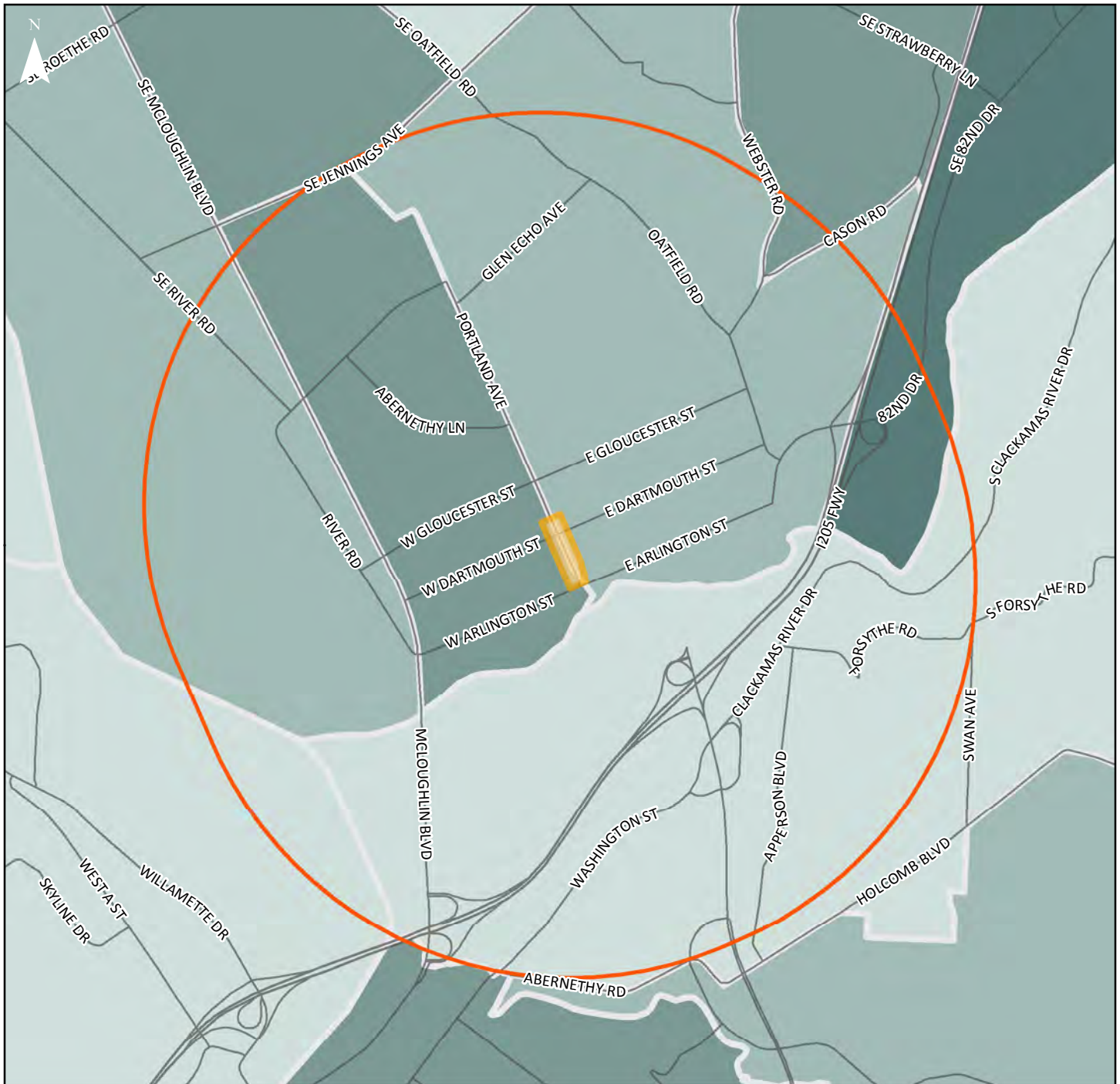


Eligible area



Property lines





**Demographic Profile of Population Within Buffer Area**

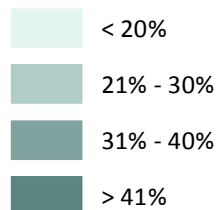
Population	% Low-income	% People of color	% Limited English
11,190	28%	14%	2%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Downtown Gladstone  
 Demographic Profile  
 October, 2014



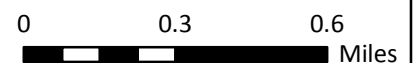
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# NE Glisan

## City of Portland

The neighborhood retail center on NE Glisan from NE 70<sup>th</sup>-80<sup>th</sup> Avenues in Portland serves as a main street for the NE neighborhoods that lie between Hollywood and Montavilla. The area contains a mix of older storefronts (early 20<sup>th</sup>C.) along with post-WWII retail developments. Glisan Street features a number of community destinations, such as the Amir Halal Market, the Living God, Highland, and City Blessing churches, and a variety of service businesses. Vestal Elementary School and Multnomah University are just to the east at NE 82<sup>nd</sup> Ave.

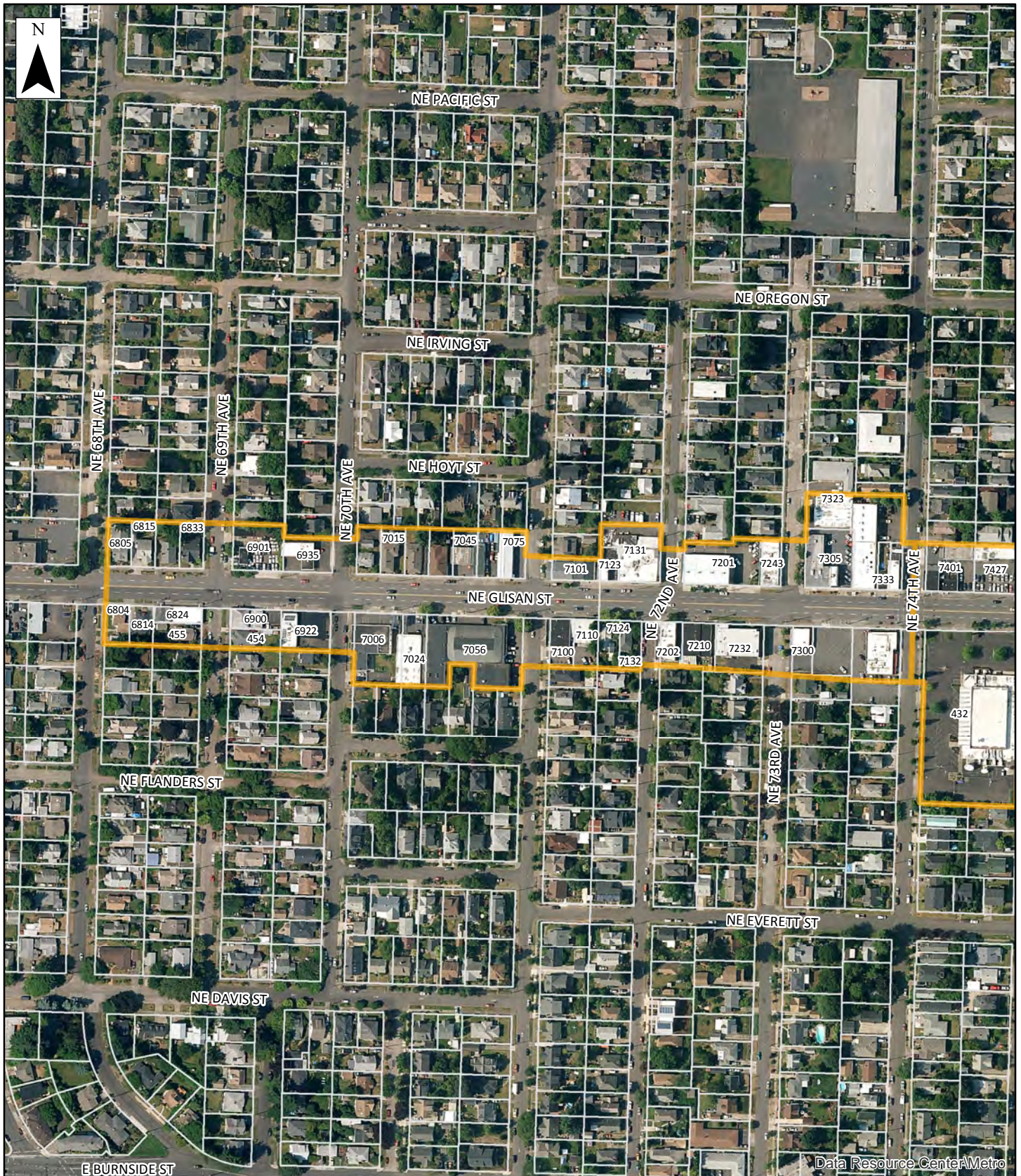
Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	NE Glisan is a 3-lane street with adequate sidewalks and safe crossings. The area connects into the historic urban street grid, with excellent pedestrian connections to adjacent residential areas.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The older storefronts in the area appear to need well-designed improvements to enhance the retail environment. There are some gaps in the blockface, but overall the building stock warrants reinvestment and provides the framework for an active retail district.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most, but not all storefronts observed are occupied. There are a few auto-oriented businesses, but the area features a number of specialty retailers and shops that appear to be serving the everyday needs of the surrounding community.
underserved area	✓	
ground floor vacancies	✓	

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>

## NE Glisan Portland

District Context	
<b>Zoning</b>	Storefront Commercial (retail/commercial and mixed use)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Storefront Commercial zoning designation along the core retail area. Some properties on the edge of the area were excluded because they are under residential use, parking lots, and/or they front side streets.
<b>Destinations and attractions</b>	Community churches, Amir Halal Market, Multnomah University
<b>Local urban renewal district</b>	No
<b>2014/15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within ½ mile</b>	11,828
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	31% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	27% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	8% limited English



# Enterprising Places

Proposed Eligible Area: N.E. Glisan (west)

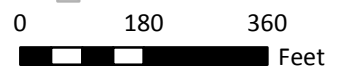
October, 2014



Eligible area

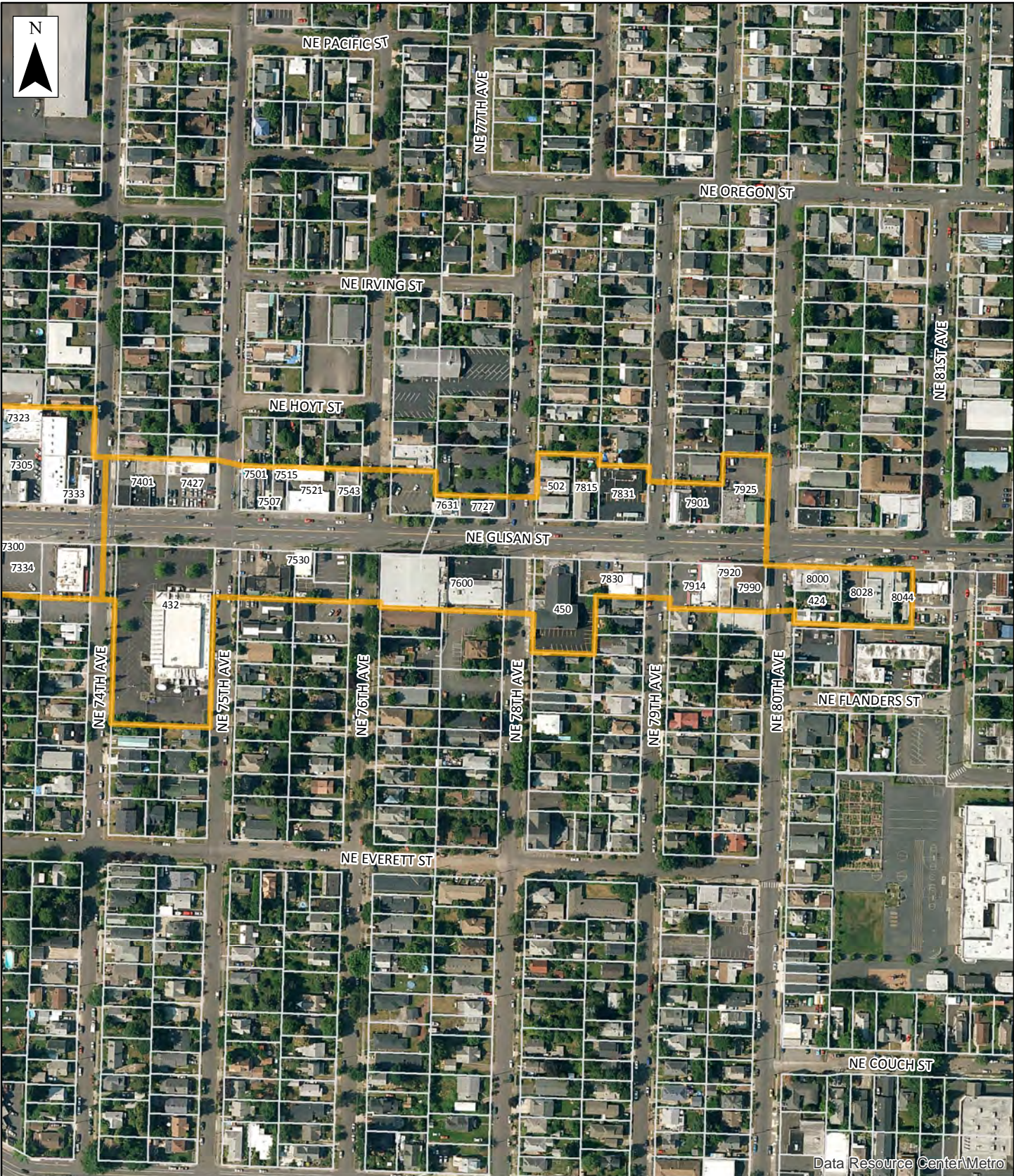


Property lines









# Enterprising Places

Proposed Eligible Area: N.E. Glisan (east)

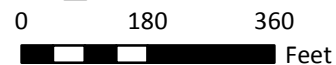
October, 2014

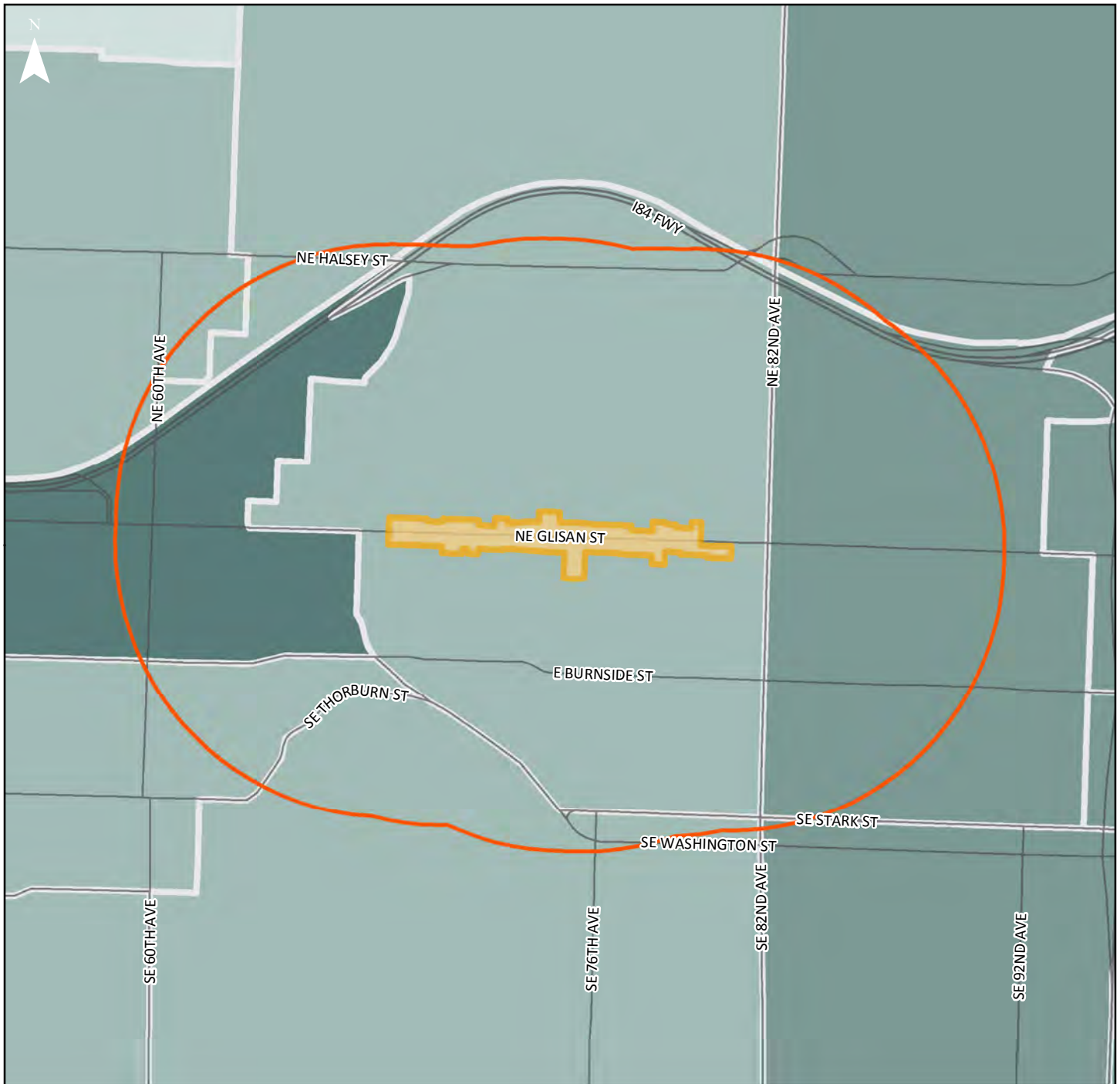


Eligible area



Property lines





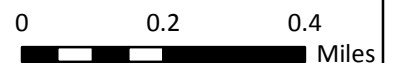
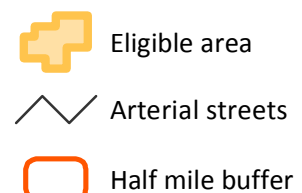
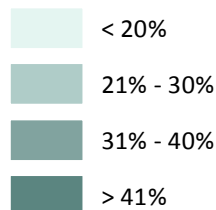
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
11,828	31%	27%	8%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** N.E. Glisan  
 Demographic Profile  
 October, 2014

**% Low-income**



# Gresham

## City of Gresham

Historic Downtown Gresham is the town center north of Highway 26 / Powell Blvd and south of the MAX line near Division Street. The area contains many older storefronts (early 20<sup>th</sup>C.) with various locally-owned retail and food/beverage establishments and established residential neighborhoods. The post office, farmers' market, Main City Park, and Library anchor community activities in the area. The new interactive water feature in the Plaza for the Arts is also a community destination in summer months.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Downtown Gresham has a well-connected and improved urban street grid. The streetscape includes pedestrian lighting, furniture, and restaurant seating areas.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The area contains a mix of historic and post-WWII structures with storefronts still in need of well-designed improvements to improve the retail environment. Almost all buildings in the core of downtown Gresham directly abut the sidewalk (little if any setbacks).
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most, but not all, storefronts observed are occupied. A number appear to be under-utilized and could accommodate additional tenancy or more active uses.
underserved area	✓	
ground floor vacancies	✓	

Determination of Eligibility	
Storefront Improvement	District Transformation
YES	YES

# Gresham

District Context	
<b>Zoning</b>	Downtown Commercial Core (retail / commercial and mixed use)
<b>Notes on boundary</b>	The eligible area is drawn to include the retail core of Historic Downtown Gresham. The 2040 Regional Center Designation and Downtown Commercial Core zoning are significantly larger than the proposed boundary; these excluded areas include historic residences, areas that primarily ground floor office uses and strip / corridor commercial. Only the historic retail center of downtown has been included.
<b>Destinations and attractions</b>	Library, Arts Plaza and Children’s Fountain, farmers’ market, post office
<b>Local urban renewal district</b>	No
<b>2014/15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within 1 mile</b>	18,321
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	35% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	29% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than ‘very well’	8% limited English



Data Resource Center/Metro

# Enterprising Places

Proposed Eligible Area: Downtown Gresham

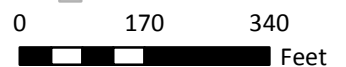
October, 2014

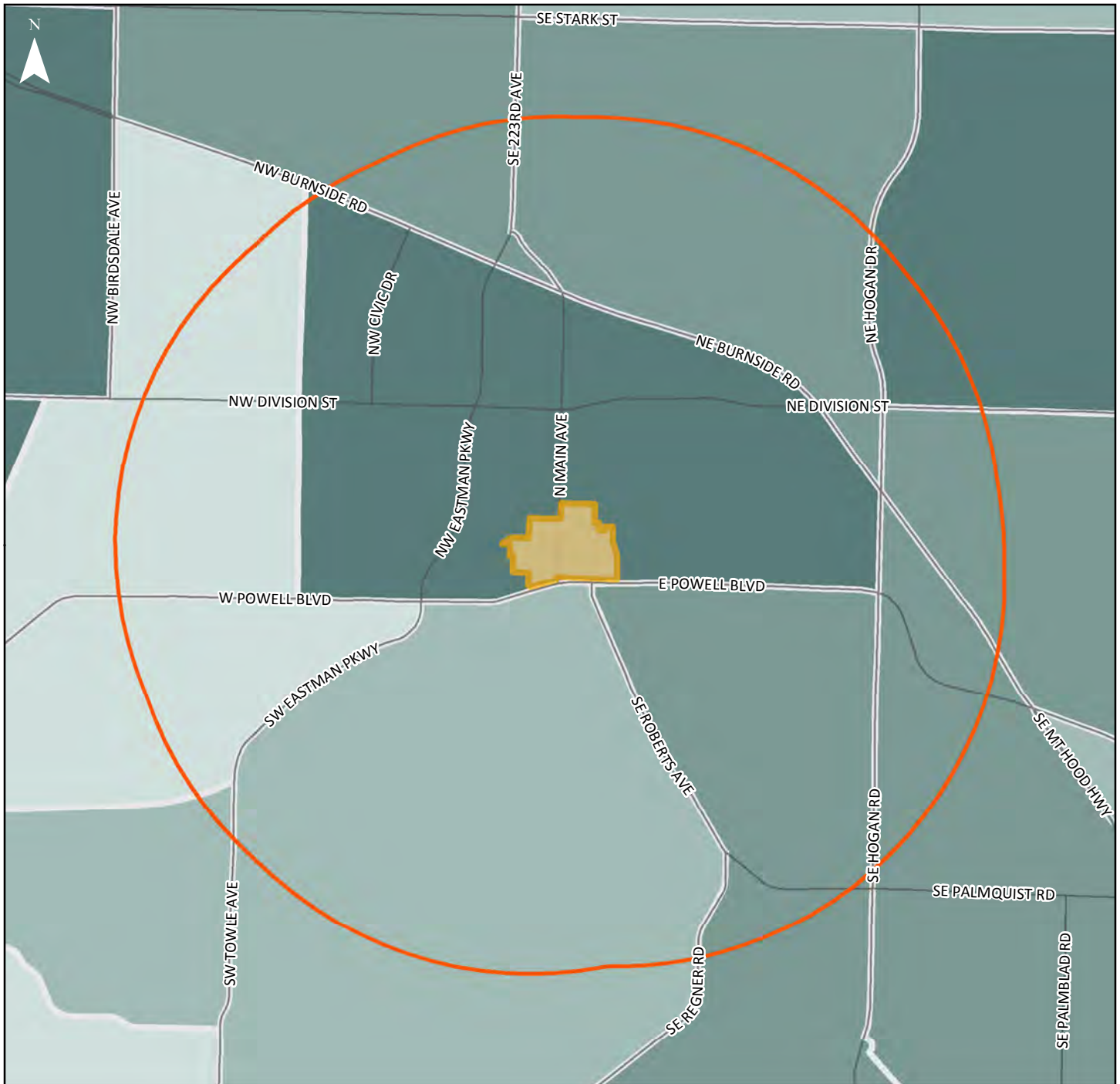


Eligible area



Property lines





**Demographic Profile of Population Within Buffer Area**

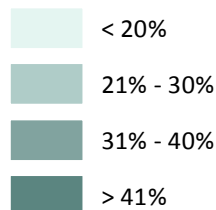
Population	% Low-income	% People of color	% Limited English
18,321	35%	29%	8%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Downtown Gresham  
 Demographic Profile  
 October, 2014



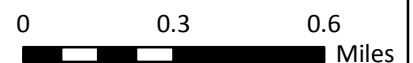
**% Low-income**



Arterial streets

Eligible area

One mile buffer



Data source: U.S. Census Bureau, 2010 Census Summary File 1, Tables P8 and P9; 2008-2012 American Community Survey Table DP02 and Table S1701. Map saved 9/3/2014 at M:\plan\drc\projects\14060\_Storefronts\_Revitalization\MXD\Enterprising\_Places\_1mile\_BufferArea.mxd

# Hillsboro

## City of Hillsboro

The Main Street area of downtown Hillsboro is the historic town center north of Washington / MAX line and east of 1<sup>st</sup> Avenue. The area contains many older storefronts (predominantly early 20<sup>th</sup>C.) with various locally-owned retail and food/beverage establishments and is directly adjacent the historic residential neighborhoods of the city. The Hillsboro Civic Center, post office and Washington County Courthouse anchor Main Street at 1<sup>st</sup> Avenue. There are a number of other community attractions downtown including the Venetian Theater, Tuesday Marketplace and Saturday Farmers' Market, and the Walters Cultural Arts Center

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Downtown Hillsboro has a well-connected and improved urban street grid. In May 2014, the Hillsboro City Council decided to return Main and its cross streets to two-way traffic. The exposure of two-way travel combined with the existing pedestrian amenities will enhance the retail environment.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The area contains many historic structures with many storefronts still in need of well-designed improvements in order to enhance the retail environment. Almost all buildings in the core of downtown Hillsboro directly abut the sidewalk (little if any setbacks).
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most, but not all storefronts observed are occupied. A number appear to be under-utilized and could accommodate additional tenancy or more active uses.
underserved area	✓	
ground floor vacancies	✓	

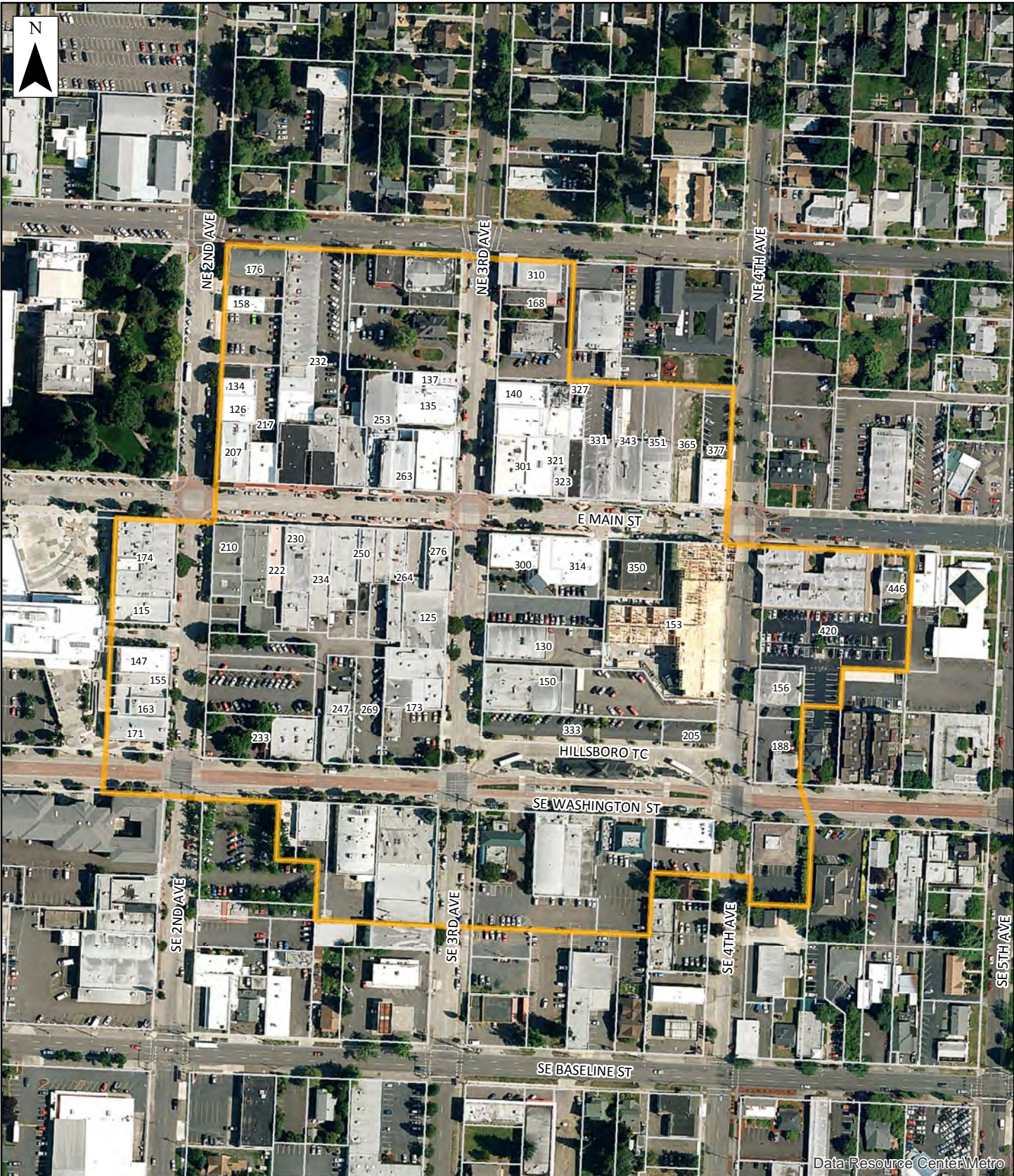
Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>



# Hillsboro

District Context	
<b>Zoning</b>	Station Center Community – Downtown (retail / commercial and mixed use)
<b>Notes on boundary</b>	The eligible area is drawn to include the retail core of Hillsboro’s Main Street. The 2040 Regional Center Designation and Station Center Community zoning are significantly larger than the proposed boundary; these excluded areas include historic residences, strip / corridor commercial, and government facilities. Properties along Washington Street were also included at the City’s request, because they align with the City’s downtown revitalization initiatives and have the potential to meet the Enterprising Places program goals.
<b>Destinations and attractions</b>	Civic Center, County Courthouse and offices, Walters Cultural Arts Center, Tuesday Marketplace, Saturday Farmers’ Market, post office, Venetian Theater
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$365,000
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within 1 mile</b>	15,589
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	39% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	46% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than ‘very well’	18% limited English



Data Resource Center Metro

# Enterprising Places

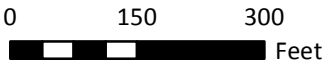
Proposed Eligible Area: Downtown Hillsboro  
 October, 2014



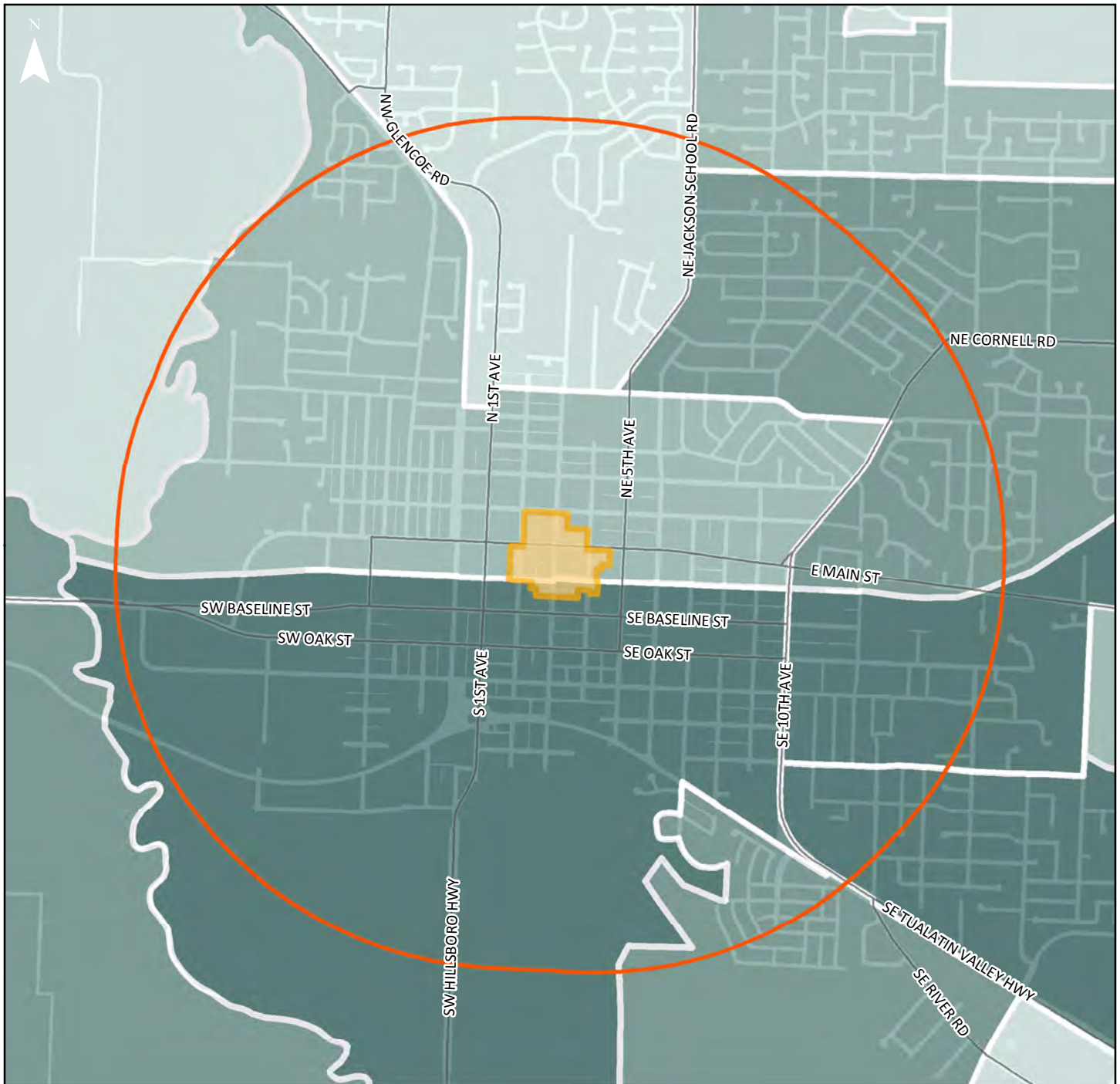
Eligible area



Property lines



Map saved 9/3/2014 at M:\plan\dr\projects\14060\_Storefronts\_Revitalization\MXD\Enterprising\_Places\_StorefrontArea.mxd



**Demographic Profile of Population Within Buffer Area**

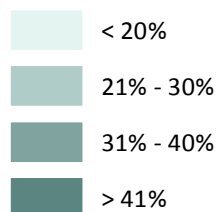
Population	% Low-income	% People of color	% Limited English
15,589	39%	46%	18%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Downtown Hillsboro  
 Demographic Profile  
 October, 2014



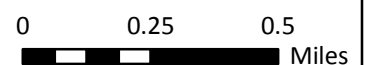
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# Kenton

## City of Portland

Kenton was established in what is now North Portland as a company town in the early 20<sup>th</sup> Century, with the ideal business location near rail yards and the Columbia River. Denver Avenue, Kenton’s main street, contains a mix of older storefronts, such as the Kenton Hotel, along with post-WWII retail developments. There are numerous eating establishments as well as a new branch library and the Celebration Tabernacle church.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	North Denver has newly constructed streetscape with urban-scale sidewalks, pedestrian crossings and landscaping. The area connects into the historic urban street grid, with excellent pedestrian connections to adjacent residential areas.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	Most buildings in Kenton directly abut the sidewalk. A church with intermittent activity levels occupies the storefronts for an entire blockface, except for one corner restaurant.
needed rehabilitation		
commercial	✓	
<b>Activity</b>		
retail environment	✓	Almost all storefronts observed are occupied. The area appears to be well served by eating establishments and community, faith-based and cultural services.
underserved area	✓	
ground floor vacancies		

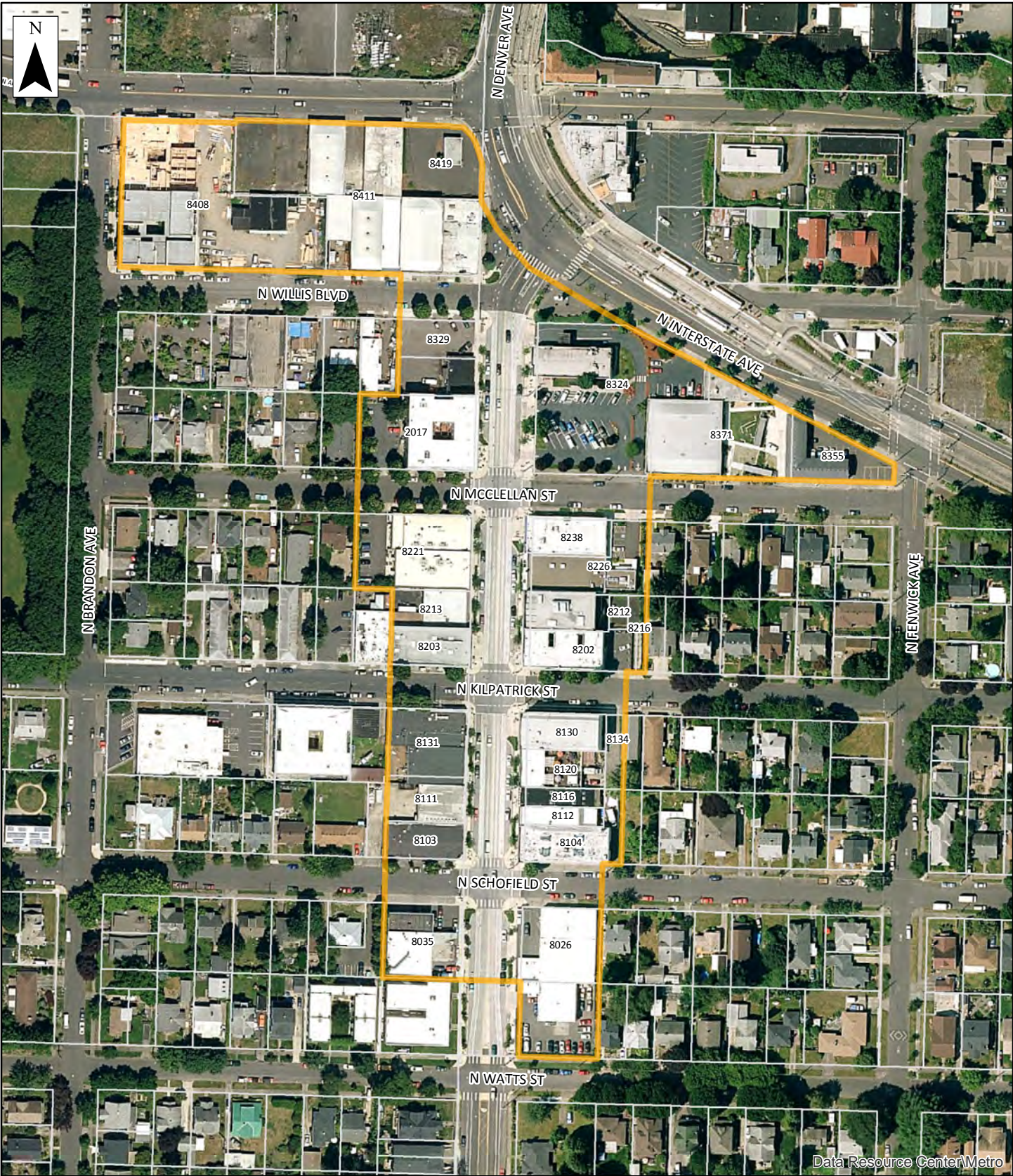
Note: Eligibility for Enterprising Places Storefront Improvement grants is not recommended because this district is currently served by the Portland Development Commission’s Interstate Urban Renewal Area and PDC staff has indicated that additional resources for storefront improvement are not needed at this time.

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>NO</b>	<b>YES</b>

## Kenton Portland

District Context	
<b>Zoning</b>	Storefront Commercial (retail/commercial and mixed use)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Storefront Commercial zoning designation along the core retail area of Kenton.
<b>Destinations and attractions</b>	Library, local food and beverage retailers, MAX Light Rail, Disjecta Art Gallery/Studio, church, farmers' market
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$27,214,000
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within ½ mile</b>	5,384
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	32% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	33% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	8% limited English



Data Resource Center Metro

# Enterprising Places

Proposed Eligible Area: Kenton

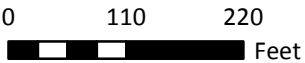
October, 2014

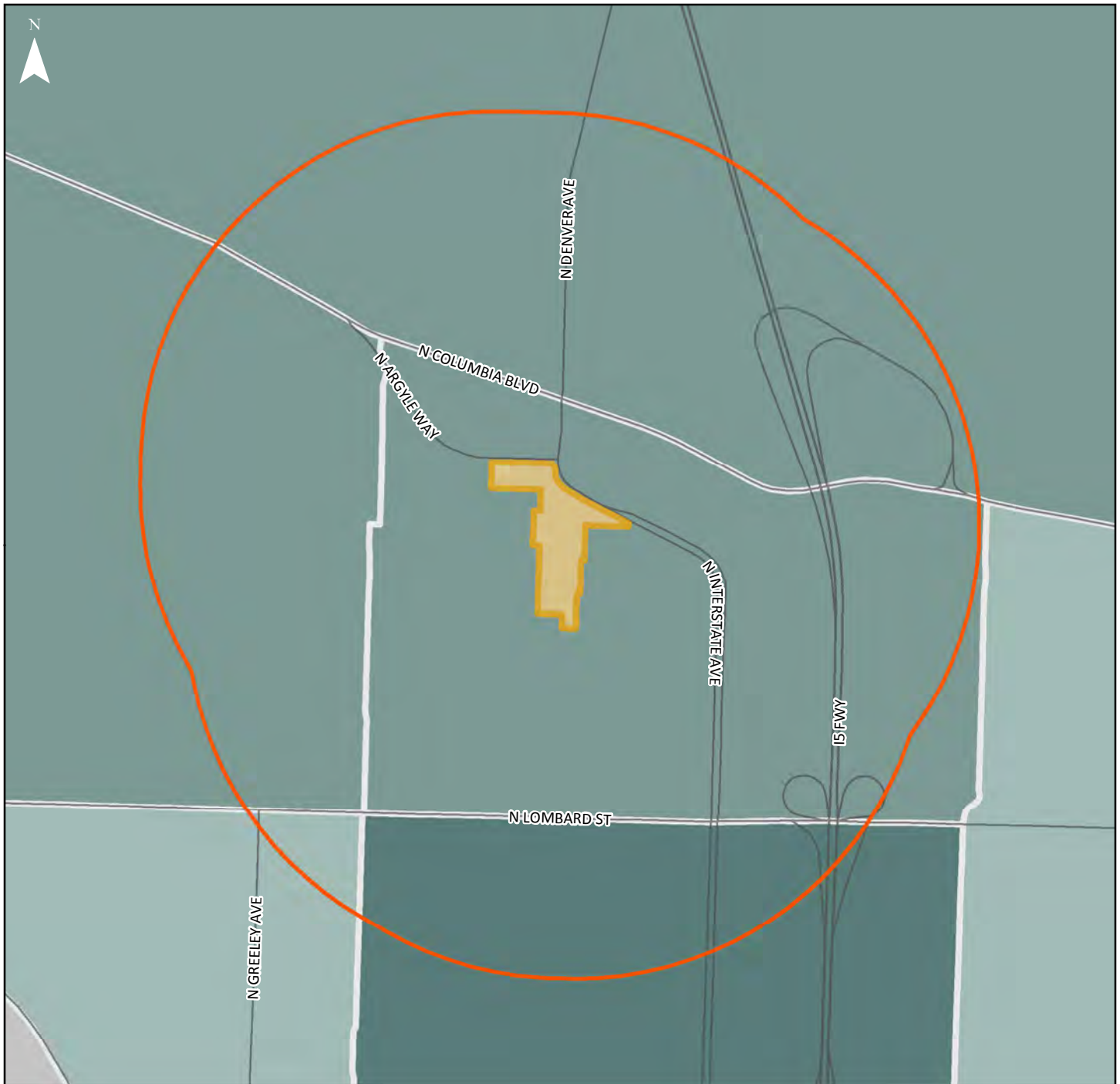


Eligible area



Property lines





**Demographic Profile of Population Within Buffer Area**

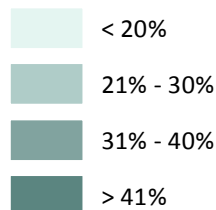
Population	% Low-income	% People of color	% Limited English
5,384	32%	33%	8%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

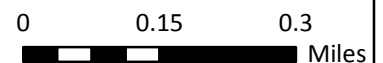
Proposed Eligible Area: Kenton  
 Demographic Profile  
 October, 2014



**% Low-income**



- Eligible area
- Arterial streets
- Half mile buffer



# Mid-Lombard

## City of Portland

Mid-Lombard commercial district, also known as the University Park Business District, emerged between the Portsmouth and University Park neighborhoods, along state highway 30. The area provides many services and retail for nearby residents and those attending the University of Portland. As with many older commercial corridors on state highways, there is a mix of early 20<sup>th</sup> C. structures along with post-WWII retail developments. Businesses range from local restaurants, national retail chains, and auto-oriented services.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	N Lombard is a 3-lane street with adequate sidewalks and safe crossings. The area connects into the historic urban street grid, with excellent pedestrian connections to adjacent residential areas.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The older storefronts in the area appear to need well-designed improvements to enhance the retail environment. There are some gaps in the blockface but generally the building stock warrants reinvestment and could support an active commercial district.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	<input type="checkbox"/>	Most, but not all storefronts observed are occupied. There are a few auto-oriented businesses, but the area features a number of specialty retailers and shops that appear to be serving the everyday needs of the surrounding community.
underserved area	✓	
ground floor vacancies		

Note: Eligibility for Enterprising Places Storefront Improvement grants is not recommended because this district is currently served by the Portland Development Commission's Interstate Urban Renewal Area and PDC staff has indicated that additional resources for storefront improvement are not needed at this time.

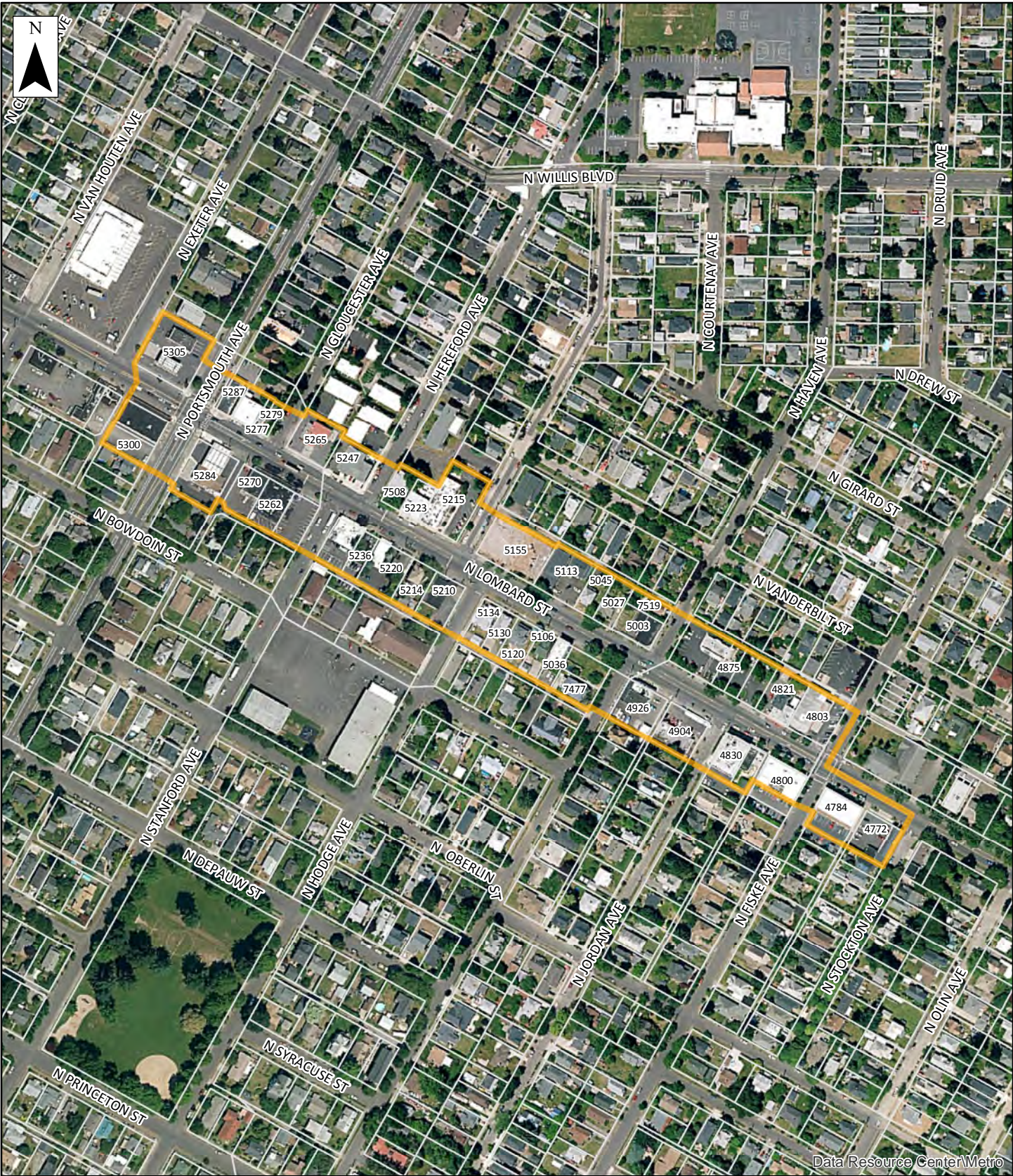
Determination of Eligibility	
Storefront Improvement	District Transformation
<b>NO</b>	<b>YES</b>



## Mid-Lombard Portland

District Context	
<b>Zoning</b>	Storefront Commercial and Mixed Commercial (retail/commercial and mixed use)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Storefront Commercial and Mixed Commercial zoning designations along the core retail area of Mid-Lombard.
<b>Destinations and attractions</b>	University of Portland, Portsmouth and Columbia Parks, Portland Abbey Arts
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$27,214,000
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within ½ mile</b>	8,733
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	45% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	42% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	7% limited English



Data Resource Center/Metro

# Enterprising Places

Proposed Eligible Area: Mid-Lombard

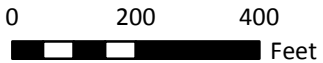
October, 2014



Eligible area



Property lines





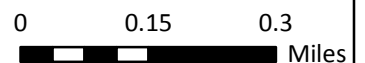
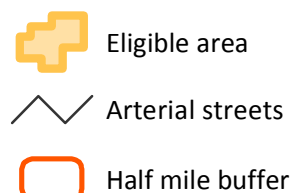
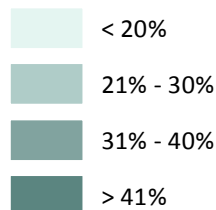
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
8,733	45%	42%	7%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Mid-Lombard  
 Demographic Profile  
 October, 2014

**% Low-income**



# NE Martin Luther King Jr. Blvd.

## City of Portland

The stretch of NE Martin Luther King, Jr. Boulevard from NE Fremont to NE Lombard Street features an assortment of businesses and community services. With a history as the City of Albina, the area contains structures built in every decade since the early 20<sup>th</sup> C. The boulevard knits together neighborhoods on either side and provides significant opportunities for small business development alongside corporate business interests, ranging from the Nike Outlet Store to beauty supply shops, health care clinics, banks, auto repair, Boys and Girls Club, and many food and beverage establishments.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	NE MLK is a 4-lane arterial with adequate sidewalks and (along most parts) a center landscaped median and on-street parking. There are areas where the pedestrian environment needs buffering from the high traffic volume. The area connects into the historic urban street grid, with excellent connections to residential areas.
urban street grid	✓	
streetscape	varies	
<b>Building stock</b>		
blockface	✓	The older storefronts in the area appear to need well-designed improvements to enhance the retail environment. There are some gaps in the blockface, but the overall the building stock warrants reinvestment and could support an active commercial district.
needed rehabilitation	✓	
commercial	varies	
<b>Activity</b>		
retail environment	✓	Most, but not all storefronts observed are occupied. As a former state highway, there are many auto-oriented businesses, but the area features a number of specialty retailers and shops that appear to be serving the everyday needs of the surrounding community.
underserved area	varies	
ground floor vacancies		

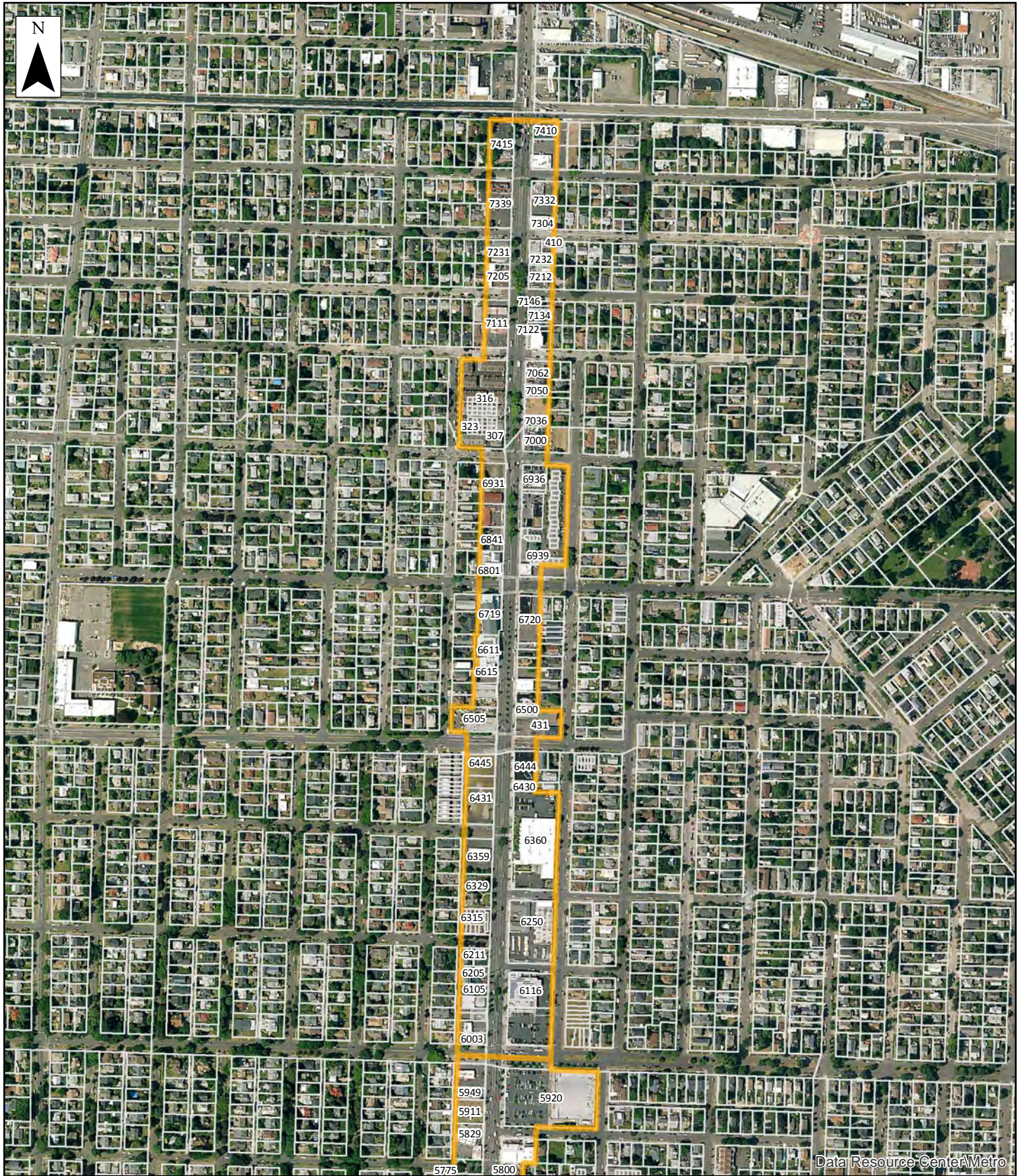
Note: Eligibility for Enterprising Places Storefront Improvement grants is not recommended because this district is currently served by the Portland Development Commission's Interstate Urban Renewal Area and PDC staff has indicated that additional resources for storefront improvement are not needed at this time.

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>NO</b>	<b>YES</b>

## NE Martin Luther King Jr. Blvd. **Portland**

District Context	
<b>Zoning</b>	Mixed Commercial, General Commercial, Central Employment (retail/commercial and mixed use)
<b>Notes on boundary</b>	The eligible area boundary encompasses all commercial and mixed use properties fronting NE MLK Blvd from NE Fremont to NE Lombard Street.
<b>Destinations and attractions</b>	Locally-owned service and retail businesses, Safeway grocery store, banks, Boys and Girls Club, Nike Outlet Store
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$27,214,000
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within ½ mile</b>	23,542
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	38% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	41% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	4% limited English



Data Resource Center Metro

# Enterprising Places

Proposed Eligible Area: N.E. Martin Luther King Jr. Blvd. (north)

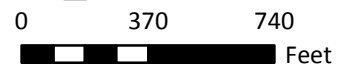
October, 2014



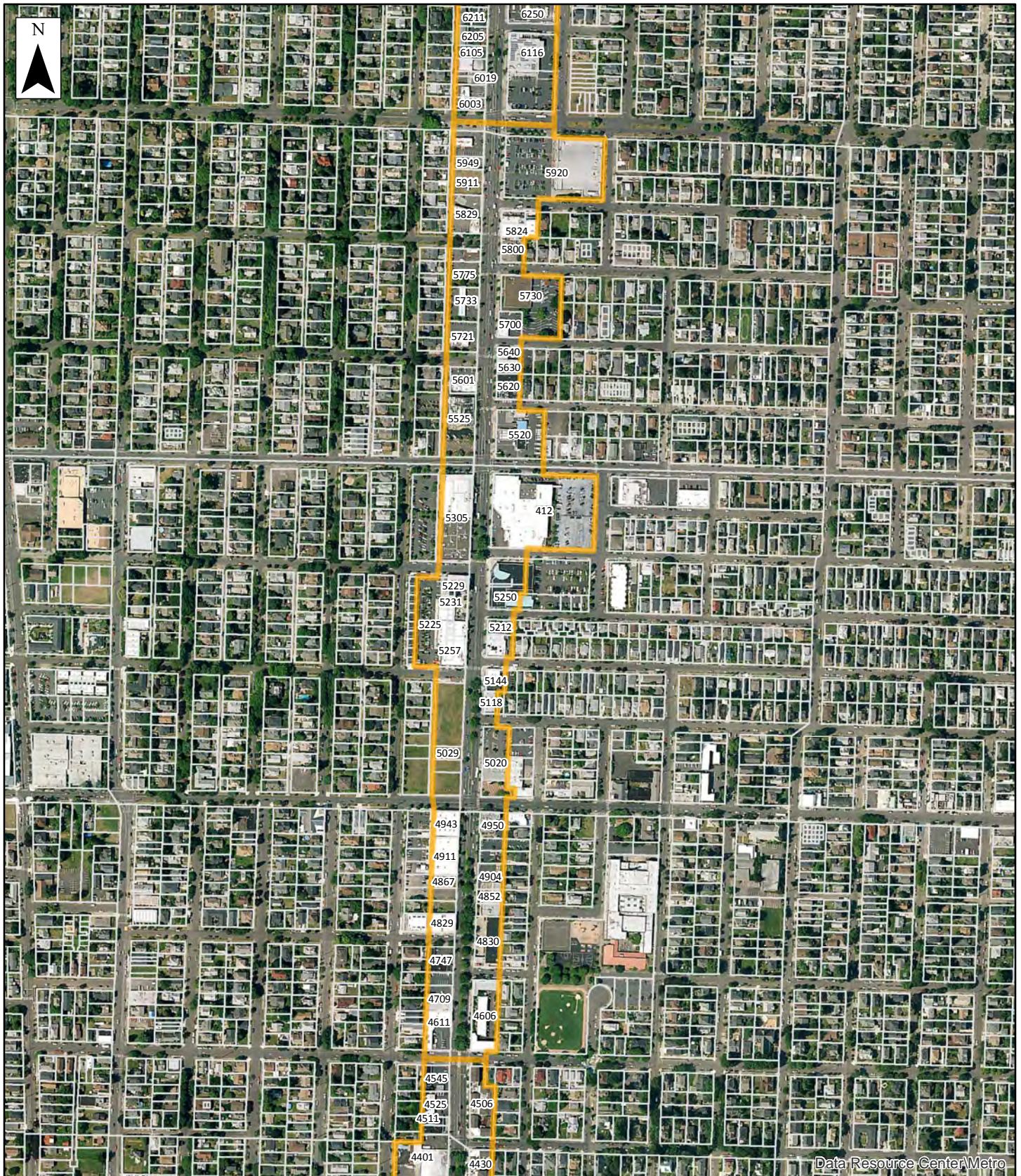
Eligible area



Property lines







Data Resource Center/Metro

## Enterprising Places

Proposed Eligible Area: N.E. Martin Luther King Jr. Blvd. (middle)

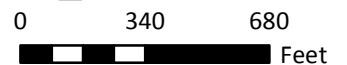
October, 2014



Eligible area

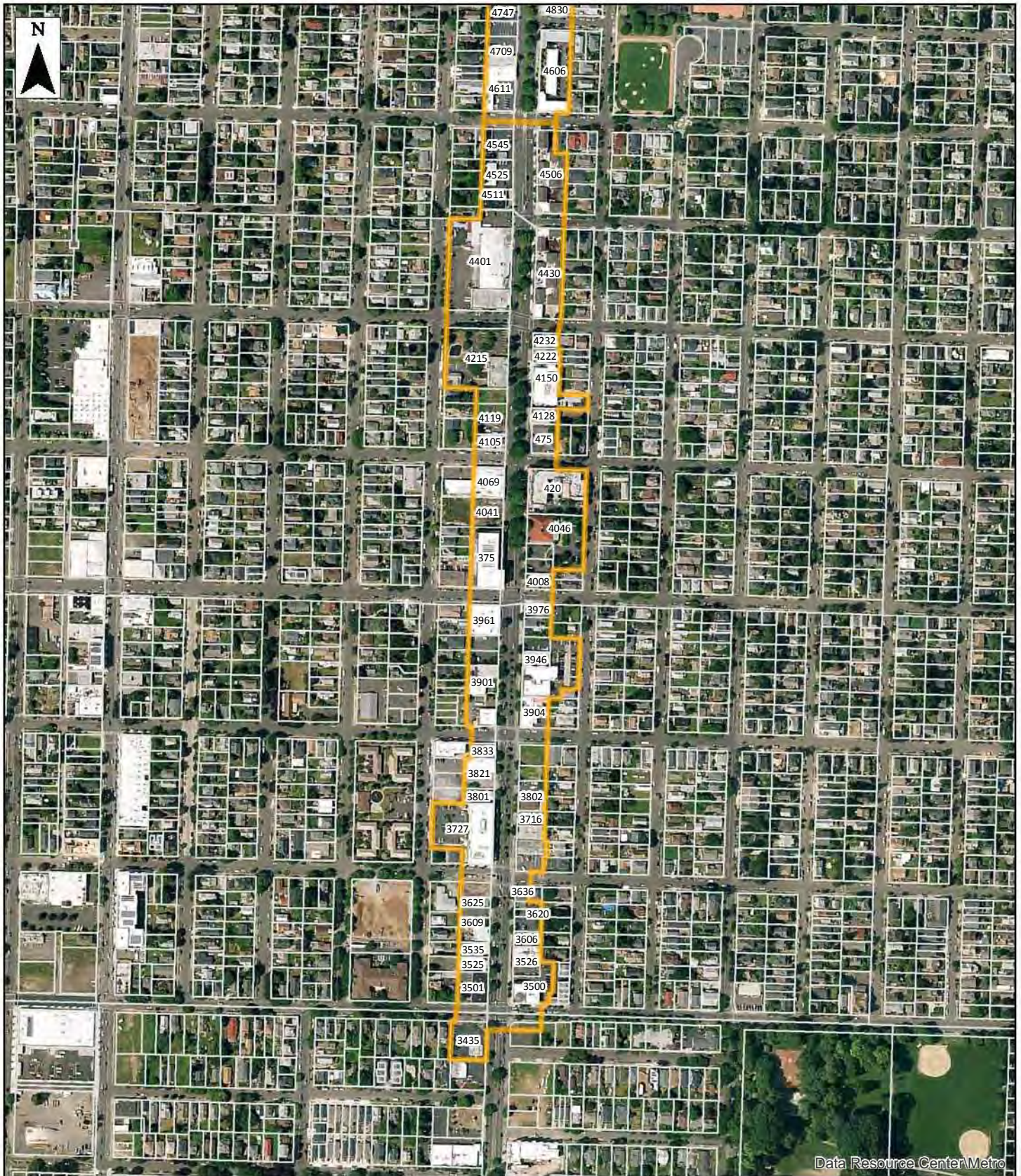


Property lines









Data Resource Center Metro

## Enterprising Places

Proposed Eligible Area: N.E. Martin Luther King Jr. Blvd. (south)

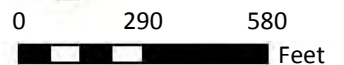
October, 2014



Eligible area



Property lines





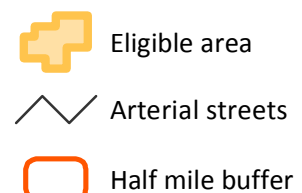
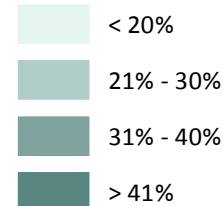
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
23,542	38%	41%	4%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** N.E. Martin Luther King Jr. Blvd.  
 Demographic Profile  
 October, 2014

**% Low-income**



# Milwaukie

## City of Milwaukie

Downtown Milwaukie is the historic town center located along the core of Main Street, Monroe, and 21<sup>st</sup> Avenue. The area contains many older storefronts (early 20<sup>th</sup>C.) with various locally-owned retail and food/beverage establishments, in addition to community services such as the City Hall and the Masonic Lodge. Main Street backs up to the auto-oriented McLoughlin Boulevard / Highway 99E. Dark Horse Comics is a major downtown employer and property owner.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Downtown Milwaukie has a well-connected and improved urban street grid. The streetscape includes pedestrian lighting, trees, and furniture.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The area contains a mix of historic and post-WWII structures with storefronts still in need of well-designed improvements to enhance the retail environment. Almost all buildings in downtown Milwaukie directly abut the sidewalk (little if any setbacks).
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Storefronts observed are occupied. However, a number appear to be under-utilized and could accommodate additional tenancy or more active uses.
underserved area	✓	
ground floor vacancies		

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>

# Milwaukie

District Context	
<b>Zoning</b>	Downtown Storefront, Downtown Office and Downtown Residential (retail, commercial and mixed use)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Downtown Storefront zoning designation in downtown Milwaukie and also includes properties in the retail core zoned as Downtown Office and Downtown Residential (adjacent the new light rail line and allows for mixed use). Additional properties that front McLoughlin Blvd and at the future MAX light rail stations were also included at the City's request, because they align with the City's downtown revitalization initiatives and have the potential to meet the Enterprising Places program goals.
<b>Destinations and attractions</b>	City Hall, Post Office, Masonic Lodge, Library, Dark Horse Comics
<b>Local urban renewal district</b>	No
<b>2014/15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within 1 mile</b>	12,859
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	36% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	14% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	3% limited English



## Enterprising Places

Proposed Eligible Area: Downtown Milwaukie

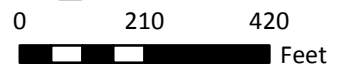
October, 2014

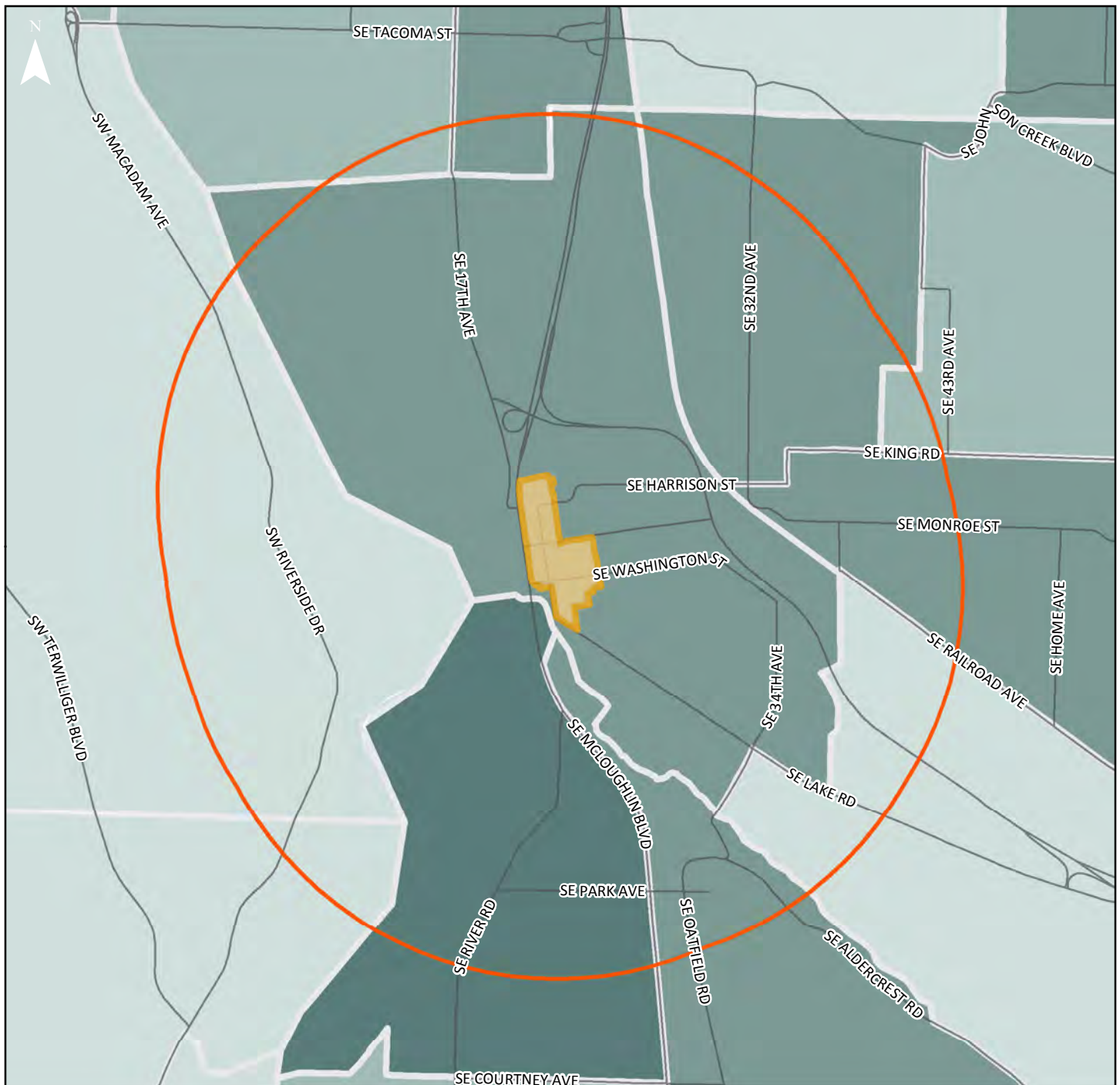


Eligible area



Property lines





**Demographic Profile of Population Within Buffer Area**

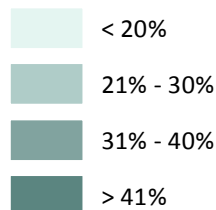
Population	% Low-income	% People of color	% Limited English
12,859	36%	14%	3%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Downtown Milwaukie  
 Demographic Profile  
 October, 2014



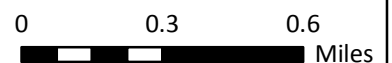
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# Montavilla

## City of Portland

The main street of the Montavilla neighborhood, SE Stark, is the historic center situated just west of 82<sup>nd</sup> Avenue. The area contains a mix of older storefronts (early 20<sup>th</sup>C.) along with post-WWII retail developments. Stark Street serves as the heart of community activities for the neighborhood, including the Academy Theater, weekly farmers' market and numerous destination restaurants.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Stark Street and Washington (to the south) form a one-way couplet, but the speeds and general street environment are conducive to retail investment. Montavilla is part of the historic urban street grid, with excellent pedestrian connections to adjacent residential areas.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	Some of the older storefronts in the area have been renovated, but others appear to need well-designed improvements to enhance the retail environment.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most, but not all storefronts observed are occupied. A number appear to be under-utilized and could accommodate additional tenancy or more active uses.
underserved area	✓	
ground floor vacancies		

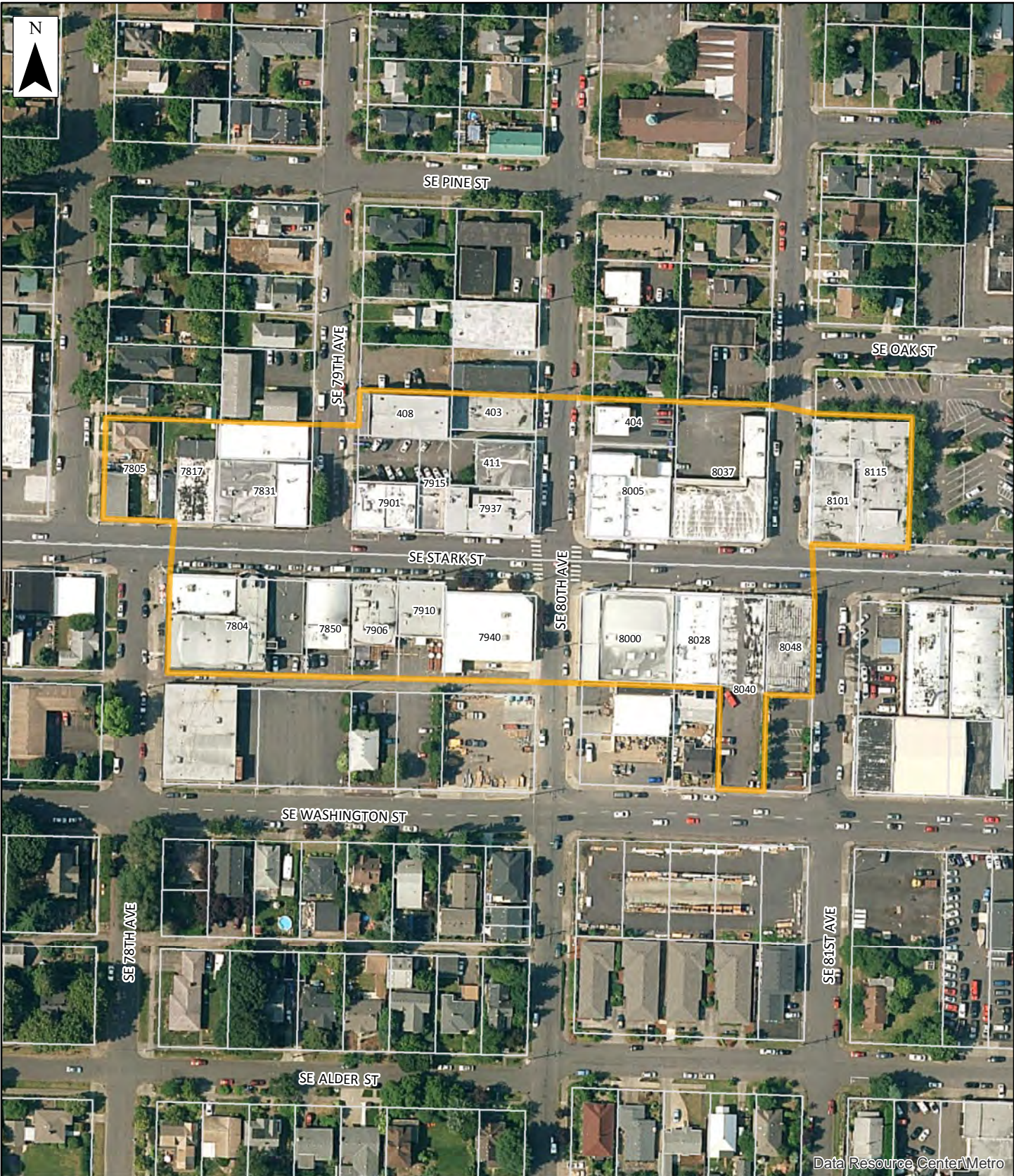
Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>



# Montavilla Portland

District Context	
<b>Zoning</b>	Storefront Commercial (retail/commercial and mixed use)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Storefront Commercial zoning designation in along the core retail area of Montavilla. Some properties on the edge of the area were excluded because they are under residential use, parking lots, and/or they front Washington Street.
<b>Destinations and attractions</b>	Academy Theater, Country Cat and The Observatory restaurants, lumber stores, farmers' market
<b>Local urban renewal district</b>	No
<b>2013-15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within ½ mile</b>	6,812
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	30% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	29% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	10% limited English






Data Resource Center/Metro

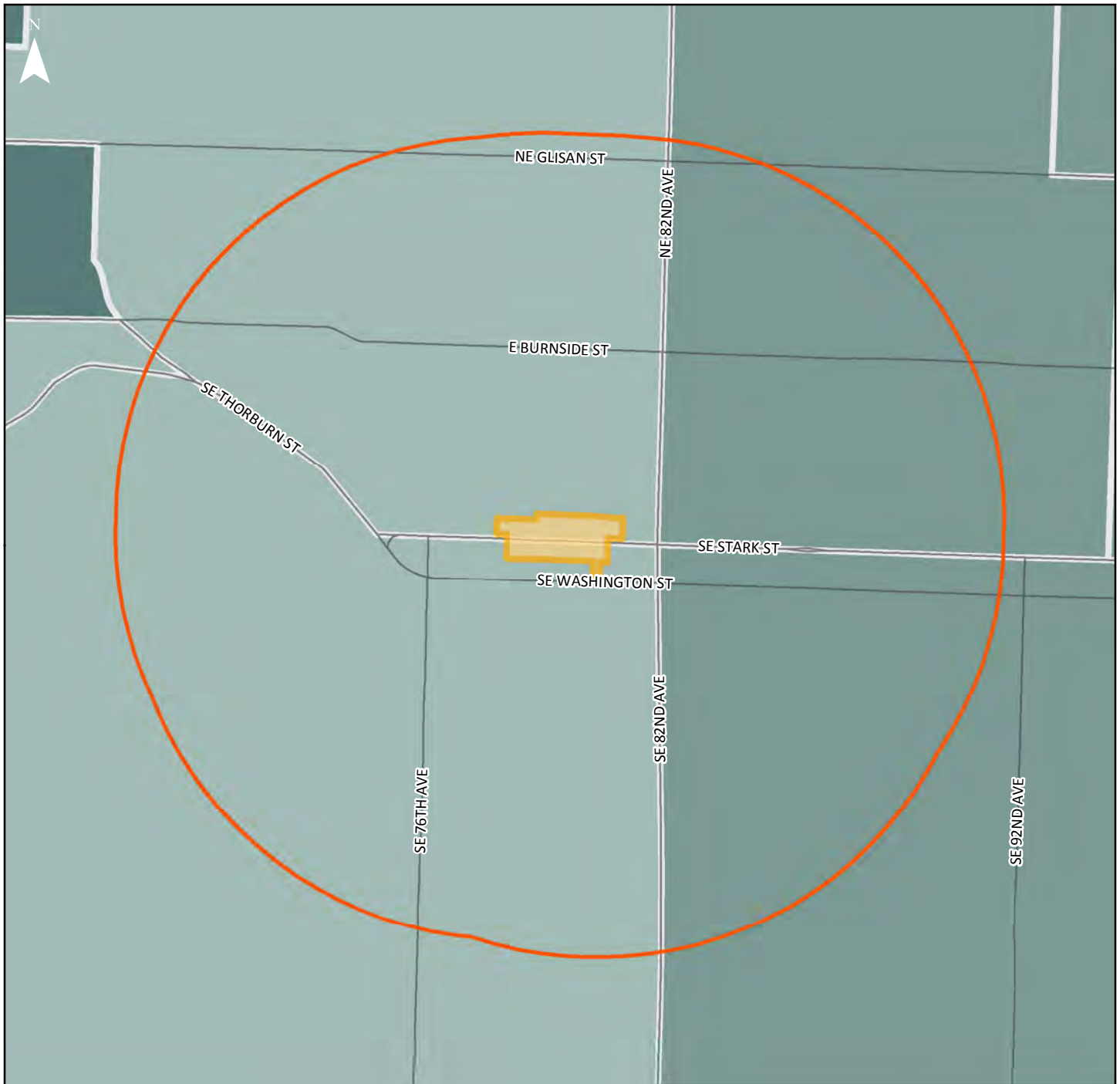
# Enterprising Places

Proposed Eligible Area: Montavilla  
 October, 2014



 Eligible area  
 Property lines  
 0      90      180  
 Feet

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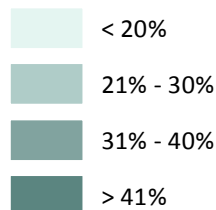
**Demographic Profile of Population Within Buffer Area**




Population	% Low-income	% People of color	% Limited English
6,812	30%	29%	10%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

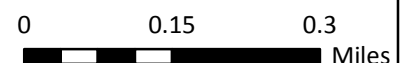
**Enterprising Places**

**Proposed Eligible Area:** Montavilla  
 Demographic Profile  
 October, 2014

**% Low-income**



-  Eligible area
-  Arterial streets
-  Half mile buffer



# Oregon City

## City of Oregon City

Downtown Oregon City is the historic center of Oregon City and the region – designated in the mid 1800s as the first capital of the Oregon Territory. Many Main Street structures from the late 1800s and early 1900s remain, along with post-WWII retail developments. The downtown features a range of civic landmarks, facilities, and community destinations including the Clackamas County Courthouse, the Municipal Elevator, the downtown farmers’ market, and transit center. On the bluff above downtown, the 7<sup>th</sup> Street corridor contains both historic structures and newer buildings. Important attractions along the plateau just above downtown include the public library, Pioneer Community Center, McLoughlin Promenade, and City Hall.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	The grid and connections of Main Street are limited by topography - two blocks sandwiched between the river/McLoughlin Blvd. and the bluff. The grid is intact with complete and attractive pedestrian amenities. In recent years the City changed Main Street back to a two-way road to aid circulation and improve the retail environment.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	Many of Main Street's historic structures have been improved, some with the assistance of Metro and the City's urban renewal agency. There are a limited number of storefronts on Main and 7 <sup>th</sup> that appear to need well-designed improvements to improve the retail.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	There is a diverse mix of retail services and eating establishments, ground floor professional services, as well as ground floor vacancies.
underserved area	✓	
ground floor vacancies	✓	

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>

## Oregon City

District Context	
<b>Zoning</b>	Mixed Use Downtown (retail / commercial and mixed use)
<b>Notes on boundary</b>	Though both the downtown area and 7 <sup>th</sup> Street corridor were included in the assessment, the eligible area is drawn to include only the retail core of Oregon City's Main Street and adjacent blocks. The 2040 Regional Center Designation and Mixed Use Downtown zoning are significantly larger than the proposed boundary; the excluded areas include historic residences, strip / corridor commercial, and government facilities. Only the historic retail center of downtown has been included.
<b>Destinations and attractions</b>	Clackamas County Courthouse, farmers' market, Oregon City Municipal Elevator, Singer Falls, McLoughlin Promenade
<b>Local urban renewal district</b>	Yes
<b>2013-15 urban renewal budget</b>	\$8,187,000 (2-year budget)
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within 1 mile</b>	11,549
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	25% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	12% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	1% limited English



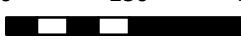


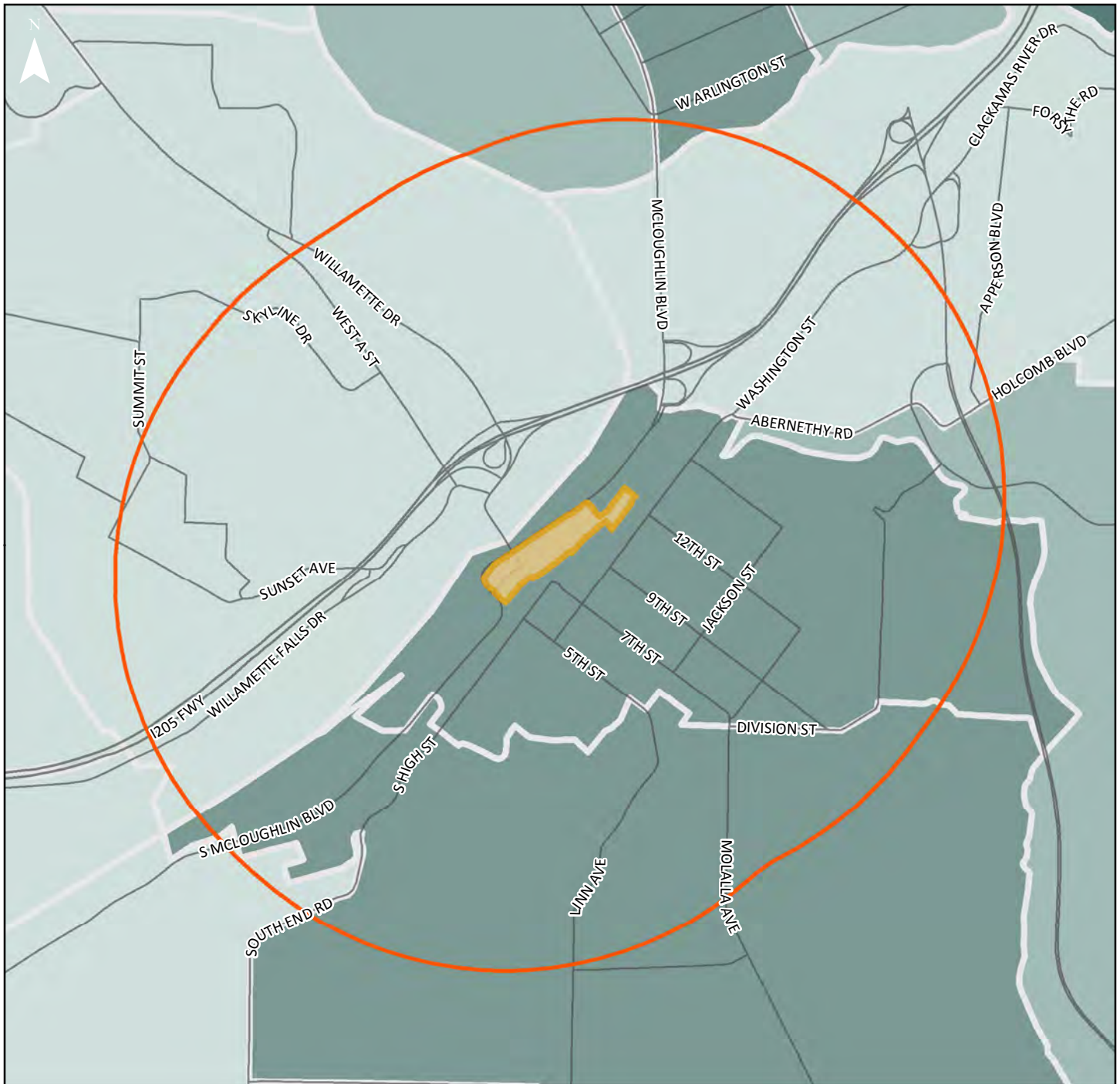
# Enterprising Places

Proposed Eligible Area: Downtown Oregon City

October, 2014



 Eligible area  
 Property lines  
 0      230      460  
 Feet



**Demographic Profile of Population Within Buffer Area**

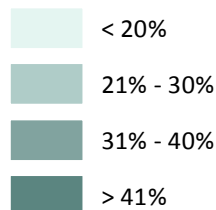
Population	% Low-income	% People of color	% Limited English
11,549	25%	12%	1%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Downtown Oregon City  
 Demographic Profile  
 October, 2014



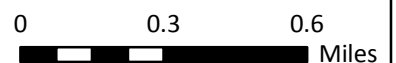
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# Parkrose

## City of Portland

Parkrose is the historic commercial corridor on the northern edge of Portland at NE Sandy from 105<sup>th</sup> to 112<sup>th</sup> Avenues. The area serves the nearby neighborhoods and industrial employment center around the Columbia River and airport with eating establishments and everyday goods and services.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	NE Sandy is a 5-lane state highway with parking and bike lane on the east bound side of the street. The area connects into the historic urban street grid to the south (an area that has gaps in sidewalk, but calm local streets). Sections of Sandy through Parkrose have street trees in addition to adequate sidewalks.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The older storefronts, mostly along the south side of the street, appear to need improvements to enhance the retail environment. There are some gaps in the blockface but generally the building stock warrants reinvestment and could support an active retail district.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most, but not all storefronts observed are occupied. There are a few auto-oriented businesses, but the area features a number of specialty retailers and shops that appear to be serving the everyday needs of the surrounding community not able to be met within walking distance.
underserved area	✓	
ground floor vacancies		

Note: Eligibility for Enterprising Places Storefront Improvement grants is not recommended because this district is currently served by the Portland Development Commission's Neighborhood Prosperity Initiative and PDC staff has indicated that additional resources for storefront improvement are not needed at this time.

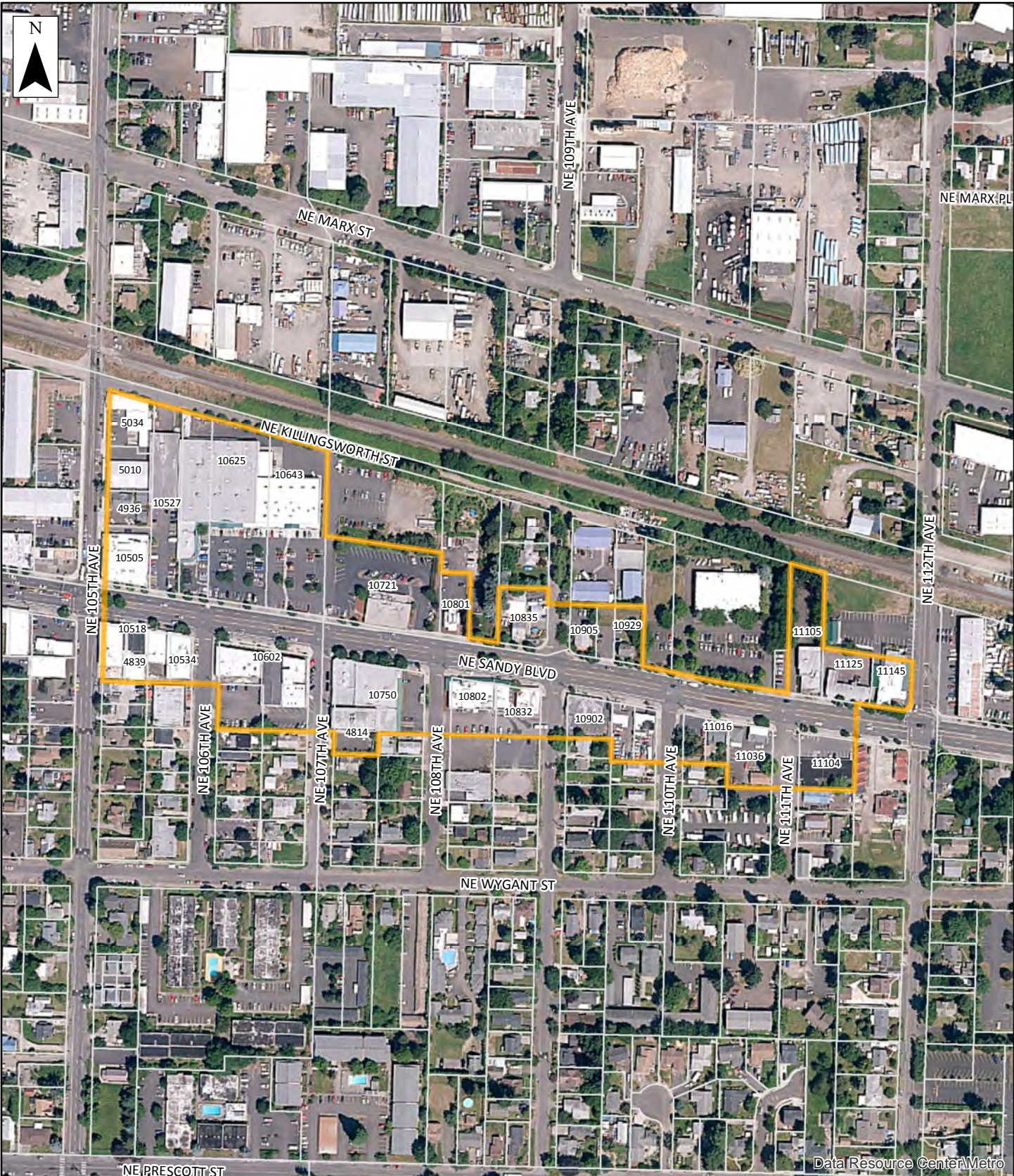
Determination of Eligibility	
Storefront Improvement	District Transformation
NO	YES



# Parkrose Portland

District Context	
<b>Zoning</b>	General Commercial (all land uses, except the most intense industrial; typically auto-oriented)
<b>Notes on boundary</b>	Eligible area is focused on the core retail portion of the Historic Parkrose District.
<b>Destinations and attractions</b>	Ace Hardware, German bakery
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$27,000
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within ½ mile</b>	3,941
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	41% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	40% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	14% limited English





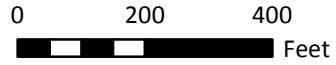
Data Resource Center/Metro

# Enterprising Places

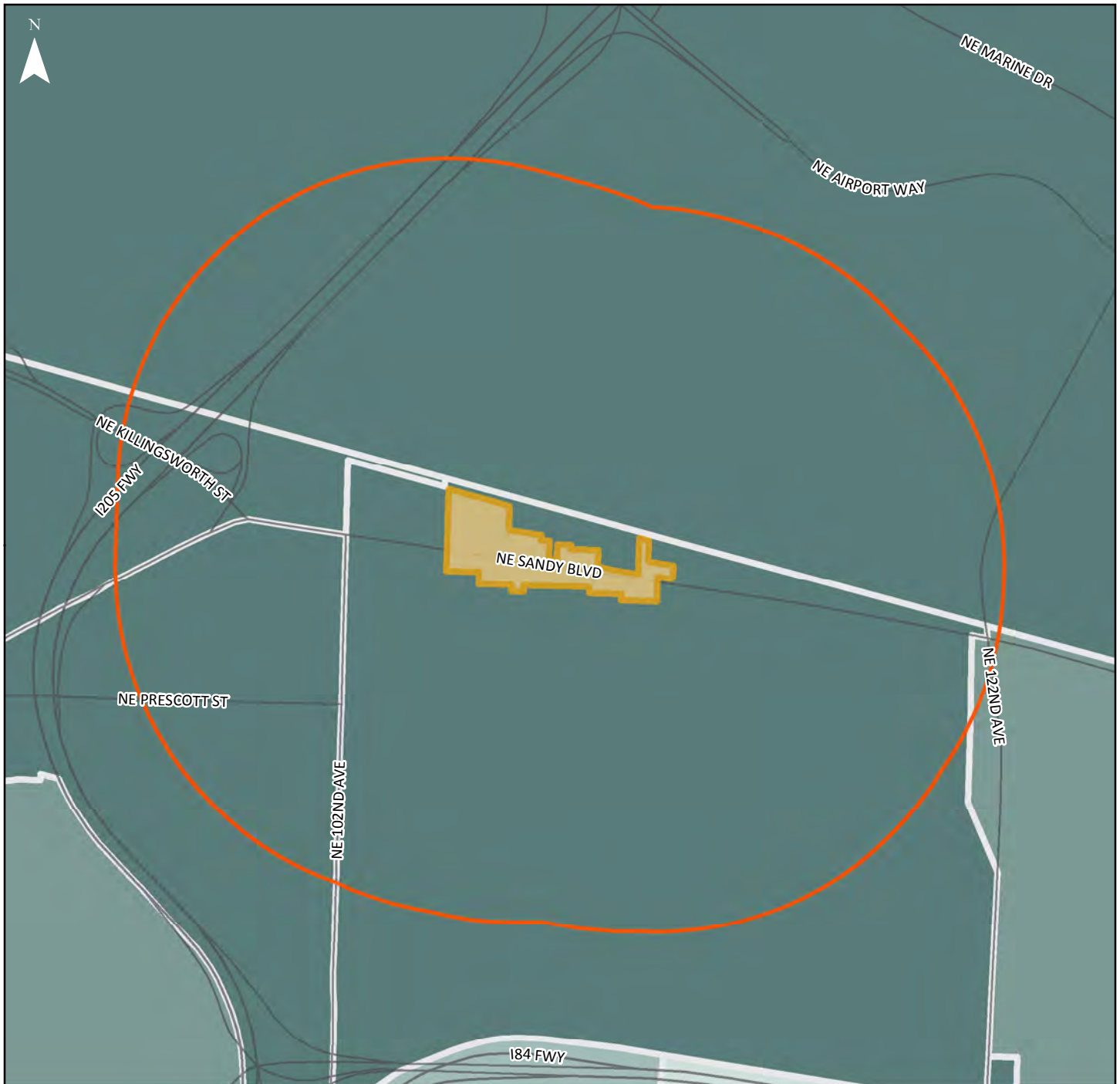
Proposed Eligible Area: Parkrose  
 October, 2014



-  Eligible area
-  Property lines



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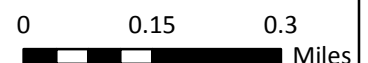
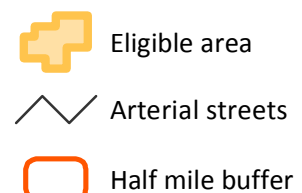
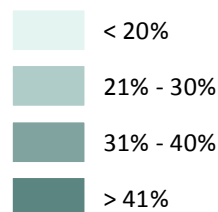
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
3,941	41%	40%	14%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Parkrose  
 Demographic Profile  
 October, 2014

**% Low-income**



# Rockwood

## City of Gresham

Rockwood Town Center developed from the crossroads of the farming community. Most of the area was developed during the post-WWII housing boom of the 1950s, including the centerpiece Fred Meyer (since closed in 2003). Long a part of unincorporated Multnomah County, Gresham annexed the eastern side of Rockwood in the mid-1980s as part of the mid-county sewer project. Today, Rockwood has numerous small businesses and large auto-oriented retail. The area is anchored by La Tapatia, a well-known Latino market, the new East Multnomah County Courthouse, and Portland Adventist School.

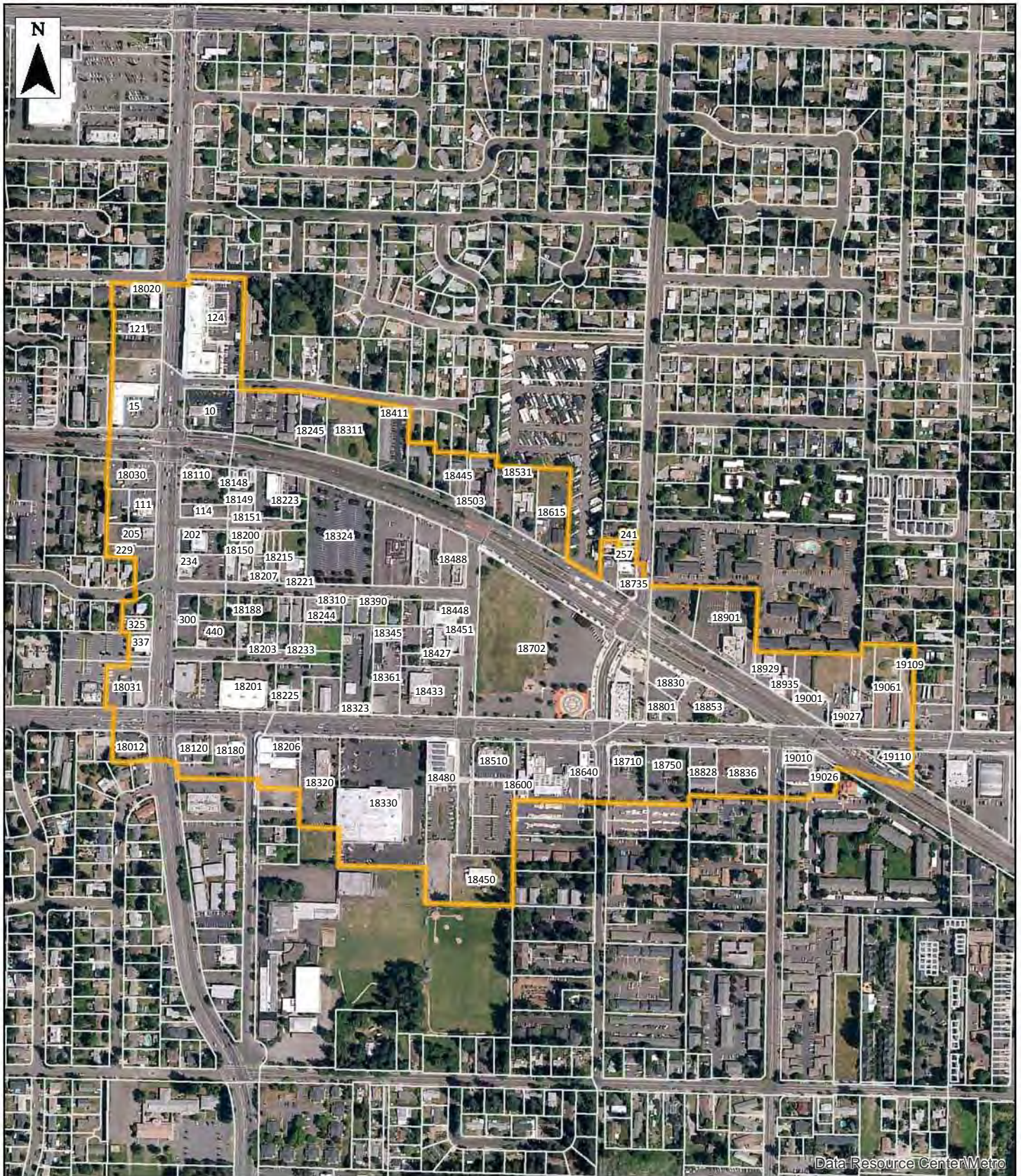
Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	The City of Gresham and its partners have been connecting the urban grid and improving the pedestrian environment for the past 15 years. The heart of Rockwood is bounded by two major arterials – SE Stark St and E Burnside – along with MAX tracks on Burnside.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface		The area consists mostly of post-WWII structures, auto-oriented in scale and siting, with a significant amount of land dedicated to surface parking lots.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment		Most, but not all, storefronts observed are occupied. Many are under-utilized and could accommodate additional tenancy or more active uses.
underserved area	✓	
ground floor vacancies	✓	

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>NO</b>	<b>YES</b>

# Rockwood Gresham

District Context	
<b>Zoning</b>	Rockwood Town Center (mixed use)
<b>Notes on boundary</b>	The eligible area includes what is commonly known as the 'Rockwood Triangle', the core of the commercial area bounded by 181 <sup>st</sup> , Burnside, and Stark Street. The Rockwood Town Center zoning district is more expansive to the south of Stark St and north of Burnside, which mostly include multifamily residential developments.
<b>Destinations and attractions</b>	Library, East County Courthouse, Portland Adventist School, La Tapatia, MAX Light Rail, Rockwood Plaza
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$28,541,000 (\$18.1m to capital fund, \$10.4m debt svc)
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within ½ mile</b>	31,523
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	48% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	43% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	19% limited English



Data Resource Center/Metro

# Enterprising Places

Proposed Eligible Area: Rockwood

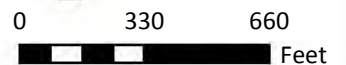
October, 2014



Eligible area



Property lines





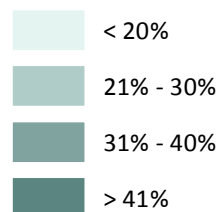
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
31,523	48%	43%	19%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Rockwood  
 Demographic Profile  
 October, 2014

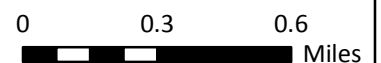
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# Roseway

## City of Portland

The neighborhood retail center on NE Sandy Boulevard from NE 67<sup>th</sup> to 75<sup>th</sup> Avenues in Portland serves as a main street for the Roseway and nearby communities. The area contains a mix of older storefronts (early 20<sup>th</sup>C.) along with post-WWII retail developments. Sandy Boulevard serves as the heart of community with numerous destinations, such as the Roseway Theater, pharmacy, Safeway at 68<sup>th</sup>, and a variety of services. A library branch and Rose City Golf Course are nearby attractors to the area.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	NE Sandy is a 4-lane, state highway. While there are adequate sidewalks and on-street parking, the area lacks street pedestrian amenities that could mitigate the high volume of traffic. The area connects into the historic urban street grid, with excellent pedestrian connections to adjacent residential areas.
urban street grid	✓	
streetscape		
<b>Building stock</b>		
blockface	✓	The older storefronts in the area appear to need well-designed improvements to enhance the retail environment. There are some gaps in the blockface but generally the building stock warrants reinvestment and could support an active commercial district.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most, but not all storefronts observed are occupied. There are a few auto-oriented businesses, but the area features a number of specialty retailers and shops that appear to be serving the everyday needs of the surrounding community.
underserved area		
ground floor vacancies	✓	

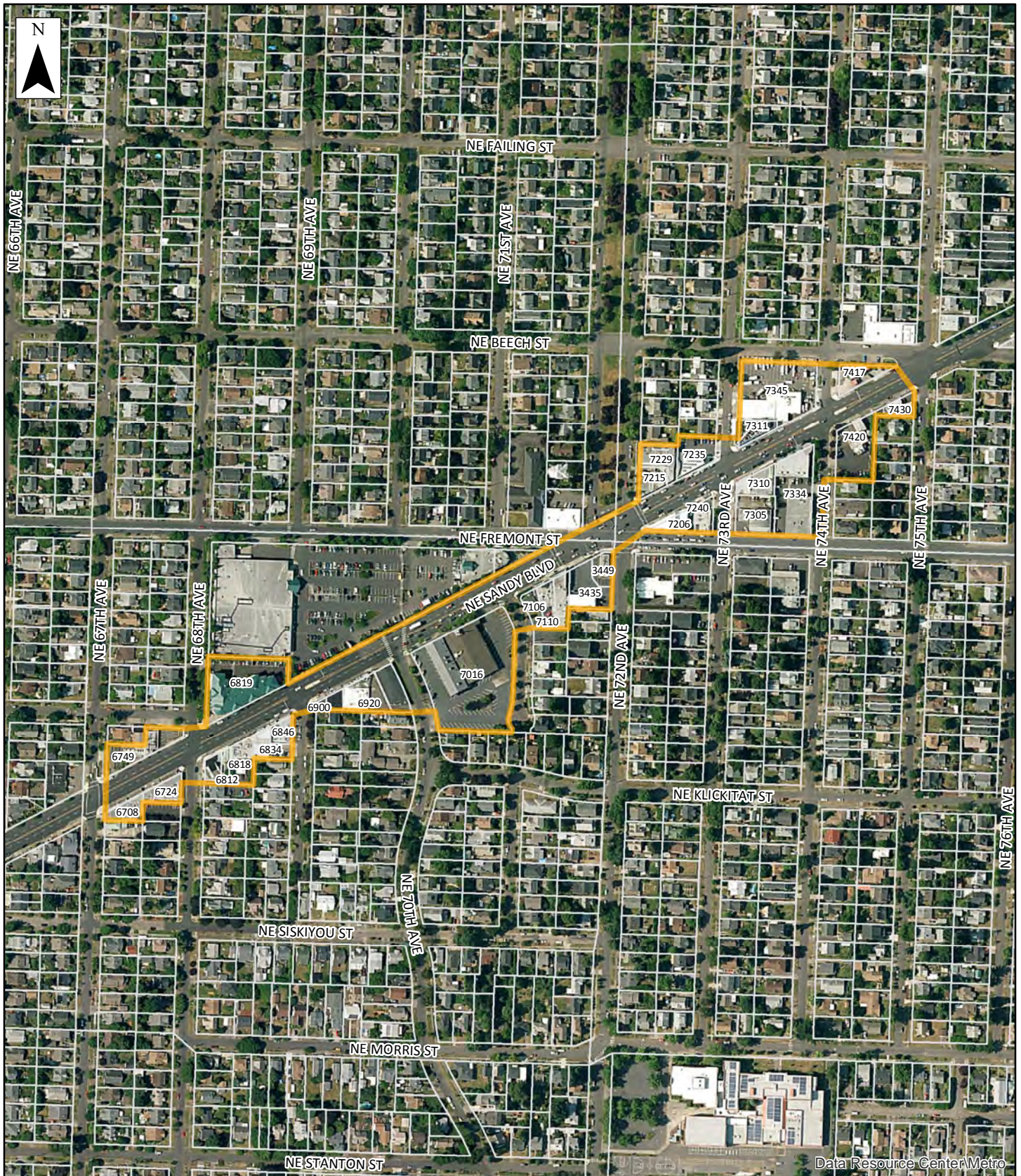
Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>



# Roseway Portland

District Context	
<b>Zoning</b>	General Commercial (all land uses, except the most intense industrial; typically auto-oriented)
<b>Notes on boundary</b>	The eligible area is drawn to include the Roseway retail core, fronting NE Sandy Blvd. The 2040 Main Street designation and General Commercial zoning are significantly larger than the proposed boundary, covering the entire length of Sandy from Hollywood to 122nd. Only the historic retail center has been included.
<b>Destinations and attractions</b>	Roseway Theater, library, Fairley's Pharmacy
<b>Local urban renewal district</b>	No
<b>2013-15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within ½ mile</b>	8,461
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	25% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	23% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	6% limited English



Data Resource Center Metro

# Enterprising Places

Proposed Eligible Area: Roseway

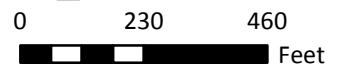
October, 2014



Eligible area



Property lines





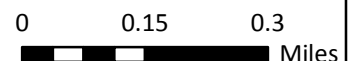
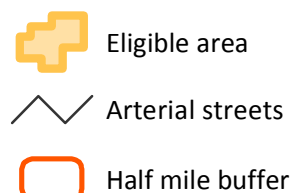
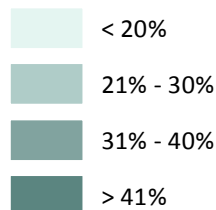
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
8,461	25%	23%	6%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Roseway  
 Demographic Profile  
 October, 2014

**% Low-income**



# St. Johns

## City of Portland

The town of St. Johns was established in the mid to late 1800s, along the banks of the Willamette River. The district, part of Portland since 1915, retains its intact historic storefronts filled with a complete array of retail goods, services, and entertainment options. The area is anchored by smaller retailers on the historic main street, a newer grocery store, the St. Johns Theater, and the iconic St Johns Bridge.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	The street environment along N Lombard, St. Johns main street, is pedestrian-friendly and well connected to the urban street grid.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	While a fair number of storefronts in the area have been improved, others are still in need of well-designed improvements to advance the retail environment. Blockface is largely intact, with a few surface parking lots that interrupt the traditional retail district.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Storefronts observed are occupied with a wide variety of retail and service tenants.
underserved area	✓	
ground floor vacancies		

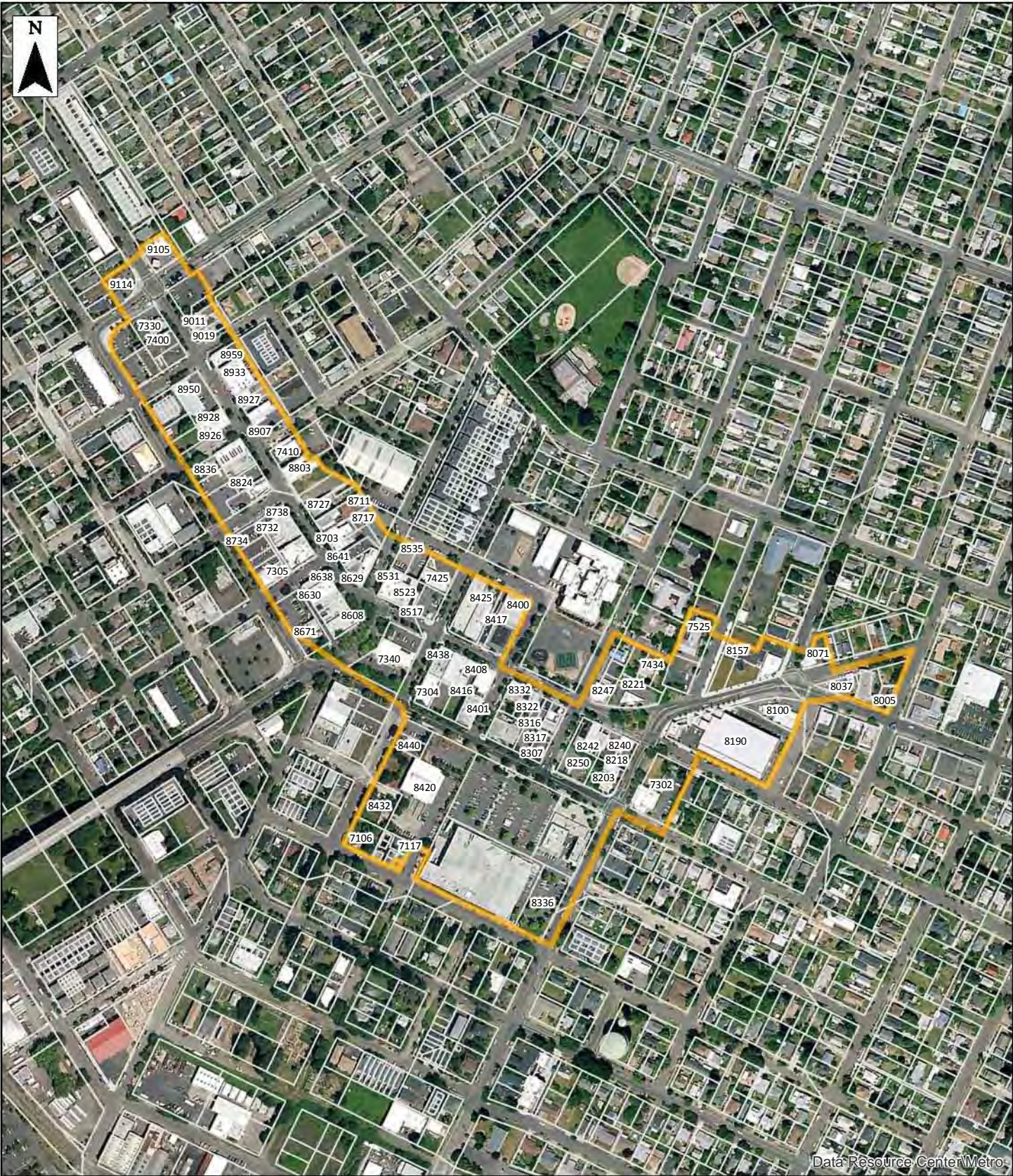
Note: Eligibility for Enterprising Places Storefront Improvement grants is not recommended because this district is currently served by the Portland Development Commission's Interstate Urban Renewal Area and PDC staff has indicated that additional resources for storefront improvement are not needed at this time.

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>NO</b>	<b>YES</b>

## St. Johns Portland

District Context	
<b>Zoning</b>	Storefront Commercial and Neighborhood Commercial with a design overlay (retail / commercial and mixed use)
<b>Notes on boundary</b>	Eligible area closely follows the boundary for the Storefront and Neighborhood Commercial zoning designations in the core retail area.
<b>Destinations and attractions</b>	St. Johns Bridge, Cathedral Park / Willamette riverfront, St. Johns Theater, farmers' market, post office, grocery stores
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$27,214,000
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within ½ mile</b>	6,663
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	33% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	31% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	6% limited English



Data Resource Center/Metro

# Enterprising Places

Proposed Eligible Area: St. Johns

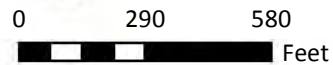
October, 2014



Eligible area



Property lines





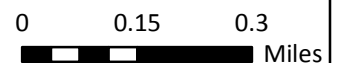
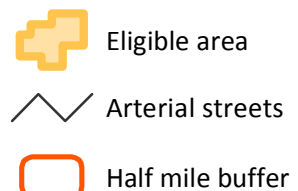
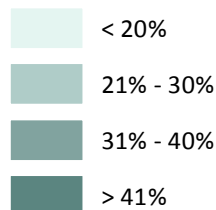
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
6,663	33%	31%	6%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** St. Johns  
 Demographic Profile  
 October, 2014

**% Low-income**



# Tigard

## City of Tigard

The Main Street area of Downtown Tigard is the historic town center just south of 99W, west of Highway 217. The area contains a mix of older storefronts (early 20<sup>th</sup>C.) and newer commercial buildings. Main Street is anchored by the Post Office, WES Commuter Rail station, and Fanno Creek at the western edge.

Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Downtown Tigard has a well-connected and improved urban street grid. The City is currently constructing a streetscape project on Main Street that will result in enhanced pedestrian amenities and lighting.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	The area contains a mix older and post-WWII structures, with many storefronts still in need of well-designed improvements to enhance the retail environment. Many buildings in the core Main Street area directly abut the sidewalk (little if any setbacks) though auto-oriented uses (car wash) and access points occupy a key main street location.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	Most, but not all storefronts observed are occupied. A number appear to be under-utilized and could accommodate additional tenancy or more active uses.
underserved area	✓	
ground floor vacancies	✓	

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>



# Tigard

District Context	
<b>Zoning</b>	Mixed Use – Central Business District
<b>Notes on boundary</b>	The eligible area is drawn to include the retail core of Tigard’s Main Street. The 2040 Town Center Designation and Central Business District zoning are more extensive than the proposed boundary; these excluded areas include industrial uses, open space, strip / corridor commercial, government facilities, and residential developments. Only the historic retail center has been included.
<b>Destinations and attractions</b>	Post Office, farmers’ market, Fanno Creek, WES commuter rail station, locally-owned food and beverage businesses
<b>Local urban renewal district</b>	Yes
<b>2014/15 urban renewal budget</b>	\$2,155,000
<b>Local storefront program</b>	Yes

Summary Demographics	
<b>Total population within 1 mile</b>	14,737
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	26% low income within 1 mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	29% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than ‘very well’	10% limited English



## Enterprising Places

Proposed Eligible Area: Downtown Tigard

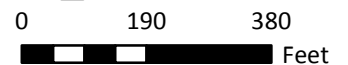
October, 2014

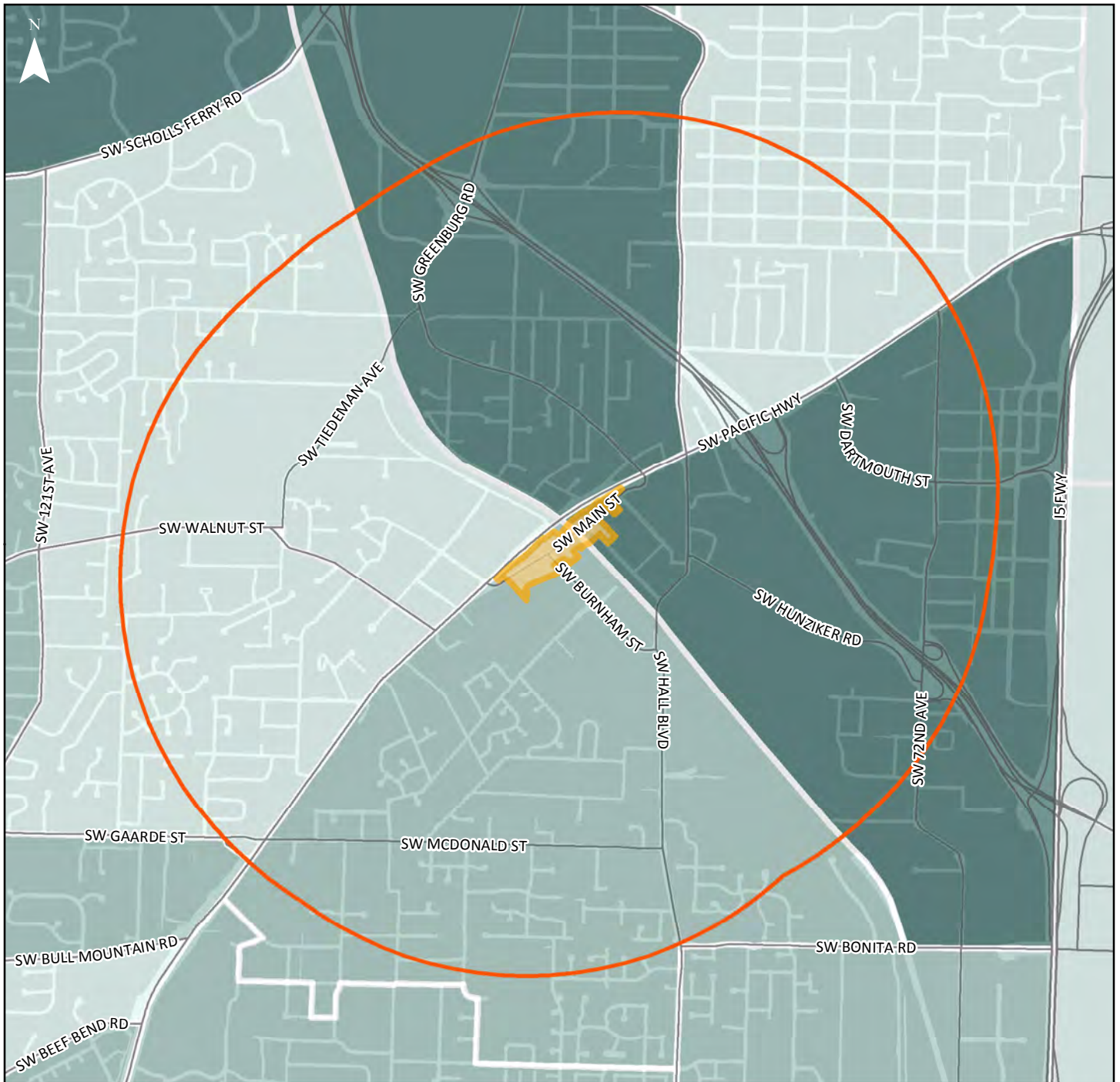


Eligible area



Property lines





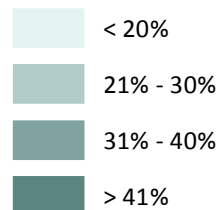
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
14,737	26%	29%	10%
Total population within one mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Downtown Tigard  
 Demographic Profile  
 October, 2014

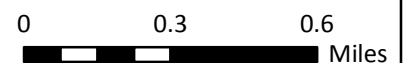
**% Low-income**



Arterial streets

Eligible area

One mile buffer



# Woodstock

## City of Portland

Woodstock Boulevard is the historic retail center for the Woodstock neighborhood, just east of Reed College. The area contains a mix of older storefronts (early 20<sup>th</sup>C.) along with post-WWII retail developments. Woodstock serves as the heart of community activities, including the library, farmers' market, supermarket, and numerous destination restaurants.

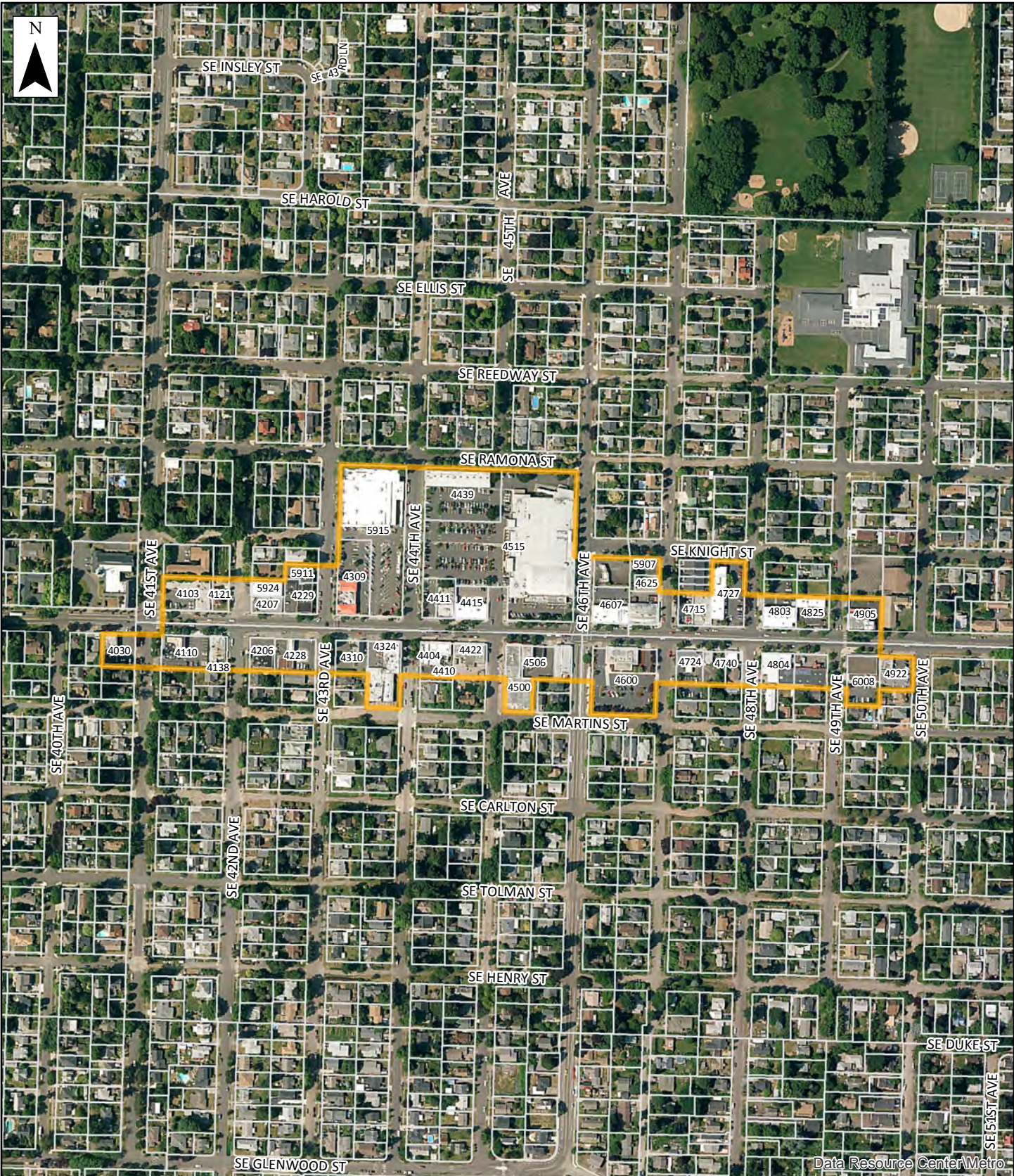
Investment Criteria		
<b>Infrastructure</b>		
pedestrian connectivity	✓	Woodstock is part of the historic urban street grid, with excellent pedestrian connections to adjacent residential areas. The area has full streetscape amenities including lighting, plantings, furniture and protected street crossings.
urban street grid	✓	
streetscape	✓	
<b>Building stock</b>		
blockface	✓	Some of the older storefronts in the area have been improved, but others appear to need well-designed improvements to enhance the retail environment.
needed rehabilitation	✓	
commercial	✓	
<b>Activity</b>		
retail environment	✓	All storefronts observed are occupied (only vacant storefronts are the redevelopment site for New Seasons Market). There are some spaces that appear to be under-utilized and could accommodate additional tenancy or more active uses.
underserved area		
ground floor vacancies		

Determination of Eligibility	
Storefront Improvement	District Transformation
<b>YES</b>	<b>YES</b>

## Woodstock Portland

District Context	
<b>Zoning</b>	Storefront Commercial and Neighborhood Commercial (retail / commercial and mixed use)
<b>Notes on boundary</b>	The eligible area the Storefront Commercial zoning district and also includes Neighborhood Commercial properties in the core area that front on SE Woodstock.
<b>Destinations and attractions</b>	Library, Otto's Market, Safeway, Ace Hardware, the Joinery furniture
<b>Local urban renewal district</b>	No
<b>2013-15 urban renewal budget</b>	n/a
<b>Local storefront program</b>	No

Summary Demographics	
<b>Total population within ½ mile</b>	8,595
<b>% Low income</b> Individuals living in households with income at or below 185% of the federal poverty level	23% low income within ½ mile of district
<b>% People of color</b> Individuals self-identified as non-white or Hispanic/Latino	17% people of color
<b>% Limited English</b> Individuals self-identified as speaking English less than 'very well'	4% limited English



# Enterprising Places

Proposed Eligible Area: Woodstock

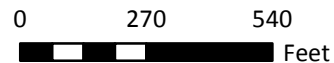
October, 2014

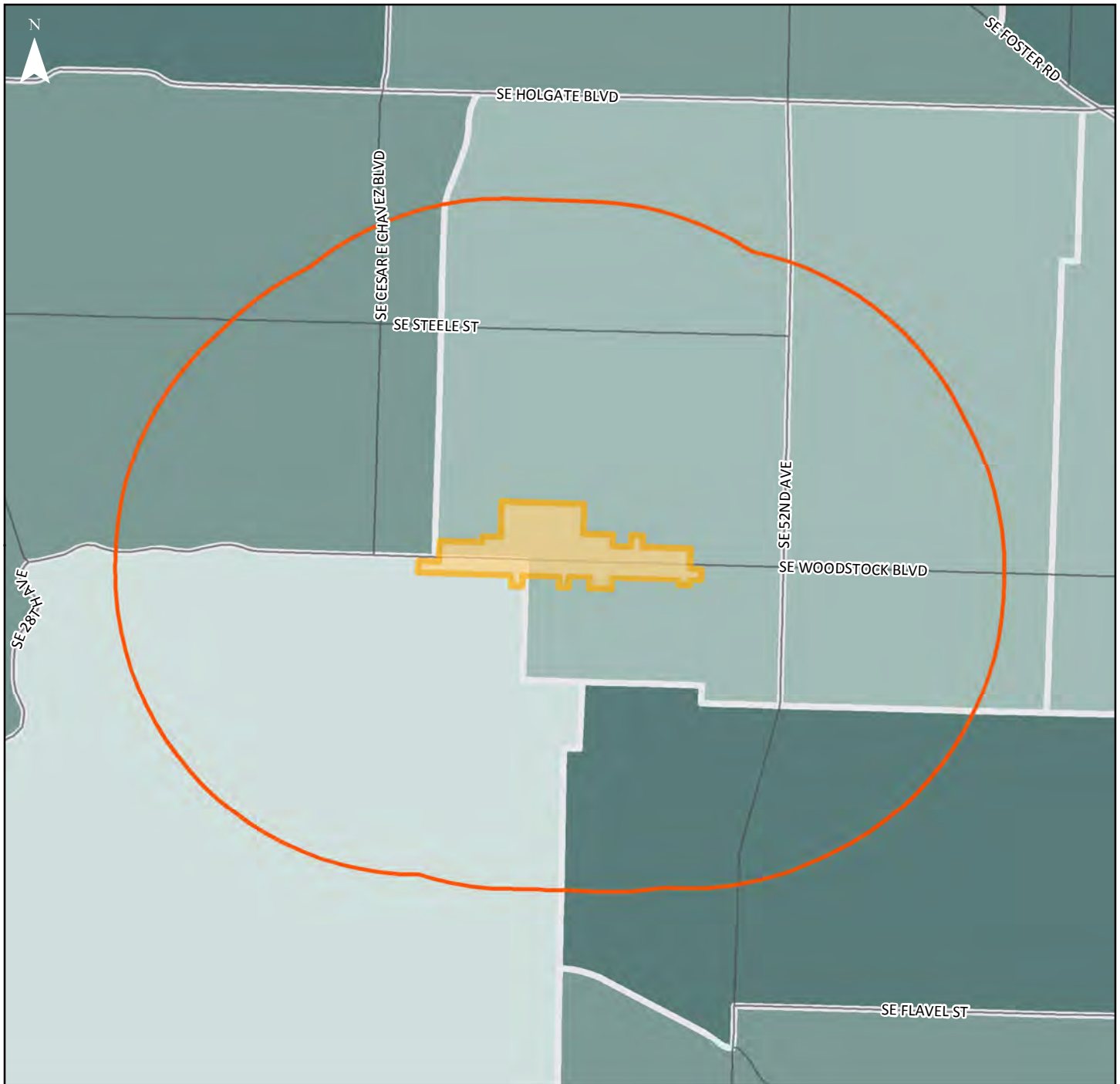


Eligible area



Property lines





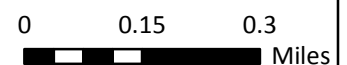
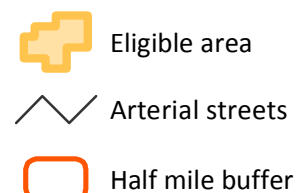
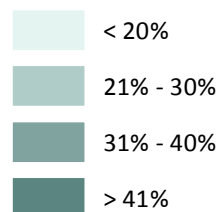
**Demographic Profile of Population Within Buffer Area**

Population	% Low-income	% People of color	% Limited English
8,595	23%	17%	4%
Total population within a half mile of eligible area	Individuals in households with income below 185% of Federal poverty line.	Individuals self-identified as non-white or Hispanic/Latino.	Individuals self-identified as speaking English less than "very well."

**Enterprising Places**

**Proposed Eligible Area:** Woodstock  
 Demographic Profile  
 October, 2014

**% Low-income**







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

**Enterprising Places** invests to build the thriving downtowns and main streets envisioned in the Portland metropolitan region's long range plan. Metro grants leverage local investments to make great places that endure for generations to come.

**Metro Council President**

Tom Hughes

**Metro Council**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

**Auditor**

Suzanne Flynn



**Metro**

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For more information visit  
[www.oregonmetro.gov/  
enterprisingplaces](http://www.oregonmetro.gov/enterprisingplaces)

Materials following this page were distributed at the meeting.

## Metro Council

### Priority and Agenda Setting Retreats

Retreat #1: November 20, 2014 – 2 to 5 p.m. Madison Room, Hatfield Hall, P'5

Purpose: Update the Council's strategies and identify key opportunities to advance Metro's policy vision over the next three to five years.

#### DRAFT AGENDA – RETREAT #1

- I. Introduction and Background
  - a. Goals for the day
  - b. Where have we been?
    - i. Prior retreats for strategic goals and Council initiatives
    - ii. Status of Council initiatives
  - c. What do we know? – Major policy actions and electoral milestones calendar review
- II. What is happening in the region?
  - a. Situation analysis presentation
  - b. What does this suggest for Metro – What are our strengths and weaknesses?
  - c. What does this suggest for the region – What opportunities and threats do we face?
- III. What should we work on to deliver the six desired regional outcomes?
  - a. What themes emerge from the Council's discussion of strengths, weaknesses, opportunities, and threats?
  - b. What direction does Council have for responding to those themes?
- IV. Next Steps
- V. Debrief
- VI. Adjourn

Retreat #2: December 2, 2014 – 2 to 5 p.m., VIP Suite B, OCC

Purpose: Review and Prioritize the Council directed initiatives. Prepare for the upcoming FY 2015-2016 budget process

#### DRAFT AGENDA – RETREAT #2

- I. Introduction and Background
  - a. Goals for the day
  - b. Review and follow up on discussion from November 20, 2014.
  - c. Review status of 2013-2014 Council initiatives.
  
- II. Council Initiative discussion
  - a. Which initiatives are most important to address the themes we identified on November 20?
  - b. Which should be accelerated or emphasized? Which should be slowed or deemphasized?
  - c. Should any initiatives be dropped?
  - d. Should any be added?
  
- III. Council Initiative Prioritization and Phasing
  
- IV. 2015-2016 Budget Process and Issues
  
- V. Next Steps
  
- VI. Debrief
  
- VII. Adjourn



November 3, 2014

MTAC and TPAC Straw Proposal for MPAC and JPACT Consideration

**A SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016**

**BACKGROUND**

The Climate Smart Communities project responds to a 2009 legislative mandate to develop and implement a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After a four-year collaborative effort, community leaders have shaped a Climate Smart strategy that meets the state mandate while supporting local city and county plans that have already been adopted in the region. When implemented, the strategy will also deliver significant public health, environmental and economic benefits to households and businesses in the region.

**WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION**

Building on existing activities and priorities in our region, the project partners have developed a *Toolbox of Possible Actions* that recommends immediate steps that can be taken individually by local, regional and state governments to implement the Climate Smart strategy. The toolbox does not mandate adoption of any particular policy or action, and instead was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target and some tools and actions may work better in some locations than others. The toolbox emphasizes the need for diverse partners to work together in pursuing those strategies most appropriate to local needs and conditions.

The toolbox includes some regional actions that produce particularly high returns on investment, and require local and regional officials to work together. Seeing the opportunity to act quickly, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have identified three toolbox actions that are key for the region to work together on now:

**CLIMATE SMART ACTIONS FOR 2015 AND 2016**

<p><b>Action 1</b></p>	<p><b>Advocate for increased federal, state, regional and local transportation funding for all transportation modes as part of a diverse coalition, with top priorities of maintaining and preserving existing infrastructure, and implementing transit service enhancement plans and transit-supportive investments.</b> <i>This action will advance efforts to implement adopted local city and county plans, transit service plans, and the 2014 Regional Transportation Plan.</i></p>
<p><b>Action 2</b></p>	<p><b>Advocate for federal and state governments to advance Oregon’s transition to cleaner, low carbon fuels, and more fuel-efficient vehicle technologies.</b> <i>This action will accelerate the fuel and vehicle technology trends assumed in the state target.</i></p>
<p><b>Action 3</b></p>	<p><b>Seek opportunities to advance local and regional projects that best combine the most effective greenhouse gas emissions reduction strategies.</b> <i>This action will implement adopted regional, city and county policies or plans and identify locally tailored approaches that integrate transit and active transportation investments with the use of technology, parking and transportation demand management strategies to show how these strategies, if implemented together, can achieve greater cost-effectiveness and greenhouse gas emissions reductions than if implemented individually. The action means the region will seek seed money for demonstration projects that leverage (1) local, regional, state and federal resources and (2) state and regional technical assistance to plan for and implement community demonstration projects that combine the following elements:</i></p> <ul style="list-style-type: none"> <li>• <i>investments in transit facility and/or service improvements identified in TriMet Service Enhancement Plans or the South Metro Area Regional Transit (SMART) Master Plan, including community-based services that complement regional service, such as the GroveLink service in Forest Grove</i></li> <li>• <i>local bike and pedestrian safety retrofits that also improve access to transit, schools and</i></li> </ul>

	<p><i>activity centers</i></p> <ul style="list-style-type: none"> <li>• <i>investments in transportation system management technologies, such as traffic signal timing and transit signal priority along corridors with 15-minute or better service, to smooth traffic flow and improve on-time performance and reliability</i></li> <li>• <i>parking management approaches, such as bicycle parking, preferential parking for alternative fuel vehicles, and shared and unbundled parking</i></li> <li>• <i>transportation demand management incentives or requirements to increase carpooling, biking, walking and use of transit.</i></li> </ul> <p><i>Seed funding could be sought from multiple sources, such as the Regional Flexible Funding Allocation process, Metro’s Community Development Grant program, Oregon’s Transportation Growth Management grant program, and federal grant programs such as the Building Blocks for Sustainable Communities.</i></p>
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**PARTNERSHIPS TO IMPLEMENT EARLY ACTIONS CAN DRIVE POSITIVE CHANGE**

Adoption of the Climate Smart Communities Strategy presents an opportunity for the region to work together to continue demonstrating leadership on climate change while addressing the need to step up funding to implement our adopted local and regional plans. Working together on these early actions presents an opportunity to lay a foundation for addressing our larger shared challenges through a collaborative approach. The actions recommended are achievable, but require political will and collaboration among regional partners to succeed.

This collaborative effort will require full participation from not only MPAC, JPACT, and the Metro Council, but also the region's cities and counties, transit agencies, port districts, parks providers, businesses, non-profits as well as state agencies, commissions and the Oregon Legislature. Coordinated work plans for addressing these priority actions will be developed by MPAC and JPACT and the Metro Council in 2015.

DRAFT

**CLIMATE  
SMART  
COMMUNITIES  
SCENARIOS PROJECT**

# Summary of recommended changes

Recommended changes in  
response to comments received  
from Sept. 15 – Oct. 30, 2014

November 3, 2014

**MAKING A  
GREAT  
PLACE**



## 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](http://www.oregonmetro.gov/climatescenarios)

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

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Bob Stacey, District 6

### **Auditor**

Suzanne Flynn



**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

**Climate Smart Communities Scenarios Project**

**Summary of Recommended Changes**

(comments received Sept. 15 through Oct. 30, 2014)

The public review drafts of the Climate Smart Communities Strategy (Exhibit A), Regional Framework Plan Amendments (Exhibit B), Toolbox of Possible Actions (2015-20) (Exhibit C) and Performance Monitoring Approach (Exhibit D) were released for final public review from Sept. 15 to Oct. 30, 2014.

Metro's technical and policy advisory committees discussed and identified potential refinements to the public review materials at their October and November meetings. Public agencies, advocacy groups and members of the public submitted comments in writing, through Metro's website and in testimony provided at a public hearing held by the Metro Council on Oct. 30, 2014.

This document summarizes recommended changes to respond to all substantive comments received during the comment period. New wording is shown in **bold underline**; deleted words are **bold crossed-out**. Wording in unbolded underline text was included in the public review drafts of each exhibit. Amendments identified below will be reflected in Exhibits A-D to Ordinance No. 14-1346.

**Comments On the Climate Smart Strategy (Exhibit A)**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
1	Climate Smart Strategy (Exhibit A)	Add a description of the Statewide Transportation Strategy and state fleet and technology assumptions included in the Climate Smart Strategy in the document to provide broader context of the relationship of the Climate Smart Strategy to state actions.	Angus Duncan, Drive Oregon	10/21/14, 10/28/14	<i>Amend Exhibit A as requested to add a description of the Statewide Transportation Strategy and state fleet and technology assumptions included in the Climate Smart Strategy.</i>  In addition, the Toolbox of Possible Actions identifies specific actions that the state, Metro, local government and special districts are encouraged to take to support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and transit fleet upgrades.
2	Climate Smart Strategy (Exhibit A)	Support state efforts to transition to cleaner, low carbon fuels, more fuel-efficient vehicles and transit fleet upgrades.	Oregon Health Authority	10/7/14	
3	Climate Smart Strategy (Exhibit A)	Support active transportation and transit levels of investment, but deprioritize road widening and highways projects given the relative low greenhouse gas emissions reduction. Recommending \$20.8 billion of spending on road projects likely overstates the regions real road funding priority, which is fixing and maintaining existing roads, not building new or expanded roads and highways.	BTA and 45 community members	10/21-10/30/14	<i>No change recommended to Exhibit. See also recommendation for Comment #15 in Exhibit B comments section.</i>  Comments 3 and 4 have been forward to the Regional Transportation Plan (RTP) project team. The next scheduled update to the RTP will provide the forum for reviewing the plan's investment priorities within the context of updated financial assumptions, a new growth forecast, updated ODOT, TriMet and local TSP priorities, new policy guidance from the state or federal level, and the more comprehensive set of outcomes the RTP is working to achieve.
4	Climate Smart Strategy (Exhibit A)	Prioritize expanding transit and providing travel information and incentives to reduce VMT and encourage active modes.	Oregon Health Authority	10/7/14	
5	Climate Smart Strategy (Exhibit A)	Rather than a blanket statement of prioritizing transit, local governments within transportation corridors needs to prioritize improvements. While transit may be a priority where there is a complete road network, in other locations completing road connections may be a prerequisite to transit. Simply stating that transit is a funding priority is too simplistic given the diversity and complexity of the region.	City of Hillsboro	10/30/14	

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
6	Climate Smart Strategy (Exhibit A)	Adding High Capacity Transit (HCT) in Tigard will NOT significantly reduce congestion now or in the future.	John Smith	9/19/14	<i>No change recommended to Exhibit A.</i>  This comment has been forwarded to the Southwest Corridor project team for consideration in the planning process currently underway. SW Corridor Study recommendations will be incorporated in the Regional Transportation Plan.
7	Climate Smart Strategy (Exhibit A)	20% by 2035 is ridiculous too slow. We should be doing 20% by 2015. The Germans have reduced their emissions by 25%. The planet is cooking. By 2035, will we even be here? How can we speed this up? Set higher reductions.	Karen Davis	9/19/14	<i>No change recommended to Exhibit A.</i>  The Climate Smart Strategy, when implemented, will result in a 29% reduction by 2035.
8	Climate Smart Strategy (Exhibit A)	Adopt and implement investments and strategies that reduce per capita VMT from 130 to less than 107 miles per week.	Oregon Health Authority	10/7/14	<i>No change needed to Exhibit A.</i>  The Climate Smart Strategy as proposed is expected to achieve these VMT per capita reductions when implemented.
9	Climate Smart Strategy (Exhibit A)	Protect communities who live, work and attend school near highways and major roads through siting, design and/or mechanical systems that reduce indoor pollution.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit A.</i> <i>This comment has been forwarded to RTP project staff for consideration in the next scheduled plan update.</i>  While this is an important issue that needs to be addressed, policies and best practices should be developed through other efforts such as the Regional Transportation Plan. Noise pollution is another related issue.
10	Climate Smart Strategy (Exhibit A)	Commuter rail between Salem and Portland is needed; existing vanpools are not frequent enough and get stuck in traffic.	Mike DeBlasi	10/16/14	<i>No change recommended to Exhibit A.</i>  This strategy is identified in the Toolbox of Possible Actions (Exhibit B). The 2014 RTP and Oregon Statewide Transportation Strategy (STS) includes a policy to support expanded commuter rail and intercity transit service to neighboring communities. Analysis completed in 2010 as part of the High Capacity Transit (HCT) plan showed the Portland to Salem/Keizer area as the most promising of the commuter rail corridors evaluated. Responding to House Bill 2408, ODOT and other partners are currently developing proposals to improve the speed, frequency and reliability of passenger rail service in this corridor and beyond. Improvements are anticipated in the 2017-2020 time period. More information can be found at <a href="http://www.oregonpassengerrail.org">http://www.oregonpassengerrail.org</a>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
11	Climate Smart Strategy (Exhibit A)	Find opportunities to add references on the need to prepare for and adapt to the changing climate and begin work to address climate preparation at a regional level building on the Climate Smart Communities work and other work completed by the City of Portland and Multnomah County, which can be found at: <a href="http://www.portlandoregon.gov/bps/64079">www.portlandoregon.gov/bps/64079</a>	Urban Greenspaces Institute, Coalition for A Livable Future, Citizen's Climate Lobby	10/27/14, 10/30/14, 10/30/14	<p><i>Amend Exhibit A as follows:</i></p> <p>Include references on the expected climate impacts in Oregon and the need for both mitigation and adaption strategies. In addition, updates to Metro's Best Practices in Street Design handbooks in 2015 and the next RTP update present opportunities to further address climate preparation as it relates to transportation infrastructure. Staff will begin scoping the work plan for the next scheduled update to the RTP in 2015. The update is expected to occur over multiple years in order to address federal and state planning requirements and policy considerations and engagement recommendations identified through the Climate Smart Communities effort and the 2014 RTP update.</p>
12	Climate Smart Strategy (Exhibit A)	Assure the Climate Smart Communities Strategy provides opportunity to experiment and innovate with local or supplemental transit service, such as the GroveLink service in Forest Grove.	Clackmas County Board of Commissioners	10/22/14	<p><i>Amend Exhibit A as follows:</i></p> <p>Clarify the transit element allows for local or supplemental service such as the South Metro Area Regional Transit (SMART) district and the GroveLink service in Forest Grove to complement regional transit service.</p> <p>In this example, Ride Connection partnered with TriMet and the city of Forest Grove to operate this supplemental local service. The service need was identified through TriMet's Westside Service Enhancement Plan effort and past planning by the City of Forest Grove. TriMet will continue working with local governments, businesses and other partners to develop a SEP for other parts of the region that identify and prioritize opportunities to improve bus service as well as pedestrian and bike access to transit. SEP recommendations will be addressed as part of the next update to the RTP.</p> <p>More information about the SEPs can be found at <a href="http://future.trimet.org">future.trimet.org</a></p>

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
13	Climate Smart Strategy (Exhibit A)	The Climate Smart Strategy, Toolbox, Performance Monitoring and Early actions should all be aligned to prioritize investments in transit and active transportation. These investments will have the greatest greenhouse gas emissions reductions, provide multiple social, environmental and economic benefits and have strong public support.	Transportation Justice Alliance	10/30/14	<p><i>No change recommended to Exhibits A, B, C and D.</i></p> <p>While the analysis and other national research show these investments do have the greatest greenhouse gas emissions reduction potential, provide multiple benefits and have strong public support, addressing climate change is one of six desired outcomes the region is working to achieve. The six desired outcomes are: economic prosperity, vibrant communities, safe and reliable transportation, equity, clean air and water and leadership on climate change. Therefore, the strategy, toolbox, performance monitoring and early actions include a balanced approach that implements adopted local and regional plans, and provides for locally-tailored implementation approaches.</p>
14	Climate Smart Strategy (Exhibit A)	Maintain an emphasis on increased highway capacity as a method of reducing greenhouse gas emissions and ensure the region has the ability to continue investing in highway capacity	Clackamas County Board of Commissioners, City of Happy Valley	10/22/14, 10/30/14	<p><i>No change recommended to Exhibit A.</i></p> <p>Increasing highway capacity alone to reduce congestion (and related greenhouse gas emissions) does not have a lasting impact on reducing greenhouse gas emissions due to advancements in fleet and technology (e.g., low carbon fuels, electric and plug-in hybrid electric vehicles) and the unintended effect of inducing additional vehicle miles traveled (called latent demand). This effect was shown in the CSC results and has been well documented through national research. More information can be found at <a href="http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf">http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf</a> and <a href="http://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf">www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf</a>.</p> <p>The Climate Smart Strategy includes priority street and highway investments adopted in local plans and the Financially Constrained 2014 Regional Transportation Plan (RTP) as part of a balanced approach to support vibrant communities and economic prosperity and planned development in the region's centers, corridors and employment areas.</p>

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
15	Climate Smart Strategy (Exhibit A)	Funding of the strategy needs more explanation to ensure the project meets OAR 660-044-0040(2)(i) given that the strategy relies on new investments and funding sources to meet the target. It is important for the region to not over commit funding we do not have.	City of Hillsboro	10/30/14	<p><i>No change recommended to Exhibit A.</i></p> <p>OAR 660-044-0040(2)(i) provides that “if the preferred scenario relies on new investments or funding sources to achieve the target,” then Metro shall “evaluate the feasibility of the new investments or funding sources.”</p> <p>The overall cost identified for the preferred scenario is \$24 billion over 25 years, which is \$5 billion less than the \$29 billion in funding identified in the 2014 RTP. The \$29 billion in funding identified in the 2014 RTP includes the same assumptions regarding funding sources that were adopted by JPACT and the Metro Council in 2010 for purposes of developing a funding target for the 2035 RTP. Therefore, these are not “new” funding sources, but are the same sources adopted by JPACT and the Metro Council in 2010, and again in 2014, for purposes of describing full RTP funding.</p>

**End of comments and recommended changes to Exhibit A**

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
<b>Comments on Regional Framework Plan Amendments (Exhibit B)</b>					
1	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 2, Objective 1.1.4 - revise to read " <b>Incent and</b> encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station	Mayor Neeley, MPAC member	10/22/14	<i>Amend as requested.</i>
2	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 2, Objective 1.1.4 - revise to read "Encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian- <b>and bicycle</b> -friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
3	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(ii) - revise to read "Makes bicycling and walking <b>the most</b> convenient <b>and safe and enjoyable transportation choice for short trips</b> , encourages transit use and reduces auto dependence <b>and related greenhouse gas emissions</b> " for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
4	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(iii) - revise to read "Provides access to neighborhood and community parks, trails, <b>and</b> walkways, <b>bikeways</b> and other recreation and cultural areas and public facilities" for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
5	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(iii) - revise to read "Provides access to neighborhood and community parks, trails, <b>schools</b> , and walkways, and other recreation and cultural areas and public facilities" to acknowledge the importance of providing access to schools.	Ruth Adkins, MPAC member	10/22/14	<i>Amend as requested.</i>
6	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 6th bullet to read, "Provide access to more and better choices for travel in this region and serve special access needs for all people, including youth, <b>elderly</b> , <b>seniors</b> and <b>disabled</b> people with disabilities <b>and low incomes</b> ." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
7	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 10th bullet to read, "Make walking and bicycling <b>the most safe and</b> convenient, <b>safe and enjoyable transportation choices for short trips</b> ." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
8	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 11th bullet to read, "Limit dependence on <del>any single mode of driving alone</del> travel and <del>increase</del> ing the use of transit, bicycling, walking, carpooling and vanpooling." to provide more clarity.	Metro staff	10/22/14	Amend as requested.
9	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 4, revise objective 2.1 to read, "Provide for reliable and efficient multi-modal <u>local</u> , 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." to recognize importance of local travel and accessibility.	Metro staff	10/22/14	Amend as requested.
10	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 5, revise objective 3.3 to read, "Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low incomes, <del>children</del> youth, <del>elders</del> older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
11	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Delete last bullet on demonstrating leadership on climate change given it is repetitive with the goal statement.	MTAC	10/15/14	Amend as requested.
12	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Delete reference to "regional plans and functional plans adopted by the Metro Council for local governments" because this is already defined in Chapter 8 (Implementation) of the RFP.	MTAC	10/15/14	Amend as requested.
13	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, • Page 8, Objective 11.1 - Add reference to alternative fuel vehicles and fueling stations as part of supporting Oregon's transition to cleaner, low carbon fuels and more fuel efficient vehicle technologies.	MTAC	10/15/14	Amend as requested.
14	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Revise sub-bullet listed under 3rd bullet to read "Making <del>biking</del> bicycling and walking the <del>safesafest, most and convenient and enjoyable</del> transportation choice for short trips and for all ages and abilities by completing gaps and addressing deficiencies in the region's pedestrian and bicycle networks <del>of sidewalks and bike paths that connect people to their jobs, schools and other destinations</del> ;" for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
15	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.2 - Policy language should be more direct and aspirational about linkages between the policies that reduce greenhouse gas emissions and Metro funding, such as the Community Development Grant Program and Regional Flexible Fund Allocation (RFFA) process. Use GHG emissions reduction as a filter for awarding funding to demonstrate leadership on climate change.	Community leaders meeting, MTAC, 1000 Friends of Oregon	10/1/14, 10/15/14, 10/22/14	<p><i>No change to Exhibit B recommended. This comment has been forwarded to the Metro staff responsible for the Community Development Grant Program (CDPG) and Regional Flexible Fund Allocation (RFFA) processes.</i></p> <p>Chapter 8 of the Framework Plan provides language linking policies and funding. Specifically Section 8.2.1 states that "In formulating the Regional Funding and Fiscal Policies, the following should be considered: (a) General regional funding and fiscal policies which support implementation of this Plan and related functional plans including but not limited to a policy requiring Metro, in approving or commenting on the expenditure of regional, state, and federal monies in the metropolitan area, to give priority to programs, projects and expenditures that support implementation if this Plan and related functional plans unless there are compelling reasons to do otherwise."</p> <p>Additionally, the Metropolitan Transportation Improvement Program 2015-18 Report states "Efforts currently being undertaken at the federal level and in the... region will become policy frameworks to provide direction for future cycles of the MTIP." Climate Smart Communities is identified as one of the policy frameworks and "The development of the next MTIP cycle will incorporate recommended strategies from the Climate Smart Communities project."</p> <p>JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next CBDG cycle and RFFA cycle (and policy update) will begin in 2015.</p>
16	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.2 – delete bullet with reference to the Oregon Modeling Steering Committee because this seems to be unnecessary detail for a policy document.	MTAC	10/15/14	<i>Amend as requested.</i>



Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
17	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.3 – add reference to Toolbox of Possible Actions in policy statement and delete sub-bullets listing examples of possible actions because the actions are voluntary and could appear to be defacto priorities or criteria for funding eligibility. In addition, the level of policy detail for Goal 11 is much greater than other Chapter 2 goals and objectives.  Add language to the Regional Framework Plan amendments to more clearly articulate the ability to "locally tailor" implementation tools identified in the Toolbox of Possible Actions.	MTAC members, Clackamas County Board of Commissioners, City of Hillsboro, City of Happy Valley	10/15/14, 10/22/14, 10/30/14, 10/30/14	See comment 18 and comment 19 in this section for recommended changes.  For context, Chapter 2 of the Framework Plan reflects the goals and objectives included in Chapter 2 of the Regional Transportation Plan exactly, which provides less policy detail than other Framework Plan chapters. The 2018 RTP update presents an opportunity to update Chapter 2 of the Framework Plan to better match the level of policy detail contained in the other Framework Plan chapters.  In addition, unless the Regional Framework Plan specifies that Metro require local governments to take a particular action, the RFP only directs Metro actions.
18	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.3 – add reference to safe routes to school programs to list of possible actions.	Ruth Adkins, MPAC member	10/22/14	Amend as requested.
19	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.3 – retain but shorten the list of example actions and revise the language to read, " <u>Encourage local, state and federal governments and special districts to take actions recommended in the <b>Toolbox of Possible Actions</b> regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as...</u> "	MPAC members	10/22/14	Amend as follows:  " <u>Encourage local, state and federal governments and special districts to <b>take locally tailor</b> actions recommended in the <b>Toolbox of Possible Actions</b> regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as implement plans and zoning that focus higher density, mixed-use zoning and development near transit; complete gaps in pedestrian and bicycle access to transit; implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance; adopt "complete streets" policies and designs to support all users; integrate multi-modal designs in road improvement and maintenance projects to support all users; implement safe routes to school and transit programs; prepare community inventory of public parking spaces and usage; and develop and implement local climate action plans.</u> "

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
20	Regional Framework Plan Amendments (Exhibit B)	Chapter 7 (Management), page 8, to incorporate performance measures recommended to be tracked every two years as part of required reporting that responds to ORS 197.301. OAR 660-044-0040 requires that the preferred scenario include performance measures. The preferred scenario is to be adopted as part of the Regional Framework Plan, and, as a result, performance measures also need to be "adopted" as part of the Regional Framework Plan.	Metro staff in consultation with DLCDC staff	10/23/14	<i>Amend as requested. See recommendation on comment #21 on Exhibit B in this section.</i>  Performance measures recommended to be added to Section 7.8.4 are: vehicle miles traveled; motor vehicles, pedestrian and bicycle fatalities and serious injury crashes; transit revenue hours; transit ridership; access to transit; travel time reliability; and air quality. Other performance measures, including greenhouse gas emissions, are recommended to be reported as part of federally-required updates to the Regional Transportation Plan.
21	Regional Framework Plan Amendments (Exhibit B)	Delete Objective 11.4 in Exhibit B and add to Chapter 7 (Management), Page 8, to add new objective that reads <b><u>"Monitor the following performance measures for Chapter 1 and 2 of this Plan as part of scheduled updates to the Regional Transportation Plan: (a) light duty vehicle greenhouse gas emissions; (b) household transportation/housing cost burden; (c) registered light duty vehicles by fuel/energy source; (d) workforce participation in commuter programs; (e) household participation in individualized marketing programs; (f) bike and pedestrian travel; (g) bikeways, sidewalks and trails completed; and (h) incident response clearance times.</u></b>	Metro staff in consultation with DLCDC staff	10/23/14	<i>Amend as requested. In addition amend policy 7.8.6 to read as follows:</i>  7.8.6 Take corrective actions if anticipated progress is found to be lacking or if Metro goal and policies need adjustment. <del>in order to allow adjustments soon after any problem arises and so that relatively stable conditions can be maintained.</del>  Measures not currently monitored as part of federally-required RTP updates will be incorporated into the plan as part of the next scheduled update (due in 2018) in coordination with other performance measure updates needed to address federal MAP-21 requirements related to performance-based long-range transportation planning. In addition, this is a more appropriate location to direct monitoring and reporting on the progress of local and regional efforts to meet adopted targets for reducing greenhouse gas emissions.
22	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.3 - require, rather than encourage, climate responsive actions listed.	Oregon American Planning Association	10/29/14	<i>No change recommended to Exhibit B.</i>  Existing Metro functional plans, first adopted in 1996, already identify land use and transportation actions that local governments must implement that will help implement the Climate Smart Strategy. As noted, implementation of the Toolbox of Possible Actions does not mandate adoption of any particular policy or action and instead was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target. Implementation actions in the toolbox are encouraged and allow local flexibility in how, when and where different actions may be applied, recognizing that some tools and actions may work better in some locations than others.

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
23	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, larger issues of community design and jobs/housing balance appear unaddressed in the Regional Framework Plan. Opportunities for housing near job rich locations is important to reduce commute distances and demand on the region's roadways.	City of Wilsonville	10/30/14	Amend Exhibit B, Chapter 1, page 10, Policy 1.10.1, as follows:  "iv) Reinforces nodal, mixed-use, neighborhood-oriented <b>community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit and recreation, social and cultural activities.</b> "
24	Regional Framework Plan Amendments (Exhibit B)	Amend Framework Plan, Chapter 1, page 4, Policy 1.3.2(c) as follows:  Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services <b>and frequent transit service.</b> "	Staff recommendation on Comment #4 in Exhibit C section	10/30/14	Amend as recommended.

**End of comments and recommended changes to Exhibit B**

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
<b>Comments on Toolbox of Possible Actions (Exhibit C)</b>					
1	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans, under Metro actions, add an action that calls out that 2018 RTP update will be a tool to implement the Climate Smart Strategy.	1000 Friends of Oregon	10/22/14	<i>Amend as requested.</i>  This is also called out in the legislation adopting the Climate Smart Strategy.
2	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, revise language "Restore local control of housing policies and programs" to ensure that it's about achieving housing affordability, not just restoring local control. Be explicit about need for removal of statewide ban on inclusionary zoning.	Community leaders meeting, Oregon Environmental Council, 1000 Friends of Oregon, Coalition for a Livable Future, Transportation Justice Alliance	10/1/14, 10/15/14, 10/22/14, 10/30/14, 10/30/14	<i>Amend toolbox actions as follows:</i>  "Restore <b>all affordable housing tools to local governments control of to support local</b> housing policies and programs."  Policy 1.3.5 in Chapter 1 of the Regional Framework Plan encourages local governments to consider a range of tools and strategies to achieve affordable housing goals, including a voluntary inclusionary zoning policy.
3	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, too broad of a spectrum of policies have been identified in some toolbox actions. The Climate Smart Strategy should not be used as a cure all for any perceived shortcomings in the land use regulatory system - for example connection to brownfield redevelopment and removal of statewide ban on inclusionary zoning.	City of Hillsboro	10/30/14	<i>No change to Exhibit C recommended.</i>  Chapter 1 of Regional Framework Plan (Policy 1.3) includes these types of policies as ways to support implementing the 2040 Growth Concept - a key component of the Climate Smart Strategy. The toolbox actions identified are intended to support these existing policies and addresses implementation issues that have been consistently raised by community stakeholders throughout the Climate Smart Communities effort.
4	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action to leverage Metro and the region's public investments to maintain and create affordable housing in transit-served areas.	1000 Friends of Oregon	10/22/14	Amend toolbox as follows:  " <b><u>Leverage Metro and the region's public investments to maintain and create affordable housing options in areas served with frequent transit service.</u></b> "  Amend Framework Plan, Chapter 1, page 4, Policy 1.3.2(c) as follows:  Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services <b><u>and frequent transit service.</u></b> "  In addition, this comment has been forwarded to staff working on Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs to further address through that work. Recommendations from these efforts may lead to Regional Framework Plan additional amendments and will be addressed in the next federally-required RTP update.

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
5	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action to support increased funding for affordable housing, particularly along frequent transit lines.	Coalition for a Livable Future, Transportation Justice Alliance	10/30/14, 10/30/14	Amend as follows:  <b>"<u>Support increased funding for affordable housing, particularly along corridors with frequent transit service.</u>"</b>
6	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action <b>"<u>Ensure major investments in transit and other community development projects are accompanied with policies that protect against economic displacement of lower-income residents.</u>"</b>	1000 Friends of Oregon	10/22/14	<i>No change to Exhibit C recommended. See also recommendation on Comment #11 in this section.</i>  While this would address a significant implementation issue raised during the Climate Smart Communities effort, this comment has been forwarded to staff working on Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs to address. Recommendations from these efforts may lead to Regional Framework Plan amendments and will be further addressed in the next federally-required RTP update.
7	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add an action to implement the 2040 Growth Concept's Climate Smart Strategies in the 2018 RTP.	Safe Routes to School National Partnership	10/28/14	<i>Amend as requested as follows:</i>  Add a new action that reads <b>"<u>Implement the Climate Smart Communities Strategy in the 2018 RTP.</u>"</b>
8	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add an action to provide guidance to cities and counties on location of new schools, services, shopping and other health promoting resources and community destinations close to neighborhoods.	Safe Routes to School National Partnership	10/28/14	<i>No change recommended to Exhibit C.</i>  A significant amount of best practices and other guidance is available related to the location of new schools, services, shopping and other health promoting resources and community destinations close to neighborhoods, such as Metro's Community Investment Toolkit series, publications prepared by Oregon's Transportation Growth Management program and federal agencies. See: <a href="http://www.oregon.gov/LCD/TGM/Pages/publications.aspx">www.oregon.gov/LCD/TGM/Pages/publications.aspx</a> and <a href="http://www.epa.gov/smartgrowth/pdf/brochure_0906.pdf">www.epa.gov/smartgrowth/pdf/brochure_0906.pdf</a> for more information.
9	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, revise 2nd near-term bullet to read "Expand on-going technical assistance and grant funding to local governments, developers and others to <b><u>advance implementation of local land use plans, and</u></b> incorporate..."	Metro staff	10/24/14	<i>Amend as requested.</i>
10	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, revise last sub-bullet under development of TriMet SEPs to read, " <b><u>Consider Use</u></b> ridership demographics in service planning." This revision should be reflected in bullet under local government and special district actions.	Community leaders meeting and 1000 Friends of Oregon	10/1/14, 10/22/14	<i>Amend as requested.</i>

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
11	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, under Metro actions, move "Research and develop best practices to support equitable growth and development..." to immediate time period.	Community leaders meeting, 1000 Friends of Oregon	10/1/14, 10/22/14	<i>Amend as requested.</i>  Work is underway as part of the Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs. Recommendations from these efforts may lead to Regional Framework Plan amendments and will be addressed in the next federally-required RTP update.
12	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, under Metro actions, immediate term, delete 2nd bullet " <del>Consider local funding mechanism(s) for local and regional transit service.</del> " This is already listed under the first action.	City of Hillsboro	10/30/14	<i>Amend as requested.</i>
13	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, under Metro actions, add an action to implement the transit actions in the Climate Smart Strategy in the 2018 RTP.	1000 Friends of Oregon, Safe Routes to School National Partnership	10/22/14, 10/28/14	<i>Amend as follows:</i>  Add a new action that reads " <b><u>Implement the Climate Smart Communities Strategy transit investments and actions, including community and regional transit service plans, in the 2018 RTP.</u></b> "
14	Toolbox of Possible Actions (2015-20) (Exhibit C)	Convert school bus and transit fleets to electric and/or natural gas buses to reduce greenhouse gas emissions and youth exposure to diesel and other emissions from existing fleets.	Craig Stephens, City of Wilsonville	9/18/14, 10/30/14	<i>Amend page 2 of the toolbox of actions to list these as possible actions in the near-term.</i>  The state mandated greenhouse gas emissions reduction target applies to vehicle weighing 10,000 pounds or less, which includes Type A-1 buses. While most SMART and TriMet buses weigh more than 10,000 pounds, the agencies are exploring and testing alternative fuel buses to assess fueling infrastructure needs and vehicle performance, maintenance and cost-effectiveness compared to the diesel buses it currently uses.
15	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, add new actions: " <b><u>Fund reduced fare programs and service improvements for transit dependent communities such as youth, older adults, people with disabilities and low-income families, Expand and sustain Youth Pass program, including expanding routes and frequency along school corridors.</u></b> "	Safe Routes to School National Partnership	10/28/14	<i>Amend existing toolbox language as follows:</i>  "Fund reduced fare programs and service improvements for <b><u>transit dependent communities such as</u></b> youth, older adults, people with disabilities and low-income families."  Add new special district action that reads, " <b><u>Expand and sustain Youth Pass program, including expanding routes and frequency along school corridors.</u></b> "

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
16	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, add the following new actions to recognize the emissions reductions can come from electric transit vehicles or other low carbon alternative fuels: <b><u>"Support transit partners in seeking federal grant funds for electric buses;"</u></b> <b><u>"Seek increased state funding for electric buses;"</u></b> and <b><u>"Increased funding flexibility to allow for greater upfront capital spending on electric buses if those expenses are offset by operating savings."</u></b>	Drive Oregon, City of Wilsonville	10/28/14, 10/30/14	<i>Amend to add the following new actions given that some transit vehicles do weigh less than 10,000 pounds:</i>  <b><u>"Support transit partners in seeking federal grant funds for electric and other low-carbon alternative fuel buses;"</u></b>  <b><u>"Seek increased state funding for electric and other low-carbon alternative fuel buses;"</u></b> and  <b><u>"Seek increased funding flexibility to allow for greater upfront capital spending on electric and other low-carbon alternative fuel buses if those expenses are offset by operating savings."</u></b>
17	Toolbox of Possible Actions (2015-20) (Exhibit C)	Pages 3 and 4, expand bullets on using green street design to not only call out planting trees to support carbon sequestration and using materials that reduce infrastructure-related heat gain. Add reference to green street designs for capturing, absorbing and cleaning stormwater and making more use of pervious, rather than impervious, surface materials. These strategies will help the region save money and adapt to the unwelcome effects of climate change.	Oregon Environmental Council, Urban Greenspaces Institute, Coalition for a Livable Future	10/15/14, 10/27/14, 10/30/14	<i>No change to Exhibit C recommended.</i>  These benefits are important for the reasons stated. This comment has been forwarded to the Metro staff responsible for updating the region's best practices handbooks for street design with a recommendation to link the broader stormwater benefits of green street designs to climate adaptation strategies that will complement the greenhouse gas emissions reduction strategies identified through this project. The handbooks are scheduled to be updated in the 2015-16 time period. The update is listed as an immediate action in Exhibit C.
18	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new immediate action for local governments - <b><u>"Complete an inventory of sidewalk/bike lane gaps to help prioritize where limited funding could best be directed to encourage multi-modal movement."</u></b>	City of Hillsboro	9/24/14	<i>Amend as follows:</i>  <b><u>"Review community inventory of sidewalk and bike lane gaps and deficiencies to help prioritize where limited funding could best be directed to encourage multi-modal movement."</u></b>  The Transportation Planning Rule and and Regional Transportation Functional Plan already require local governments to complete an inventory of bicycle and pedestrian facilities as part of their adopted local transportation system plan.
19	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, under Metro actions, add an action to implement the bicycle and pedestrian actions in the Climate Smart Strategy in the 2018 RTP.	1000 Friends of Oregon	10/22/14	<i>Amend as requested as follows:</i>  Add a new action that reads <b><u>"Implement the Climate Smart Communities Strategy active transportation investments and actions in the 2018 RTP."</u></b>

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
20	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new Metro action: " <b><u>Complete a region-wide active transportation needs assessment, including needs around schools and access to transit.</u></b> "	National Safe Routes to School Partnership	10/28/14	Amend as follows:  add Metro action (near term) that reads, " <b><u>Update the Regional Active Transportation Plan needs assessment in the 2018 RTP.</u></b> "  add cities and counties action (near term) " <b><u>Conduct needs assessments for schools and access to transit during updates to TSPs and other plans.</u></b> "
21	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new Metro action: " <b><u>Build a diverse coalition working together to build and monitor local and state commitment to implement and fund the Regional Active Transportation Plan, including Safe Routes to Schools and Safe Routes to Transit</u></b> "	National Safe Routes to School Partnership	10/28/14	Amend as follows, under Metro actions:  " <b><u>Build and monitor local and state commitment to implement the Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit.</u></b> "  Monitoring would occur through periodic updates to the Regional Transportation Plan. Funding active transportation is addressed in a separate action in the funding portion of the toolbox.
22	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new actions to recognize potential role of electric bikes in the future: " <b><u>Simplify and clarify policy on e-bike use of bike lanes and other infrastructure;</u></b> " " <b><u>Clarify that e-bikes are part of the region's active transportation strategy;</u></b> " and " <b><u>Fund pilot project to test the efficacy of e-bikes in attracting new riders.</u></b> "	Drive Oregon	10/28/14	Amend as follows:  " <b><u>Simplify and clarify policy on e-bike use of bike lanes and other infrastructure;</u></b> " " <b><u>Clarify that e-bikes are part of the region's active transportation strategy;</u></b> " and " <b><u>Partner with Portland State University to develop a pilot project to test the efficacy of e-bikes in attracting new riders.</u></b> "
23	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, under Metro actions, add an action to prioritize or commit regional flexible funds to active transportation.	1000 Friends of Oregon, John Carr, National Safe Routes to School Partnership, Coalition for a Livable Future	10/22/14, 10/27/14, 10/28/14, 10/30/14	No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.  This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.



## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
24	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, under Metro actions, add an action to use the Climate Smart Strategy as a filter for evaluating individual transportation projects to construct or widen major roads and arterials.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i>  Metro does not apply a single filter to individual projects included in the Regional Transportation Plan, and most RTP projects are locally-funded and reflect locally adopted investment priorities. Adoption of the Climate Smart Strategy will incorporate reducing greenhouse gas emissions from light duty vehicles in system-level regional transportation planning and investment decisions.
25	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, include the following actions to support increased physical activity: integrate multi-modal designs in road improvement and maintenance to support all users, implement complete streets strategies and complete the active transportation network.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit C.</i>  The draft toolbox currently identifies these actions.
26	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 4, streets and highways policy, under Metro actions, delete first bullet under "Build a diverse coalition" as ensuring adequate funding for local maintenance is a local responsibility, not a Metro responsibility.	City of Hillsboro	10/30/14	<i>Amend as requested. See also recommendation on Comment #12 in this section.</i>  This amendment also applies to other references of local funding under Metro actions on Page 2, transit.
27	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 4, streets and highways policy, add " <b>Adopt a vision zero strategy to eliminate all traffic fatalities</b> " for each partner (e.g., state, Metro, local governments and special districts) to be consistent with reference in bike and pedestrian policy actions on page 3.	Community leaders meeting, Safe Routes to School Partnership	10/1/14, 10/28/14	<i>Amend as requested.</i>
28	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 4, streets and highways policy, page 5, use technology policy and provide travel information and incentives policy, and page 6 parking policy, under Metro actions, add an action to implement the actions and investments identified for these policy areas in the Climate Smart Strategy in the 2018 RTP: " <b>Implement the Climate Smart Communities Strategy streets and highways investments and actions in the 2018 RTP</b> "; " <b>Implement the Climate Smart Communities Strategy transportations system management investments and actions in the 2018 RTP</b> "; and " <b>Implement the Climate Smart Communities Strategy transportation demand management investments and actions in the 2018 RTP</b> "	Metro staff	10/24/14	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
29	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, using technology policy, add a new immediate term local government action to help implement the draft approach: " <b><u>Complete an inventory of the installed intelligent transportation systems (ITS) along arterials to help prioritize areas where limited funding could best be directed to increase roadway performance.</u></b> "	City of Hillsboro	9/24/14	<i>Amend as requested.</i>
30	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, using technology policy, add new actions for all partners to recognize expanding role of ITS in the future: " <b><u>Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal ITS;</u></b> " " <b><u>Seek opportunities to leverage Oregon's road user fee pilot project to provide additional services to participating drivers;</u></b> " and " <b><u>Develop a pilot project to test wireless charging of electric vehicles, ideally encompassing both transit vehicles and passenger cars.</u></b> "	Drive Oregon	10/28/14	<i>Amend as requested.</i>
31	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, providing information and incentives policy, add new actions to integrate promotion of efficient vehicles and fuel choices in the promotion of other travel options: " <b>Clarify that e-bikes</b>	Drive Oregon	10/28/14	<i>Amend as requested.</i>
32	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action to commit a larger portion of funds to expand travel options that will include grade-school populations and school staff through education and encouragement programs such as Safe Routes to School.	Safe Routes to School National Partnership	10/28/14	<i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i>  This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
33	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action to link completion of transportation and parking demand management initiatives to scoring criteria for infrastructure funding opportunities, e.g., regional flexible funds, ConnectOregon, and the Oregon Statewide Transportation Improvement Program.	Safe Routes to School National Partnership	10/28/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>The toolbox already includes separate actions to link system and transportation demand management to capital investments. In addition, this comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
34	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action on integrating use of new people mover services (Lyft, Uber, Car2Go) into urban transportation strategies.	Angus Duncan	10/2/14	<p><i>Amend as follows:</i></p> <p>add new action "<b><u>Integrate promotion of carsharing and new people mover services into employer-based outreach programs that encourage transit, walking, bicycling and carpooling.</u></b>"</p> <p>add new action "<b><u>Integrate education about carsharing programs into public awareness strategies.</u></b>"</p>
35	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, fully utilize parking pricing strategies. Parking spaces are not truly "free, and pricing is one of the most effective ways to manage demand. Cities should charge the fair market price for on-street parking, using the revenues to finance added public services in the metered neighborhoods. Likewise, parking minimums hurt housing affordability.	Oregon Environmental Council	10/15/14	<p><i>No change recommended to Exhibit C. See also recommendations on Comments #36 and #37 in this section.</i></p> <p>The draft toolbox currently identifies an action to research and update regional parking policies to reflect the range of parking approaches available for different types of development. The existing action is recommended to moved to the 2015-16 time period to inform the 2018 RTP update.</p>
36	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, move the "near-term" action to research and update regional parking policies to "Immediate" time period. It will take time to complete the research and conduct pilot projects to inform the 2018 RTP update.	1000 Friends of Oregon	10/22/14	<p><i>Amend as requested and make the following change:</i></p> <p>move immediate action to "discuss priced parking as a revenue source" to list of near-term actions as this should be informed by the parking research conducted in the "Immediate" time period.</p> <p><i>See also recommendations on Comments #35 and #37 in this section.</i></p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
37	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, add a new action to link providing different parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing (e.g., recoup some of the private savings from providing fewer parking spaces in a development served by frequent transit service and use the savings to provide for or preserve affordable housing in the corridor)."	1000 Friends of Oregon	10/22/14	Amend as follows:  add <b><u>"and linking parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing."</u></b>  See also recommendations on Comments #35 and #36 in this section.
38	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, move near-term action to "expand on-going technical assistance to local governments and others..." to immediate term.	Metro staff	10/24/14	Amend as requested.
39	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 7, support Oregon's transition to cleaner, low carbon fuels and more fuel efficient vehicles, move near-term action on updating development codes to encourage the installation of electric vehicle charging stations to immediate time period and revise as follows, <b><u>"Update development codes to streamline/incentivize/encourage the installation of electric vehicle charging stations and infrastructure, particularly in new buildings."</u></b>	Technical work group member	10/9/14	Amend as requested.
40	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, parking policy, add new actions to integrate electric vehicles in parking plans and policies: <b><u>"Join the Workplace Charging Challenge as a partner;"</u></b> <b><u>"Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way;"</u></b> <b><u>"Develop and support "charging oases" with multiple chargers, modeled on the Electric Avenue project at Portland State University;"</u></b> <b><u>"Support efforts to future proof new developments, particularly multi-family housing and large parking lots, by installing conduit for future charging of at least 20% of parking spaces, similar to standards in Hawaii, California and elsewhere."</u></b>	Drive Oregon	10/28/14	Amend as requested.
41	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, parking policy, add a new Metro action: <b><u>"Convene regional transportation and planning officials to develop strategies for developing cost-effective charging infrastructure that also reinforces regional planning goals."</u></b>	Drive Oregon	10/28/14	Amend as requested.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
42	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, add new Metro actions: <b><u>"Increase Metro fleet use of electric vehicles, including non-passenger cars (e-bikes and utility vehicles);"</u></b> <b><u>"Expand availability of charging at Metro venues (Oregon Zoo, Expo Center, Convention Center, P5, etc.)."</u></b>	Drive Oregon	10/28/14	<i>Amend as requested.</i>
43	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, add new actions for all partners: <b><u>"Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure;"</u></b> <b><u>"Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles;"</u></b> and <b><u>"Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment."</u></b>	Drive Oregon	10/28/14	<i>Amend as requested.</i>
44	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, it is important to keep the region's options open to new technological advancements beyond what the state assumed in the setting the region's target. Periodic review is needed.	City of Hillsboro	10/30/14	<p><i>Amend to include a new state action as follows:</i></p> <p><b><u>"Review the state greenhouse gas emission reduction targets, including assumptions related to fleet and technology advancements."</u></b></p> <p>This reflects OAR 660-044-0035, which directs LCDC and state agencies (e.g., DEQ, ODOT, DOE and DLCD) to periodically review the targets. The first review is due by June 1, 2015.</p> <p>Updated fleet and technology information will be accounted for in future analysis to determine whether the region is on track with meeting state targets for greenhouse gas emissions reduction. The next update to the RTP (due in 2018) will reflect the updated information.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
45	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, funding policy, Metro should use its leadership and role as the region's MPO to support and seek opportunities to advocate for new, dedicated funding mechanisms for active transportation and transit and leverage local, regional, state and federal funding to achieve local visions that align with region's desired outcomes.	Safe Routes to School National Partnership	10/28/14	<i>No change recommended to Exhibit C.</i>  These actions are already identified on page 6 of the toolbox.
46	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, funding policy, under Metro actions, to include an action to prioritize active transportation and transit for funding.	Coalition for a Livable Future	10/30/14	<i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i>  This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.
47	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, funding policy, under Metro actions, to include an action to increase funding for active transportation through the Regional Flexible Fund Allocation process.	Coalition for a Livable Future	10/30/14	
48	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, funding policy, under Metro actions, focus efforts on any funding coalition on federal and state funds. Funding strategies should not include a regional tax or jeopardize local funding sources, such as the sources Washington County and its cities have developed to serve existing communities and new growth areas.	City of Hillsboro	10/30/14	<i>See recommendation on comment #26 in this section for recommended change.</i>  The intent of the actions in this section is for Metro and others to work together to secure adequate funding to implement adopted plans, recognizing it will take a combination of local, regional, state and federal funding sources. Metro has and continues to support maintaining local options for funding; as documented in past state and federal legislative agendas adopted by the Metro Council and JPACT. Funding efforts undertaken by Washington County and its cities are a model for other communities, and also present an opportunity for the region to show federal and state partners the efforts to fund transportation needs locally. The next RTP update will include updating the region's funding strategy, considering any new actions taken at the local, state and federal levels.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
49	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include more specific actions like sharing development of the Climate Smart Strategy with other metropolitan areas and helping build understanding of how different tools and actions work, how they can help a community achieve its vision, and how everyone needs to be part of the solution. The actions listed are primarily focused on inventories, reports and plans.	Community leaders meeting and Oregon Environmental Council	10/1/14, 10/15/14	<i>Amend as requested.</i>
50	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include using Climate Smart Strategy as a filter for Metro's land use and transportation policy and investment decisions. Add language indicating these policy and investment decisions help the region achieve the target.	1000 Friends of Oregon, National Safe Routes to School Partnership, Coalition for a Livable Future	10/22/14, 10/28/14, 10/30/14	<i>Amend as follows:</i>  <b><u>"Evaluate Metro's land use and RTP policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions."</u></b>  See also recommendation on comments #20 and #21 in Exhibit B section.
51	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include an action that states " <b><u>Update the Regional Transportation Plan to implement the Climate Smart Communities Strategy.</u></b> " The update represents an opportunity to update performance measures, policies and the Regional Transportation Functional Plan.	Coalition for a Livable Future	10/30/14	<i>Amend as requested.</i>
52	Toolbox of Possible Actions (2015-20) (Exhibit C)	Reduce emissions by addressing the use of gas-powered lawn mowers and leaf-blowers.	Fran Mason	9/20/14	<i>No change recommended to Exhibit C.</i>  These sources of emissions are outside of the scope of the Climate Smart Strategy.
53	Toolbox of Possible Actions (2015-20) (Exhibit C)	Require all tires be finished at the manufacturer to reduce friction.	Zephyr Moore	9/22/14	<i>No change recommended to Exhibit C.</i>  This is beyond the scope of the project.
54	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, demonstrate leadership on climate change policy, add a new immediate term action for each partner: " <b><u>Review the Toolbox of Possible Actions to identify actions that are already being implemented and new actions public officials are willing to commit to.</u></b> "	City of Hillsboro	9/24/14	<i>Amend as requested.</i>
55	Toolbox of Possible Actions (2015-20) (Exhibit C)	Ban wood burning and touch-and-go flight training at the Hillsboro airport to reduce exposure to particulates and leaded fuel emissions.	Gary and Ruth Warren	10/20/14	<i>No change recommended to Exhibit C.</i>  These sources of emissions are outside of the scope of the Climate Smart Strategy. The comments have been forwarded to City of Hillsboro staff for their consideration.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
56	Toolbox of Possible Actions (2015-20) (Exhibit C)	Do not adopt the toolbox as part of Ordinance 14-1346 to allow for more discussion and refinement of the toolbox using the technical work group. In addition, include an analysis and discussion of how the Toolbox of Possible Actions relates to the Statewide Transportation Strategy. The 8th and 9th clauses on page 3 of the draft ordinance should be amended to reflect such an effort, and the 4th "be it ordained" on Page 5 should be reworded as follows " <b><u>Metro Council directs staff to provide opportunities for further review and refinement of the Toolbox of Actions by local governments, ODOT, TriMet and other stakeholders.</u></b> "	City of Hillsboro	10/30/14	Amend the 4th "be it ordained" in the draft ordinance as follows:  <b><u>"Metro Council directs staff to provide opportunities for further review and refinement of the Toolbox of Actions by local governments, ODOT, TriMet and other stakeholders as part of the RTP update."</u></b>  Consultation with DLCD and ODOT staff have confirmed the toolbox is a necessary component of the adoption package. The toolbox contains policies and strategies intended to achieve the target and is, therefore, a necessary part of the overall preferred strategy for meeting the target under OAR-660-0040(3)(c). The toolbox does not mandate local adoption of any particular policy or action, and serves as a starting point for the region to begin implementation of the CSC strategy. As such, the toolbox reflects near-term actions that can be taken in the next 5 years, recognizing that medium and longer term actions will be identified through the next scheduled update to the RTP. Staff has recommended refinements to the toolbox to respond to specific comments received during the comment period. Adoption of the toolbox directs staff to include the toolbox in the RTP appendix as a starting point for further refinement during the next RTP update. Adoption of the toolbox in Ordinance 14-1346 directs staff to incorporate the toolbox into the technical appendix of the RTP, recognizing more work is needed during the RTP update to identify medium and longer-term implementation actions. A comparison of the STS and toolbox will be developed at that time.
57	Toolbox of Possible Actions (2015-20) (Exhibit C)	Define unfamiliar terms in the toolbox, such as Vision Zero Strategy and EcoRule, to provide more clarity on the actions being recommended.	City of Hillsboro	10/30/14	<i>Amend as requested.</i>  Include a glossary of terms, using the glossary in Exhibit A as a starting point.
58	Toolbox of Possible Actions (2015-20) (Exhibit C)	The toolbox should also have an action to develop new urban areas in ways that further the region's efforts in achieving greenhouse gas emissions reductions, such as planning for complete communities with walking, biking and transit options as part of concept planning to reduce or eliminate vehicle trips for every day needs (e.g., shopping, school, recreation).	City of Hillsboro	10/30/14	<i>Amend as requested.</i>



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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
59	Toolbox of Possible Actions (2015-20) (Exhibit C)	Add language to the toolbox to more clearly articulate the ability to "locally tailor" implementation tools.	Clackamas County Board of Commissioners, City of Hillsboro, City of Happy Valley	10/22/14, 10/30/14, 10/30/14	<i>Amend as requested.</i>

**End of comments and recommended changes to Exhibit C**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
<b>Comments on Performance Monitoring Approach (Exhibit D)</b>					
1	<b>Performance Monitoring Approach (Exhibit D)</b>	Use model assumptions or outputs for 2035 to define targets for purposes of monitoring and assessing whether key elements of the Climate Smart Strategy are being implemented.	Metro staff in consultation with DLCD staff	10/24/14	<i>Amend as requested.</i>  The measure and target will be reviewed as part of the next federally-required update to the RTP.
2	<b>Performance Monitoring Approach (Exhibit D)</b>	The performance monitoring should explicitly include measurement of equity outcomes. For example, share of low-income households near transit.	Safe Routes to School National Partnership	10/28/14	<i>Amend as requested.</i>  The measure and target will be reviewed as part of the next federally-required update to the RTP.
3	<b>Performance Monitoring Approach (Exhibit D)</b>	Ensure social equity and health goals are considered when prioritizing investments by explicitly and transparently addressing how investments link low-income and other vulnerable households to health-promoting resources.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D. See also recommendation on Comments #4 and #5 in this section.</i>  This project underscored the significant public health, economic and equity benefits of actions and investments that reduce greenhouse gas emissions. Metro's Equity Strategy (currently under development) and the Climate Smart Strategy Health Impact Assessment and recommendations will inform how future regional planning efforts (including RTP updates) will consider equity and public health.
4	<b>Performance Monitoring Approach (Exhibit D)</b>	Maximize health benefits by monitoring key health indicators, expanding partnerships that promote health and developing tools to support the consideration of health impacts in future land use and transportation decisions throughout the region.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D.</i>  This comment has been forwarded to the Metro staff responsible for Metro's Equity Strategy (currently under development). The process has identified potential health indicators for Metro and other partners to monitor given the link between health and social equity. A baseline report and performance measures recommendations are expected in 2015.
5	<b>Performance Monitoring Approach (Exhibit D)</b>	ODOT and Metro should continue working with other State and regional partners, such as the Oregon Modeling Steering Committee and Health and Transportation Subcommittee of the OMSC, to develop tools to support assessments that measure the impact future plans have on air quality, safety, active transportation and climate change.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D; however amend Exhibit C, Toolbox of Possible Actions, as follows:</i>  <b><u>"Continue participating in the Oregon Modeling Steering Committee Health and Transportation Subcommittee to make recommendations to ODOT on tools and methods to support future health assessments by local, regional and state partners."</u></b>  This would be a new action for the State and for Metro. The work will continue in 2015 and 2016.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
6	Performance Monitoring Approach (Exhibit D)	Page 1, add transit ridership as a measure. Transit revenue hours only tells part of the story.	Community leaders meeting	10/1/14	<i>Amend as requested.</i>  This measure is currently reported every two years by Metro in response to ORS 197.301 and as part of federally-required updates to the RTP.  The measure and target will be reviewed as part of the next federally-required update to the RTP.
7	Performance Monitoring Approach (Exhibit D)	Page 1, add a transit affordability measure, such as tracking transit fares over time compared to inflation.	Community leaders meeting, Transportation Justice Alliance	10/1/14, 10/30/14	<i>Amend as requested.</i>  The measure and target will be reviewed as part of the next federally-required update to the RTP.
8	Performance Monitoring Approach (Exhibit D)	Page 1, add household housing/transportation cost burden measure to monitor housing and transportation affordability in the region and link it to a goal to reduce the percentage of cost-burdened households, by increasing affordable housing, in transit centers and corridors.	Community leaders meeting, 1000 Friends of Oregon, Oregon Environmental Council, Coalition for a Livable Future, Transportation Justice Alliance	10/1/14, 10/15/14, 10/22/14, 10/30/14, 10/30/14	<i>Amend as requested.</i>  Chapter 1, Objective 1.3.3 of the Regional Framework Plan includes a policy to reduce the share of housing and transportation cost-burdened households. This measure is currently reported as part of scheduled updates to the RTP and the Urban Growth Report. The RTP also identifies a target to reduce the percentage of cost-burdened households.  The measure and target will be reviewed as part of the next federally-required update to the RTP.
9	Performance Monitoring Approach (Exhibit D)	Add daily pedestrian and bicycle miles traveled or time measure, and set a target of meeting or exceeding 1.8 miles walked and 3.4 miles cycled per person per week by 2035 as projected in the Draft Approach to emphasize the health benefits. The largest public health benefits come from increases in active transportation distance and/or time.	Community leaders meeting, Oregon Health Authority, 1000 Friends of Oregon	10/1/14, 10/7/14, 10/22/14	<i>No change recommended to Exhibit D.</i>  Average daily miles of bicycle and pedestrian travel is already proposed as a measure, using model outputs to establish a 2010 baseline and 2035 target for daily bicycle and pedestrian miles traveled. This measure will be reported as part of federally-required updates to the RTP (currently every four years).  The measure and target will be reviewed as part of the next federally-required update to the RTP.
10	Performance Monitoring Approach (Exhibit D)	Add a measure to track regional ambient concentrations of PM 2.5 and set target to reduce to 6.41 ug/m3 or below as projected in the draft Approach analysis.	Oregon Health Authority, 1000 Friends of Oregon	10/7/14, 10/22/14	<i>Amend as requested to use model outputs to establish a 2035 target for PM 2.5.</i>  This measure is currently reported every two years by Metro in response to ORS 197.301 and federally-required updates to the RTP as part of the region's air quality conformity analysis.  The measure and target will be reviewed as part of the next federally-required update to the RTP.

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
11	<b>Performance Monitoring Approach (Exhibit D)</b>	Revise target for fatalities and serious injury crashes for all modes to be zero by 2035.	Community leaders meeting, National Safe Routes to School Partnership	10/1/14, 10/28/14	<i>No change recommended to Exhibit D.</i>  The target reflects targets adopted in the 2014 RTP, which calls for reducing serious and severe injury crashes by 50 percent from 2010 levels. The adopted target will be reviewed as part of the next federally-required update to the RTP and the scheduled update to the Regional Transportation Safety Action Plan in 2015-16.
12	<b>Performance Monitoring Approach (Exhibit D)</b>	Add specific actions that Metro will take to incent, reward success and penalize failure in achieving progress toward meeting the adopted Climate Smart Strategy.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<i>No change recommended to Exhibit D. See also recommendation on comment #21 in Exhibit B section.</i>  The performance monitoring approach calls for Metro to report identified performance measures to DLCD and the region to inform policymakers on the region's progress toward implementing the Climate Smart Strategy. Chapter 7 (Management), Action 7.8.6 of the Regional Framework Plan calls for Metro to "Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment..."
13	<b>Performance Monitoring Approach (Exhibit D)</b>	Set benchmark dates for evaluating progress on the immediate and near-term actions and a commitment to take appropriate steps, if necessary, to maintain progress towards the target GHG reduction.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<i>No change recommended to Exhibit D. See also Comment 12 in this section and comments 20-21 in Exhibit B section.</i>  The performance monitoring approach calls for Metro to report identified performance measures to DLCD and the region every 2-4 years to inform policymakers on the region's progress toward implementing the Climate Smart Strategy. Chapter 7 (Management), Action 7.8.6 of the Regional Framework Plan calls for Metro to "Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment..."

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
14	Performance Monitoring Approach (Exhibit D)	Review the indicators developed for Mosaic, the value and cost informed transportation planning tool recently developed by ODOT, to determine whether any of the quantitative and qualitative indicators are appropriate to use.	Oregon Environmental Council	10/15/14	<i>No change recommended to Exhibit D.</i>  Staff reviewed the Mosaic indicators, some of which are still under development by ODOT. Several Mosaic indicators are already included in the performance monitoring approach. All of the measures and recommended targets will be reviewed, and possibly refined, as part of the next federally-required update to the RTP. The next update will also address MAP-21 performance-based planning provisions and recommendations from Metro's Equity Strategy initiative. Staff will review the Mosaic indicators again at that time to determine whether additional indicators may be appropriate to use.
15	Performance Monitoring Approach (Exhibit D)	Page 3, add public EV charging stations as measure for the policy related to Oregon's transition to cleaner fuels and more fuel-efficient vehicles	Oregon Environmental Council	10/15/14	<i>No change recommended to Exhibit D.</i>  Tracking the share of light duty vehicles registered in Oregon that are electric or plug-in hybrid electric is a more direct measure of Oregon's transition to more fuel efficient vehicle technologies.
16	Performance Monitoring Approach (Exhibit D)	Page 1, adopt a measure for 20-minute neighborhood for the policy "Implement the 2040 Growth Concept and local adopted land use and transportation plans."	Oregon Environmental Council	10/15/14	<i>Amend as follows:</i>  Add a new measure to track the share of households living in areas with relatively good, walkable access to a mix of destinations that support a range of daily needs (e.g., jobs, retail and commercial services, transit, parks, schools). GreenSTEP estimated 26% of the region's households lived in these types of areas in 2010, and that the share of households would grow to 37% by 2035.  The measure and target will be reviewed as part of the next federally-required update to the RTP.
17	Performance Monitoring Approach (Exhibit D)	Page 3, develop a more specific measure for the policy area "secure adequate funding for transportation investments," such as e.g., 60% of transit needs met by 20XX, 75% of sidewalk infrastructure complete by 20XX.	Community leaders meeting, Oregon Environmental Council	10/1/14, 10/15/14	<i>No change recommended to Exhibit D.</i>  The performance monitoring approach includes measures to track system completeness. In addition, the next update to the Regional Transportation Plan (due in 2018) will update financial assumptions and define performance measures to track implementation.

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
18	Performance Monitoring Approach (Exhibit D)	Metro should establish a public engagement process that is diverse and inclusive to oversee implementation of the Climate Smart Strategy.	1000 Friends of Oregon, Transportation Justice Alliance	10/22/14, 10/30/14	<p><i>No change recommended to Exhibit D.</i></p> <p>The Climate Smart Strategy will be implemented through existing regional planning and decision-making processes, including RTP updates, RFFA processes, growth management decisions and corridor planning, as well as through local and state planning and decision-making processes, rather than a specific Climate Smart implementation program. Through its planning processes, in coordination with its Equity Strategy (currently under development), Metro is committed to continue to improve its engagement practices to ensure more diverse perspectives – especially those of traditionally underrepresented communities – are meaningfully engaged in regional planning, decision-making, and on-going implementation activities.</p> <p>Future public engagement processes will be developed in coordination with Metro's diversity, equity and inclusion program and Metro's existing advisory committees, and follow the best practices and processes set out in Metro's Public Engagement Guide.</p> <p>Staff will begin scoping the work plan and engagement process for the next scheduled update to the RTP in 2015. The update is expected to occur over multiple years in order to address federal and state planning requirements and policy considerations and engagement recommendations identified through the Climate Smart Communities effort and the 2014 RTP update.</p>

**End of comments and recommended changes to Exhibit D**

**CLIMATE  
SMART  
COMMUNITIES  
SCENARIOS PROJECT**




## Draft Climate Smart Strategy Public comment period snapshot

Over a 45-day period from **Sept. 15 to Oct. 30, 2014**, Metro asked residents of the Portland metropolitan region to look to the future. As the Climate Smart Communities Scenarios Project nears its December finish line for drafting an approach to reducing greenhouse gas emissions by the 2035 target set by the Oregon Legislature, it reached out to local stakeholders and the public once again as part of an ongoing three-year engagement effort.

To reach new audiences, Facebook advertising and a series of video clips promoting the public comment period were integrated with traditional methods of newspaper ads and email alerts. As a result, 2,350 people took the online survey, generating almost 12,000 comments. Social media views topped 43,000, and 90 people took the time to review drafts of the proposed strategy and offer their line-edits and recommendations for implementation.

A summary of what was heard follows highlighting key themes that emerged from responses to the questions: Would you support more investment in our transportation system? What should be considered when deciding how to implement strategies to reduce greenhouse gas emissions? What message would you most like to convey to policymakers as they finalize their recommendation on a draft Climate Smart Strategy? A full report on the results of the public comment period will be available after Nov. 12, 2014, at [oregonmetro.gov/draftapproach](http://oregonmetro.gov/draftapproach).

### What should leaders know?

The top three themes of the 1,800 messages survey respondents sent to policymakers are:

- Invest more in transit, walking & biking.*
- Have a bold vision for the future.*
- Spend tax dollars wisely.*

**2,350**  
SURVEY  
COMPLETIONS

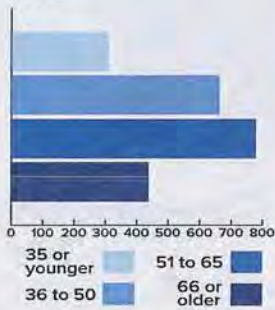
**11,581**  
ONLINE  
COMMENTS

**90**  
LETTERS  
& EMAILS

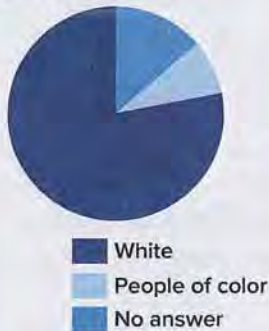
**43,311**  
SOCIAL MEDIA  
VIEWS

## Who we heard from

### AGE



### ETHNICITY



To learn more about the Climate Smart Scenarios project, visit [oregonmetro.gov/climatescenarios](http://oregonmetro.gov/climatescenarios)



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Nov. 6, 2014, Job 15246.

# Should your community and our region invest more?

When asked, "Should your community and our region invest more in seven strategies that reduce greenhouse gas emissions and build healthy, equitable communities," survey respondents voiced broad support for more investment in the region's transportation system. The key themes that emerged from their almost 12,000 comments were consistent with results of past stakeholder engagement efforts.



## TECHNOLOGY

- Improve traffic flow with cost-effective tools such as traffic signal timing, yellow turn arrows, etc.
- Use technology to support biking, walking, carpooling and transit



## STREETS & HIGHWAYS

- Make safety a priority
- Adequately maintain & repair existing roads
- Reduce congestion



## TRANSIT

- Provide frequent, reliable service to reduce travel times
- Expand network for greater access, especially in smaller communities
- Improve safety and access to transit



## PARKING POLICIES

- Divergent opinions on parking:
- Provide more free parking
  - Make it more expensive to park
- But shared concern about:
- Spill-over parking from new development



## MAINTENANCE & NEW IMPROVEMENTS

- Make the most of available funding and ensure users pay their fair share
- Maintain and widen roads to improve traffic flow
- Invest more in bike paths, sidewalks and transit



## INFO & INCENTIVES

- Invest more to inform travelers about travel options for getting around
- Fund system improvements over spending on education and marketing
- Offer incentives for using travel options through reward programs



## BIKING & WALKING

- Build a complete active transportation network of sidewalks and bike lanes connected to transit
- Improve safety for all modes of travel