

Metro | Agenda

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)
Date: Thursday, November 13, 2014
Time: 7:30 to 9 a.m.
Place: Metro Regional Center, Council Chamber

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|---------|-----|--|--|
| 7:30 AM | 1. | CALL TO ORDER, DECLARATION OF A QUORUM & INTRODUCTIONS | Shirley Craddick, Vice Chair |
| 7:32 AM | 2. | CITIZEN COMMUNICATIONS ON JPACT ITEMS | |
| 7:35 AM | 3. | UPDATES FROM THE CHAIR & COMMITTEE MEMBERS <ul style="list-style-type: none">• JPACT Finance Subcommittee Update• Status Updates on Oregon Transportation Forum: Andy Cotugno, Metro• ACT Status Report: Andy Cotugno, Metro; Kelly Brooks, ODOT• TriMet Updates: Neil McFarlane | Shirley Craddick, Vice Chair |
| 7:45 AM | 4. | * Consideration of the Minutes for October 9, 2014 | |
| | 5. | ACTION ITEMS | |
| 7:50 AM | 5.1 | * 2013-15 Unified Planning Work Program Amendment: Regional Over-Dimensional Truck Route Study | Chris Myers, Metro
Tim Collins, Metro |
| 7:55 AM | 5.2 | * Transportation For America: Support for Job Connection Program | Andy Cotugno, Metro |
| | 6. | INFORMATION / DISCUSSION ITEMS | |
| 8:10 AM | 6.1 | * Climate Smart Communities Scenarios Project: <ul style="list-style-type: none">• Debrief on Nov. 7th Joint MPAC/JPACT meeting• Continue discussion on potential refinements and recommendation to Metro Council on Dec. 11th | Kim Ellis, Metro |
| 8:40 AM | 6.2 | * Opt In and Online Engagement Update | Jim Middaugh, Metro |
| 9:00 AM | 7. | ADJOURN | Shirley Craddick, Vice Chair |

Upcoming JPACT meetings:

- **December 11, 2014** – Regular JPACT Meeting
- **January 8, 2015** – Regular JPACT Meeting

* Material included in the packet.

** Material will be distributed in advance of the meeting.

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលើសរសេរស្នើសុំសេវាសម្រាប់អ្នកមានការរើសអើង។
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2014 JPACT Work Program

As of 11/06/14

*Items in italics are tentative; **bold** denotes required items*

<p><u>November 7, 2014: Joint MPAC/JPACT Meeting</u> 8am – 11am World Forestry Center, Cheatham Hall</p> <ul style="list-style-type: none">Climate Smart Communities Scenarios Project: Discuss public comments and potential refinements to draft approach and implementation recommendations - <u>discussion and begin framing December 11 recommendation to Council</u>	<p><u>November 13, 2014</u></p> <ul style="list-style-type: none">UPWP Amendment: Regional Over-Dimensional Truck Route Study – <u>Recommendation</u> (Chris Myers, Tim Collins; 5 min)Transportation For America: Support for Job Connection Program – <u>Recommendation</u> (Andy Cotugno)Climate Smart Communities Scenarios Project: Debrief on Nov. 7th MPAC/JPACT meeting and continue discussion on potential refinements and recommendation to Metro Council (Kim Ellis; 30 min)Opt In & Engagement Resources Update (Jim Middaugh; 20 min) <p>FYI: Transportation For America Summit, Denver, CO (Nov. 13-14) National League of Cities Congress of Cities and Exposition, Austin, TX (Nov. 18-22)</p>
<p><u>December 11, 2014</u></p> <ul style="list-style-type: none">Clinicians for Healthy Transportation (Drs. Phillip Wu, Andy Dannenberg; 10 min)Climate Smart Communities Scenarios Project: Ordinance 14-1346, For the Purpose of Adopting a Preferred Climate Smart Communities Strategy and Amending the Regional Framework Plan to Comply with State Law – <u>Recommendation to Metro Council requested</u> (Kim Ellis; 45 min)Discussion of JPACT Legislative Agenda – <u>Information/Discussion</u> (Randy Tucker; 20-25 min)Recommendation of the Taskforce on formation of the Region 1 ACT – <u>Information</u> (Andy Cotugno, 5-10 min)	<p><u>January 8, 2015</u></p> <ul style="list-style-type: none">ODOT Demand Management Strategy (Ted Leybold, Amanda Pietz (ODOT); 20 min)Adoption of JPACT Legislative Agenda (Randy Tucker; 20-30 min)

Parking Lot:

- Regional Indicators briefing
- Presentation by the Oregon Trucking Association
- Oregon Resiliency Plan
- Federal legislative agenda - January



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
Oct. 9, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Jack Burkman
Shirley Craddick
Nina DeConcini
Craig Dirksen, Chair
Donna Jordan
Neil McFarlane
Diane McKeel
Steve Novick
Roy Rogers
Paul Savas
Don Wagner

MEMBERS EXCUSED

Ed Barnes
Shane Bemis
Carlotta Collette
Denny Doyle
Bill Wyatt

ALTERNATES PRESENT

Kathryn Harrington
Jeff Swanson
Rian Windsheimer

AFFILIATION

City of Vancouver
Metro Council
Oregon Department of Environmental Quality
Metro Council
City of Lake Oswego, representing Cities of Clackamas Co.
TriMet
Multnomah County
City of Portland
Washington County
Clackamas County
Washington Department of Transportation

AFFILIATION

Clark County
City of Gresham, representing Cities of Multnomah Co.
Metro Council
City of Beaverton, representing Cities of Washington County
Port of Portland

AFFILIATION

Metro Council
Clark County
Oregon Department of Transportation

STAFF: Beth Cohen, Andy Cotugno, Alexandra Eldridge, Elissa Gertler, Tom Kloster, Ted Leybold, Lake McTighe, John Mermin, Brian Monberg, Chris Myers, Bud Reiff, Jill Schmidt, and John Williams.

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

Chair Craig Dirksen declared a quorum and called the meeting to order at 7:33 a.m.

2. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

3. UPDATES FROM THE CHAIR & COMMITTEE MEMBERS

Chair Dirksen updated members on the following items:

- The JPACT Finance Subcommittee met on Sept. 18. Mr. Craig Campbell, Chair of the Oregon Transportation Forum (OTF), summarized conversations from the last OTF meeting where members voted on options within the straw man proposal. The next subcommittee meeting will be on Oct. 16 at 7:30 a.m. at the Metro Regional Center to discuss regional priorities for a state legislative package.
- Metro will host a joint meeting with JPACT and the Metro Policy Advisory Committee (MPAC) the Climate Smart Communities Scenarios Project on Nov. 7 from 8 a.m. to 12 p.m. at the World Forestry Center.
- T4 America is hosting a conference Nov. 13-14 in Denver, CO.
- Councilor Carlotta Collette provided an update on the Oregon Department of Transportation (ODOT) Area Commission on Transportation (ACT) Task Force. She summarized discussions from Sept. 22, which focused on representation under one or two ACT formations. Mr. Paul Savas noted that task force members had not seen the spreadsheet with composition information. Mr. Rian Windsheimer directed members to resources for more information and means to provide feedback.
- Ms. Diane McKeel shared an update from the Powell Division Steering Committee. The committee reached consensus to narrow studies to bus options and agreed on a general route along inner Southeast Powell Blvd. and outer Southeast Division St. Mr. Steve Novick stated that steering committee discussions have highlighted concerns about gentrification and displacement from transit improvements and recommended that JPACT consider a conversation about inclusionary zoning.
- Councilor Shirley Craddick provided a re-cap of the 2014 Rail~Volution conference in Minneapolis, Minn. The 2015 conference will be hosted in Dallas, Texas.

4. CONSIDERATION OF THE MINUTES

MOTION: Mr. McFarlane moved and Ms. Donna Jordan seconded to approve the JPACT minutes from Sept. 11, 2014.

ACTION: With all in favor, the motion passed.

5. ACTION ITEMS

5.1 2013-15 Unified Planning Work Program: Accepting a Grant to Fund Improvements to the Behavior-Based Freight Model

Mr. Chris Myers provided staff's report on the Resolution to amend the Fiscal Year 2013-15 Unified Planning Work Program (UPWP) to add the Behavior-Based Freight Model Project. Mr. Myers explained that the Behavior-Based Freight Model Project was awarded funds by the Federal Highway Administration (FHWA) after adoption of the FY 2013-15 UPWP. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP.

Mr. Bud Reiff shared a description of the project which would replace Metro's current trip-based truck model that utilizes fixed commodity flows with a tour-based model designed to reflect decisions made by shoppers, receivers, truck operators, terminal managers and others. This description can be found in Exhibit A.

Member comments included:

- Ms. Susie Lahsene shared her support for the new model.

Action would recommend to Metro Council to approve.

MOTION: Ms. Susie Lahsene moved and Ms. Jordan seconded that JPACT recommend to Metro Council adoption of the resolution to amend the Fiscal Year 2013-15 UPWP to add the Behavior-Based Freight Model Project.

ACTION: With all in favor, the motion passed.

6. INFORMATION/DISCUSSION ITEMS

6.1 Recap of Sept. 29 Regional Transportation Plan Implementation Workshop

Mr. John Mermin, referring to the memo that was distributed at the meeting to summarize the Sept. 29 workshop, provided a summary of the agenda and attendance at the Regional Transportation Plan workshop. Mr. Mermin stated that all materials from the meeting were available on the Metro website.

Mr. Novick inquired about implications for the next Regional Flexible Funds Allocation (RFFA). Mr. Mermin stated staff would have the opportunity to discuss criteria for the next RFFA in early 2015.

Mr. McFarlane stated that jurisdictional partners are working on service enhancement plans in the region and shared TriMet's willingness to work with staff and continue to work with local jurisdictions in their plans.

6.2 Climate Smart Communities Scenarios Project: Update on the public review materials and next steps for prioritizing toolbox actions and options to demonstrate region's commitment to implementation

Climate Smart Communities Scenarios Project was initiated in response 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. In June, the Metro Council directed staff to test the draft approach as unanimously recommended for study on May 30 by the Metro Policy Advisory Committee (MPAC) and JPACT. Staff completed the evaluation in August and prepared materials that were released for a 45-day public comment period from Sept. 15 to Oct. 30, 2014. A joint meeting will be held on Nov. 7 for MPAC and JPACT to consider public comments received and continue shaping their final recommendation to the Metro Council.

Chair Dirksen stated that Metro's Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) were developing a straw proposal on two topics for JPACT and MPAC discussion at the Nov. 7 joint meeting related to priority actions for the region to work on together in 2015 and 2016 and demonstrating the region's commitment to implementation of the Climate Smart Strategy.

Chair Dirksen reported that he and MPAC Chair Carson provided an update to the interim house and senate committees in Sept. The information was well-received and the chairs of both committees asked to be kept informed of the project's progress.

Chair Dirksen also reported that he and Councilor Collette briefed the Land Conservation and Development Commission (LCDC) on the project and received Commission support of the overall direction. The commission commended the level of public and elected official engagement conducted to date.

Ms. Kim Ellis provided a brief summary of the public comment period underway, including the online survey, the key results brochure, draft climate smart strategy, and draft implementation recommendations. She stated that the final public comment report and staff recommendations responding to public comments would be available in Nov. 2014. Ms. Ellis noted that TPAC and MTAC have been identifying comments and suggestions that will be incorporated as recommendations to be brought to JPACT in December.

Mr. Savas inquired if there was a potential that some projects could be removed from the project list if they do not prove to meet the state mandate. Ms. Ellis explained that the draft Climate Smart Strategy relies on and includes local jurisdictions' identified investment priorities to meet the state mandate. Chair Dirksen reminded members that the strategy is based on what was adopted in the 2014 Regional Transportation Plan (RTP) last July.

Ms. Lahsene stated that the Regional Framework Plan amendments seemed uniquely detailed and expressed concern that it would be too constraining. She suggested broader amendments be considered that captures the goals of the Climate Smart Strategy. Ms. Ellis explained the amended Framework Plan chapters and the need for the amendments to reflect the key components of the Climate Smart Strategy. She stated that the list of toolbox actions identified in Policy 11.3 are intended to be examples of the types of actions local governments and others are encouraged to consider to help implement the strategy.

Mr. Savas discussed port and trade sector accessibility. He suggested expansion on items regarding freight transportation.

Ms. Ellis provided a brief update on two policy topics prioritized by MPAC and JPACT for further discussion. MPAC and JPACT directed MTAC and TPAC to work together to develop proposals for further discussion at the upcoming joint MPAC and JPACT meeting. The topics identified are:

1. Create a straw proposal that identifies a short list of toolbox actions that the region will immediately work on together in 2015 and 2016; and
2. Create a straw proposal that identifies options for demonstrating the region's commitment to implementation of the strategy that Metro Council will consider for adoption in Dec. 2014.

Ms. Ellis directed members to the memo included in the packet [Subject: Climate Smart Communities Scenarios Project: Next steps for addressing policy topics prioritized by MPAC and JPACT for further discussion], which outlines MTAC and TPAC's proposals with questions for consideration.

Ms. Ellis welcomed members' input on the straw proposals that MTAC and TPAC developed.

Member comments included:

- Mr. Savas requested incorporating more emphasis on economic needs.
- Mr. Novick stated that it would be useful to show the economic benefits of the project to build support.
- In response to member comments, Chair Dirksen stated that the toolbox should focus on actions that can achieve greenhouse gas reductions without any impediment to economic development and should avoid actions that would be detrimental to development.
- Ms. Ellis stated that Oregon is researching economic impacts of carbon pricing or taxing options in the state.
- Mr. McFarlane stated that the project's actions will improve mobility, health, and economic development, but will also serve to reduce carbon emissions.
- Ms. Lahsene inquired about implications if the region is unable to reach the greenhouse gas reduction mandate due to funding limitations. Ms. Ellis responded that the biggest investment area beyond the financially constrained RTP is increased transit service and capital investments needed to support the recommended investment level. She explained the transit level of investment would help more fully implement the service enhancement plans TriMet is working with communities and business leaders to develop.
- She stated that the monitoring approach will serve as an opportunity to report on how well the region is doing with implementation and identify adjustments that may be needed. Chair Dirksen added that consequences if goals are not met will have to be re-evaluated.
- Mr. Windsheimer stated that the greenhouse gas reduction goals are anticipated to be achievable if the financially constrained RTP can be funded, but that MPAC and JPACT decided to set ambitions beyond that. He expressed hope that the joint meeting would return to discussions about the tradeoffs of being more ambitious to meet or exceed the mandate.
- Mr. Roy Rogers congratulated Metro staff on their work thus far. He shared his support for the dashboard approach to monitoring. Ms. Ellis shared Metro's objective to communicate effectively during monitoring on a regular basis.
- Mr. Jeff Swanson discussed the benefits anticipated alongside the reduction of emissions, including freight mobility and health benefits to suggest monitoring additional benefits in the dashboard approach as well although they are not required.
- Ms. Jordan summarized the support heard for a straw proposal for initial actions to take in 2015-2016, but the need for further discussion about the preferred means to demonstrate regional commitment. Councilor Collette suggested incorporating local plans into the regional commitment.

7. **ADJOURN**

Chair Dirksen adjourned the meeting at 8:50 a.m.

Respectfully Submitted,



Jill Schmidt, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF OCT. 9, 2014

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Handout	N/A	Capital Ideas: Raising Money for Transportation Through Innovative State Legislation	10914j-01
3.0	Handout	9/18/14	JPACT Finance Subcommittee Sept. 18, 2014 Meeting Minutes	10914j -02
6.1	Memo	10/9/14	Recap of 2014 RTP Implementation Workshop	10914j -03

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FISCAL)	RESOLUTION NO. XX-XXXX
YEAR 2013-15 UNIFIED PLANNING WORK)	
PROGRAM (UPWP): REGIONAL OVER-)	Introduced by Chief Operating Officer
DIMENSIONAL TRUCK ROUTE STUDY)	Martha Bennett with the concurrence of
		Council President Tom Hughes

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

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

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

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

WHEREAS, the Regional Over-Dimensional Truck Route Study needs an additional \$25,000 of federal funding to successfully complete the scope of work; and

WHEREAS, the Regional Freight/Passenger Rail Study is not expected to utilize all of its initial \$400,000 funding allocation to complete its scope of work and,

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

BE IT RESOLVED that the Metro Council hereby amends the FY 2013-15 UPWP to reprogram \$25,000 of Regional Flexible Funds from the Regional Rail Study to the Regional Over-Dimensional Truck Route Study as shown in the attached Exhibit A.

ADOPTED by the Metro Council this ____ day of 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Regional Over-Dimensional Truck Route Study

Description:

Prepare a strategic plan for the efficient and safe movement of over-dimensional truck loads within and through the Portland Metro region. Identify and map the strategic routes for moving over-dimensional freight and identify the existing system constraints. Identify and recommend potential solutions and transportation improvement needs to maintain and enhance the efficient movement of regional over-dimensional freight.

Objectives:

- Identify and map the primary truck routes used for moving over-dimensional loads within and through the Portland Metro region.
- Identify and document existing physical and operational constraints (i.e., low-clearance railroad crossings and bridge structures, utility lines, weight-restricted bridges, inadequate turning radius at key intersections, etc.)
- Recommend transportation system improvements and planning-level cost estimates to remove identified constraints.

Previous Work:

In 2007, the Portland Bureau of Transportation conducted an analysis of over 6,000 state and city permit records issued in 2006 to define the existing nature of over-dimensional movements and the clearance requirements of permitted loads. The analysis found that construction equipment (cranes and excavators) along with log loaders and steel plates as the most commonly permitted commodities and account for more than half of the over-dimensional loads transported. The analysis also identified both the median and largest sized trucks using city streets to move these commodities in order to provide insight on the appropriate routing and minimum clearance requirements for these vehicles.

While the orderly and efficient movement of these over-sized and over-weight commodities are crucial to the economic well being of the Metro region, their transport can create negative impacts to the local neighborhoods in respect to excessive roadway damage, noise, pollution and traffic congestion.

The Washington County 2020 Transportation Plan strategy 16.1 calls for coordination of planning, development, maintenance and operation of an efficient and safe freight system with the private sector and government agencies in the Portland metropolitan area. Moreover, the adopted Portland Freight Master Plan calls for preparing a strategy for truck routes that serve the movement of over-dimensional loads as an implementing action. Developing a strategy to transfer the US 30 Bypass designation from Lombard to Columbia Blvd is also a recommended action in the Freight Master Plan to improve freight mobility and to enhance community livability in the St. Johns neighborhood.

Since ODOT and the local jurisdictions issue separate permits for oversize and overweight loads, there is a need for a more comprehensive and consistent regional approach for routing over-dimensional vehicles throughout the metro region and to identify current height restrictions and other operational constraints on the regional transportation network.

Methodology:

This project will identify the most commonly used and the preferred routes for the movement of

over-dimensional vehicles and document the minimum clearance requirements to accommodate over-sized loads in the Metro region. The focus of this project will be to develop a seamless over-dimensional vehicle route system that transcends jurisdictional boundaries. Physical and operational constraints that impede safe and efficient freight movement on identified regional truck routes will be defined and recommend transportation improvements and planning-level cost estimates to remove these constraints will be developed.

Tangible Products Expected in FY 2013-2015:

The following outlines the major tasks and deliverables anticipated for this project:

Task 1: Project Management

Provide monthly progress reports, cost reports and reimbursement requests. Review consultant invoices, completion reports, cost summaries and list of final products. Identify and form the Project Management Team (PMT) and schedule up to six (6) PMT coordinating meetings. Prepare a critical path schedule for project tasks and deliverables. Review and provide comments on consultant deliverables. Prepare summaries of stakeholder meetings including agendas, information materials and comments. Prepare completion of project close-out.

Task 2: Stakeholder Involvement

Develop a review structure for local staff, stakeholder interests and partnering agencies to engage in the analysis and planning process. Provide adequate opportunity for stakeholder participation and input throughout the project duration and respond to stakeholder values and issues. Deliverable: Formation of Stakeholder Advisory Committee (SAC) membership and meeting schedules for up to five (5) SAC meetings. Conduct up to six (6) interviews with freight industry stakeholders to clarify and summarize the main transportation and operational issues associated with OD truck movements in the region.

Task 3: Existing Conditions Analysis

Prepare a map of the most commonly used over-dimensional truck routes within and through the Portland Metro region. Prepare assessment of existing transportation infrastructure affecting over-dimensional truck movements (bridge structures, overhead signals, sign bridges, weight-restricted bridges, etc). Inventory existing bridge clearances and document the minimum clearance requirements to accommodate over-sized vehicles. Document existing local, State and regional policies and regulations affecting freight mobility and over-dimensional trucks within the Metro region. Deliverable: Background and Existing Conditions Analysis Technical Memo with associated maps and graphics that documents the types of over-dimensional commodities being moved and the conditions of the existing transportation infrastructure affecting over-dimensional truck movements.

Task #4: Policy and Permitting Assessment

Prepare a Technical Memorandum summarizing current practices and regulations for issuing over-dimensional permits by state and local jurisdictions within the Metro region. Identify potential opportunities for efficiencies within the current permitting system. Deliverable: Prepare a Technical Memorandum summarizing the Policy Assessment. Prepare a Technical Memorandum of the Over-Dimensional Permitting Assessment that includes a summary describing the various permitting practices in the Metro region, and recommendations for potential permitting efficiencies.

Task 5: Identify Needs, Constraints, and Gaps

Identify existing physical and operational constraints that impede safe and efficient over-dimensional truck movements within the Metro region. Identify conflicts between freight mobility and community livability

Exhibit A

issues based on existing local, State and regional policies, regulations and other conditions. Identify the constraints, opportunities, and related issues associated with transferring the US 30 Bypass to Columbia Blvd. Identify a range of potential solutions for addressing both over-dimension freight mobility and community livability needs within the Metro region. Deliverable: Prepare Systems Constraints, Gaps, and Project Needs Report.

Task 6: Develop and Evaluate System Improvements and Alternatives

Define and evaluate both potential capital transportation and operational improvements based on identified needs, constraints, opportunities, and solutions. Describe the required transportation improvements to accommodate the regional movement of over-dimensional vehicles. Deliverable: Prepare Technical Memo on the Transportation System Improvements Report.

Task 7: Recommended Improvements and Cost Estimates

Identify capital transportation improvements based on the evaluation of identified alternatives and prepare planning-level costs estimates. Prioritize and rank the identified capital improvements based on over-dimensional freight needs, freight mobility and community livability needs. Deliverable: Prepare a Recommendations and Implementation Report summarizing the recommendation improvements, including planning level cost estimates and project prioritization and implementation.

Task 8: Final Report and Communications Materials

Deliverable: Develop communication materials for conveying project related information and technical findings to identified key stakeholder groups. Prepare a final report based on the collective analysis, findings and recommendations, including an executive summary and a technical appendix. Present findings and recommendations in up to five (5) key stakeholder group meetings.

Entities Responsible for Activity:

The City of Portland will be the lead agency for this project. It is anticipated that a project consultant will conduct the technical planning and engineering analysis and cost estimates and final report preparation. The consultant

Lead agencies/partners:

Portland Bureau of Transportation - Lead Agency/Project Manager
 Metro - Partner agency
 Clackamas County - Partner agency
 Washington County - Partner agency
 Oregon Department of Transportation - Partner agency

Other stakeholders:

Portland Freight Committee
 Cities and counties in the Metro region
 Metro Regional Freight Technical Advisory Committee
 Port districts, including Port of Portland and Port of Vancouver
 Federal Highway Administration (FHWA)
 Community groups and organizations involved in climate planning, equity, land use and transportation issue

Schedule for Completing Activities:

It is anticipated this project will begin by December 1, 2014, or a later start date within the 2013-15 FY if stipulated by the agencies/partners identified above. The project duration is estimated to be 12 months long pending final approval of the proposed scope of work.

Funding History:

NA

FY 2014-15 Costs and Funding Sources:

Requirements:			Resources:	
	\$		STP	\$125,000
	\$		Local Match	\$14,307
<i>TOTAL</i>	\$	111,445	<i>TOTAL</i>	\$139,307
<u>Full-Time Equivalent</u>				
Regular Full-Time FTE				
<i>TOTAL</i>		NA		

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. XX-XXXX, FOR THE PURPOSE OF AMENDING THE FY 2013-15 UNIFIED PLANNING WORK PROGRAM (UPWP) TO REPROGRAM \$25,000 OF REGIONAL FLEXIBLE FUNDS FROM THE REGIONAL RAIL STUDY TO THE REGIONAL OVER-DIMENSIONAL TRUCK ROUTE STUDY.

Date: October 22, 2014

Prepared by: Chris Myers
(503) 813-7554

BACKGROUND

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

This resolution is an amendment to the FY 2013-15 UPWP Update to reprogram \$25,000 of Regional Flexible Funds from the Regional Freight/Passenger Rail Study to the Regional Over-Dimensional Truck Route Study. This change in project budget requires a legislative amendment as the amount of new funds exceeds 20% of the total project budget. Per federal requirements, all transportation planning projects that are federally funded are required to be included in the UPWP. Proposed changes to the UPWP narrative for the Regional Over-Dimensional Truck Route Study are included in Exhibit A.

A proposed administrative change to the 2014-15 Regional Freight allocation will amend the MTIP to reallocate \$25,000 from the Regional Freight/Passenger Rail Study to the Regional Over-dimensional Truck Route Study. The current 2014-15 Regional Freight allocation is for \$500,000, with \$400,000 allocated to the Regional Freight/Passenger Rail Study, and \$100,000 allocated to the Regional Over-dimensional Truck Route Study.

The reason for this administrative change is that in light of the completion of the Port of Portland Rail Plan (September, 9, 2013) and the Oregon State Rail Plan (adopted September 18, 2014), there is a need to reevaluate the questions that should be answered in the scope of work for the Regional Freight/Passenger Rail Study. The remaining \$375,000 allocation will be adequate for any Regional Freight/Passenger Rail Study that still needs to be completed and/or other Regional Freight needs within the 2014-15 funding cycle

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – Metro Council Resolution No. 14-4514: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM AND

CERTIFYING THAT THE PORTLAND METROPOLITAN AREA IS IN COMPLIANCE WITH THE FEDERAL TRANSPORTATION PLANNING REQUIREMENTS, adopted by the Metro Council on May 1, 2014.

3. **Anticipated Effects** – Approval will mean that grants can be submitted and contracts executed so work can commence on this project between now and June 30, 2015, in accordance with established Metro priorities.
4. **Budget Impacts** – None anticipated.

RECOMMENDED ACTION

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

Support Economic Growth by Connecting Employers with Workers *through public-private partnerships and regional coordination*

When commuters sit stuck in traffic, the economy suffers. As commute times increase, business productivity declines, with employees spending more and more of their time going to and from their jobs rather than at work. The cost of business also rises, as employers must pay more to recruit and retain highly-skilled workers who would otherwise seek employment in a less congested area.

At the same time, unemployment can also detract from a region's economic strength. While unemployment has many causes, one commonly cited factor is lack of reliable transportation to job locations. Low-income residents are increasingly dispersed in suburban locations, requiring them to travel long distances to access jobs. In many areas, driving is the only available means of reaching job sites, but the cost of car ownership - averaging over \$10,000 per year - is prohibitive for many low-income families.

Local officials and business leaders are developing innovative solutions to address these challenges. Solutions such as new transit links, employer shuttles, car-sharing, traveler information technology, and pedestrian connections to job locations can make a real difference in regional commuting and unemployment. In many cases, employers would be eager to put their own dollars into a transportation investment to help their employees get to work if it was part of a coordinated public-private effort: in Washington State, employers contribute \$18 for every dollar of public funds the state has provided for its Commute Trip Reduction program.

Ensuring that these new solutions can be implemented efficiently and do not duplicate existing services requires a coordinated regional strategy and targeted funding. However, MAP-21 leaves employers largely out of the transportation planning process, and eliminated the one program dedicated specifically to employment-related transportation, despite the clear impact of congestion and unemployment on economic growth.

Employer Investment in Transportation and Job Connections Program

The next transportation bill should include the Employer Investment in Transportation and Job Connections Program to provide targeted funding and technical assistance to help regions work with employers to improve transportation connections for their workforce and eliminate barriers for low-income individuals to access employment. Specifically, the Employer Investment in Transportation and Job Connections Program would:

- Establish regional employer advisory councils, with representatives of employers, transportation management organizations, and providers of job-related services to low-income individuals, to advise metropolitan planning organizations on employment-related transportation issues;
- Require employer advisory councils to develop a commute trip reduction and job connection plan for the region and recommend projects to the MPO to implement the plan; and
- Authorize funding from the Highway Trust Fund for commute trip reduction and job connection projects.



Metro | *Making a great place*

COUNCILOR CRAIG DIRKSEN, DISTRICT 3

October 24th, 2014

The Honorable Jeff Merkley
United State Senator
313 Hart Senate Office Building
Washington, D.C., 20510

Dear Senator Merkley:

I am writing on behalf of the Joint Policy Advisory Committee on Transportation (JPACT) which provides a forum for the transportation leadership for the Portland region. I am writing to express our support for policy language for inclusion in the next surface transportation bill. Specifically, I write to support inclusion of a Job Connection Program to provide our region's businesses and workers with reliable and affordable transportation options. As a former Mayor and current Metro Councilor, I have seen firsthand the negative impact on productivity that occurs when workers have to spend their time sitting in traffic, or worse, sitting at home unable to access a job due to lack of transportation. We need legislation that will foster collaboration between employers, workers, and regional transportation agencies to solve transportation challenges so that regions throughout the US can reach their full economic potential.

Solutions such as new transit links, employer shuttles, car-sharing, traveler information technology, and pedestrian connections to job locations can make a real difference in regional commuting and unemployment. For example, with federal transportation funding allocated by JPACT, Metro's Regional Travel Options program has used its \$2.2 million annual budget to support the work of the region's transportation management associations among others to reduce driving in the region by 47 million miles from 2011 to 2013. That is the equivalent of eliminating 1.8 million trips from Intel to Portland International Airport. This has freed up the road system for freight movement and other commuters, and resulted in more than 2.2 million gallons of fuel saved and \$17.2 million returned to the local economy.

Ensuring that these new solutions can be implemented efficiently and do not duplicate existing services requires a coordinated regional strategy and targeted funding. In many cases, employers would be eager to put their own dollars into a transportation investment

to help their employees get to work if it was part of a coordinated public-private effort. However, the current transportation law, MAP-21, eliminated the Jobs Access Reverse Commute program (JARC), the one program dedicated specifically to employment-related transportation and leaves employers largely out of the transportation planning process.

An effective Job Connection Program would:

- Establish regional employer advisory councils, with representatives of employers and organizations providing job-related services to low-income individuals, to advise metropolitan planning organizations (MPOs) on employment-related transportation issues;
- Require the advisory councils to develop a job connection plan for the region and recommend projects to the MPO; and
- Authorize funding for job connection projects.

Such a program would help us promote economic growth by connecting employers with workers and bring opportunity to underserved neighborhoods across the entire region. In your capacity as a member of the Senate Environment and Public Works Committee and Committee on Banking, Housing and Urban Affairs, the two key authorizing committees, we hope you will take a leadership role to advance this proposal through Congress.

If you have any questions please contact me at 503-797-1549 or craig.dirksen@oregonmetro.gov.

Sincerely,

Craig Dirksen, JPACT Chair
Metro Councilor, District 3



2014 DECISION MILESTONES

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

EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

Milestone 1	Council direction on draft approach to test
Jan. - Feb.	<p>Metro Council, MPAC and JPACT confirm process & policy areas to discuss in 2014</p> <p>Conduct interviews with community and business leaders and elected officials</p>
Feb. – March	<p>MPAC and JPACT discuss background information on policy areas</p> <p>Launch public opinion research (telephone survey) and on-line public comment tool</p> <p>Convene discussion groups to gather input on strategies to include in draft approach</p> <p>MTAC and TPAC help frame policy choices for MPAC and JPACT discussion</p>
April 11	Joint MPAC/JPACT meeting to discuss policy choices
April	<p>Public engagement report prepared for policy advisory committees and Metro Council</p> <p>MTAC and TPAC provide input on elements of draft approach and make recommendation to MPAC and JPACT</p>
May 30	Joint MPAC/JPACT meeting to recommend draft approach to test
June 19	Council direction on draft approach to test
Milestone 2	Release draft approach and implementation recommendations for 45-day public comment period
June – Sept.	<p>Staff evaluates draft preferred approach and develops implementation recommendations</p> <p>MTAC and TPAC provide input on draft approach evaluation results, estimated costs and implementation recommendations</p> <p>Brief local officials on draft approach and upcoming adoption process through quarterly updates and other means</p>
Week of Aug. 25	Public notice published on upcoming public comment period
Sept. 15, 2014	Release draft approach and implementation recommendations for 45-day public comment period

Milestone 3	Seek Council adoption of recommended preferred approach
Sept. – Nov.	Brief local officials, TriMet, the Port of Portland and ODOT through county-level coordinating committee meetings, quarterly updates, and other means
Sept. 10 and 11	MPAC and JPACT discussion on draft approach results, implementation recommendations and topics for future policy discussion
Sept. 17	MTAC update on update on public review materials and next steps for defining priority toolbox actions and options to demonstrate region's commitment to implementation
Sept. 26	TPAC update on public review materials and begin discussion to prioritize toolbox actions and define options to demonstrate region's commitment to implementation
Oct. 7	Council discussion on draft approach and implementation recommendations, including actions Metro can take to implement draft approach
Oct. 8	MPAC update on public review materials and next steps for short list of toolbox actions and demonstrating region's commitment to implementation (<i>as part of Councilor communications</i>)
Oct. 9	JPACT update on public review materials and next steps for short list of toolbox actions and demonstrating region's commitment to implementation Climate Smart Communities technical work group discussion on short list of toolbox actions and demonstrating region's commitment to implementation
Oct. 15	MTAC discussion on Regional Framework Plan amendments, performance monitoring, short list of toolbox actions and demonstrating region's commitment to implementation
Oct. 22	MPAC discussion on Regional Framework Plan amendments and next steps for short list of toolbox actions and demonstrating region's commitment to implementation
Oct. 30	Public hearing (also first reading and initial evidentiary hearing)
Oct. 31	TPAC discussion on public comments, Regional Framework Plan amendments, performance monitoring, short list of toolbox actions, demonstrating region's commitment to implementation and draft legislation on adoption of preferred approach
Nov. 5	MTAC discussion on public comments, performance monitoring and draft legislation on adoption of preferred approach
Nov. 6	Council discussion on public comments and prep for 11/7 MPAC/JPACT meeting
Nov. 7	MPAC/JPACT joint meeting to discuss public comments and begin shaping recommendation to Council
Nov. 12	MPAC discussion on public comments, potential refinements & recommendation to Council
Nov. 13	JPACT discussion on public comments, potential refinements & recommendation to Council
Nov. 19	MTAC makes recommendation to MPAC on adoption of the preferred approach
Nov. 21	TPAC makes recommendation to JPACT on adoption of the preferred approach
Dec. 9	Council discussion of potential refinements being considered by MPAC & JPACT
Dec. 10	MPAC recommendation to the Metro Council on adoption of the preferred approach
Dec. 11	JPACT recommendation to the Metro Council on adoption of the preferred approach
Dec. 18, 2014	Seek Metro Council adoption of recommended preferred approach (2nd hearing and action)

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

Action 1	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. <i>This action will advance efforts to implement adopted local city and county plans, transit service plans, and the 2014 Regional Transportation Plan.</i>
Action 2	Advocate for federal and state governments to advance Oregon's transition to cleaner, low carbon fuels, and more fuel-efficient vehicle technologies. <i>This action will accelerate the fuel and vehicle technology trends assumed in the state target.</i>
Action 3	Seek opportunities to advance local and regional projects that best combine the most effective greenhouse gas emissions reduction strategies. <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> <ul style="list-style-type: none"> <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> <i>local bike and pedestrian safety retrofits that also improve access to transit, schools and</i>

	<p><i>activity centers</i></p> <ul style="list-style-type: none"> • <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> • <i>parking management approaches, such as bicycle parking, preferential parking for alternative fuel vehicles, and shared and unbundled parking</i> • <i>transportation demand management incentives or requirements to increase carpooling, biking, walking and use of transit.</i> <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

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

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

Draft Climate Smart Strategy

Public Review Draft

September 15, 2014

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1

Draft Regional Framework Plan Amendments

Public Review Draft

September 15, 2014

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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

Metro Council President

Tom Hughes

Metro Councilors

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Craig Dirksen, District 3

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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BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

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

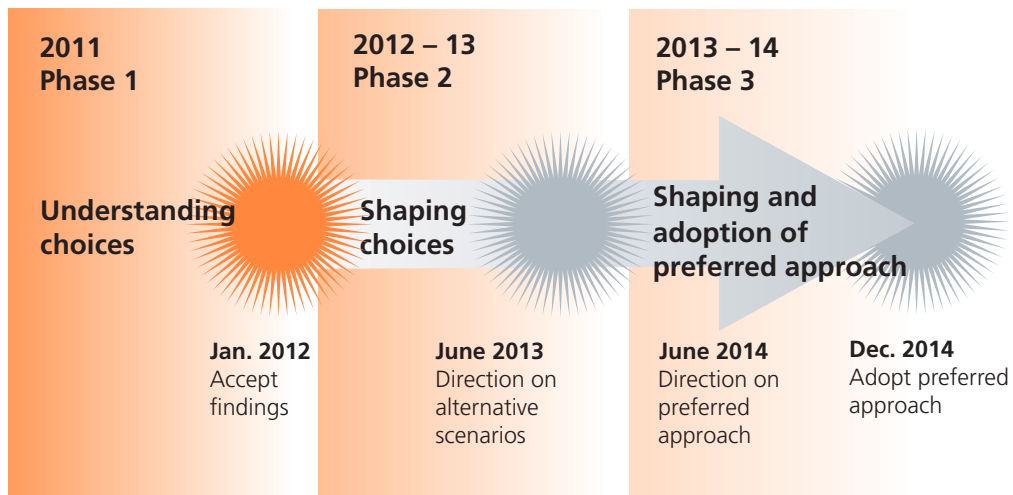
December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

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

EXCERPT FROM

Regional Framework Plan Chapter 1 Land Use

Introduction

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

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

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

Six Outcomes, Characteristics of a Successful Region

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

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader in minimizing contributions to [global warmingclimate 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

CHAPTER 2 TRANSPORTATION

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REGIONAL FRAMEWORK PLAN

CHAPTER 2 TRANSPORTATION

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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; providinge 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
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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

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Metro Councilors

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Sam Chase, District 5

Bob Stacey, District 6

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

WHAT'S NEXT?

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

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

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

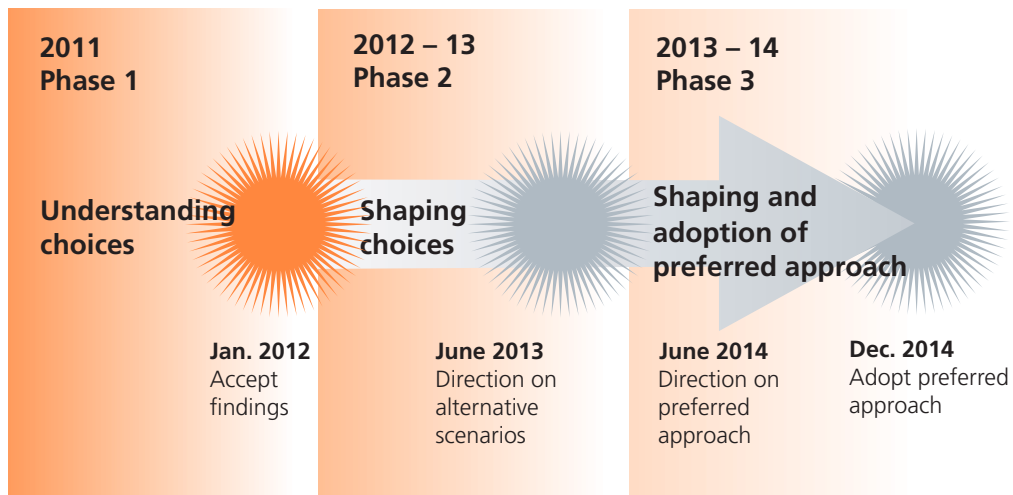
December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

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

PUBLIC REVIEW DRAFT

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)				
POLICY	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
		approaches and transit-oriented development in local plans and projects <input type="checkbox"/> Convene regional brownfield coalition and strengthen regional brownfields program by providing increased funding and technical assistance to local governments to leverage the investment of private and non-profit developers	<input type="checkbox"/> Develop brownfield redevelopment plans and leverage local funding to seek state and federal funding and create partnerships that leverage the investment of private and non-profit developers	
Make transit more convenient, frequent, accessible and affordable	Immediate (2015-16) <input type="checkbox"/> Begin update to Oregon Public Transportation Plan <input type="checkbox"/> Increase state funding for transit service <input type="checkbox"/> Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability <input type="checkbox"/> Provide technical assistance and funding to help establish local transit service Near-term (2017-20) <input type="checkbox"/> Adopt Oregon Public Transportation Plan with funding strategy to implement <input type="checkbox"/> Begin implementation of incremental improvements to intercity passenger rail service <input type="checkbox"/> Make funding for access to transit a priority	Immediate (2015-16) <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">○ Seek and advocate for new, dedicated funding mechanism(s)○ Seek transit funding from Oregon Legislature○ Consider local funding mechanism(s) for local and regional transit service○ Support state efforts to consider carbon pricing○ Fund reduced fare programs and service improvements for youth, older adults, people with disabilities and low-income families <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <input type="checkbox"/> Update Regional High Capacity Transit System Plan Near-term (2017-20) <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means <input type="checkbox"/> Make funding for access to transit a priority <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 <input type="checkbox"/> Update Regional Transportation Plan by 2018	Immediate (2015-16) <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Participate in development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none">○ Provide more community to community transit connections○ Identify community-based public and private shuttles that link to regional transit service○ Link service enhancements to areas with transit-supportive development, communities of concern¹, and other locations with high ridership potential○ Consider ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service Near-term (2017-20) <input type="checkbox"/> Make funding for access to transit a priority <input type="checkbox"/> Complete gaps in pedestrian and bicycle access to transit <input type="checkbox"/> Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Implement plans and zoning that focus higher density, mixed-use zoning and development near transit <input type="checkbox"/> Partner with transit providers and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means	Immediate (2015-16) <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility <input type="checkbox"/> Seek state funding sources for transit and alternative local funding mechanisms <input type="checkbox"/> Complete development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none">○ Provide more community to community transit connections○ Identify community-based public and private shuttles that link to regional transit service○ Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with potential high ridership potential○ Consider ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service Near-term (2017-20) <input type="checkbox"/> Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals <input type="checkbox"/> Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc. <input type="checkbox"/> Improve and increase the availability of transit

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

PUBLIC REVIEW DRAFT

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)				
POLICY	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
				route and schedule information
Make biking and walking safe and convenient	Immediate (2015-16) <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Bicycle and Pedestrian Plan with funding strategy <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) for active transportation projects <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Review driver's education training materials and certification programs and make changes to increase awareness of bicycle and pedestrian safety <input type="checkbox"/> Complete Region 1 Active Transportation Needs inventory <input type="checkbox"/> Maintain commitment to funding Safe Routes to School programs statewide <input type="checkbox"/> Fund Safe Routes to Transit programs <input type="checkbox"/> Adopt a complete streets policy <input type="checkbox"/> Partner with local governments to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan <input type="checkbox"/> Improve bicycle and pedestrian crash data collection <input type="checkbox"/> Support local and regional health impact assessments Near-term (2017-20) <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and expand grant funding to support development and adoption of complete streets policies and designs <input type="checkbox"/> Expand existing funding for active transportation investments 	Immediate (2015-16) <ul style="list-style-type: none"> <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Fund construction of active transportation projects as called for in air quality transportation control measures <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> Build local and state commitment to implement Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit programs Seek and advocate for new, dedicated funding mechanism(s) Advocate to maintain eligibility in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, Small Starts, TIFIA, TIGER) <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities Near-term (2017-20) <ul style="list-style-type: none"> <input type="checkbox"/> Provide technical assistance and planning grants to support development and adoption of complete streets policies <input type="checkbox"/> Provide technical assistance and funding to support complete street designs in local planning and project development activities <input type="checkbox"/> Review the regional transportation functional plan and make amendments needed to implement the Regional Active Transportation Plan <input type="checkbox"/> Update and fully implement the Regional Transportation Safety Plan <input type="checkbox"/> Update best practices in street design and complete streets, including: <ul style="list-style-type: none"> develop a complete streets checklist provide design guidance to minimize air pollution exposure for bicyclists and pedestrians use of green street designs that include tree 	Immediate (2015-16) <ul style="list-style-type: none"> <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Leverage local funding with development for active transportation projects <input type="checkbox"/> Seek opportunities to coordinate local investments with investments being made by special districts, park providers and other transportation providers <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities Near-term (2017-20) <ul style="list-style-type: none"> <input type="checkbox"/> Develop and maintain a city/county-wide active transportation network of sidewalks, on- and off-street bikeways, and trails to provide connections between neighborhoods, schools, civic center/facilities, recreational facilities, transit centers, bus stops, employment areas and major activity centers <input type="checkbox"/> Build infrastructure and urban design elements that facilitate and support bicycling and walking (e.g., completing gaps, crosswalks and other crossing treatments, wayfinding signs, bicycle parking, bicycle sharing programs, lighting, separated facilities) <input type="checkbox"/> Invest to equitably complete active transportation network gaps in centers and along streets that provide access to transit stops, schools and other community destinations <input type="checkbox"/> Link active transportation investments to providing transit and travel information and incentives <input type="checkbox"/> Partner with ODOT to conduct site-specific evaluations from priority locations identified in the ODOT Pedestrian and Bicycle Safety Implementation Plan <input type="checkbox"/> Expand Safe Routes to Schools programs to include high schools and Safe Routes to Transit 	Immediate (2015-16) <ul style="list-style-type: none"> <input type="checkbox"/> Adopt a Vision Zero strategy for eliminating traffic fatalities <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Advocate for use of Connect Oregon funding for active transportation projects <input type="checkbox"/> Complete Port of Portland 2014 Active Transportation Plan for Portland International Airport <input type="checkbox"/> Prepare a TriMet Bicycle Plan Near-term (2017-20) <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.)
		plantings to support carbon sequestration <ul style="list-style-type: none">○ identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain	<input type="checkbox"/> Adopt “complete streets” policies and designs to support all users <input type="checkbox"/> Establish local funding pool to leverage state and federal funds	
Make streets and highways safe, reliable and connected	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Maintain existing highway network to improve traffic flow<input type="checkbox"/> Increase state gas tax (indexed to inflation and fuel efficiency)<input type="checkbox"/> Update the Oregon Transportation Safety Action Plan<input type="checkbox"/> Review driver’s education training materials and certification programs and make changes to increase awareness of safety for all system users	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to:<ul style="list-style-type: none">○ Ensure adequate funding of local maintenance and support city and county efforts to fund maintenance and preservation needs locally○ Support state and federal efforts to increase gas tax (indexed to inflation and fuel efficiency)○ Support state and federal efforts to implement mileage-based road usage charge program<input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Maintain existing street network to improve traffic flow<input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition<input type="checkbox"/> Seek opportunities to implement Regional Transportation Safety Plan recommendations in planning, project development and development review activities	Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition<input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system
	Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Work with Metro and local governments to consider alternative performance measures<input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users<input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain<input type="checkbox"/> Use green street designs that include tree plantings to support carbon sequestration	Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Work with ODOT and local governments to consider alternative performance measures<input type="checkbox"/> Provide technical assistance and grant funding to support integrated transportation system management operations strategies in local plans, projects and project development activities<input type="checkbox"/> Update and fully implement Regional Transportation Safety Plan<input type="checkbox"/> Update best practices in street design and complete streets, including:<ul style="list-style-type: none">○ Develop a complete streets checklist○ Provide design guidance to minimize air pollution exposure for bicyclists and pedestrians○ Use of green street designs that include tree plantings to support carbon sequestration○ Identify new pavement and hard surface materials proven to help reduce infrastructure-related heat gain	Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Work with ODOT and Metro to consider alternative performance measures<input type="checkbox"/> Support railroad grade separation projects in corridors to allow for longer trains and less delay/disruption to other users of the system<input type="checkbox"/> Invest in making new and existing streets complete and connected to support all users<input type="checkbox"/> Integrate multi-modal designs in road improvement and maintenance projects to support all users<input type="checkbox"/> Pilot new pavement and hard surface materials proven to help reduce infrastructure-related heat gain<input type="checkbox"/> Use green street designs that include tree plantings to support carbon sequestration	

PUBLIC REVIEW DRAFT

TOOLBOX OF POSSIBLE ACTIONS (2015-2020)				
POLICY	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? (e.g., transit providers, Port districts, parks providers, etc.)
Use technology to actively manage the transportation system	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Integrate transportation system management and operations strategies into project development activities<input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and traveler information programs<input type="checkbox"/> Partner with cities, counties and TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects using regional flexible funds<input type="checkbox"/> Advocate for increased state commitment to invest more in TSMO projects using state funds Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Build capacity and strengthen interagency coordination<input type="checkbox"/> Provide technical assistance and grant funding to integrate transportation system management operations strategies in local plans, project development, and development review activities<input type="checkbox"/> Update Regional TSMO Strategic Plan by 2018	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Advocate for increased regional and state commitment to invest more in TSMO projects using regional and state funds Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Expand deployment of intelligent transportation systems (ITS), including active traffic management, incident management and travel information programs and coordinate with capital projects<input type="checkbox"/> Partner with TriMet to expand deployment of transit signal priority along corridors with 15-minute or better transit service	Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Partner with cities, counties and ODOT to expand deployment of transit signal priority along corridors with 15-minute or better transit service
	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Adopt Statewide Transportation Options Plan with funding strategy to implement<input type="checkbox"/> Deploy statewide eco-driving educational effort, including integration of eco-driving information in driver's education training courses, Oregon Driver's education manual and certification programs<input type="checkbox"/> Review EcoRule to identify opportunities to improve effectiveness<input type="checkbox"/> Increase state capacity and staffing to support on-going EcoRule implementation and monitoring<input type="checkbox"/> Deploy video conferencing, virtual meeting technologies and other communication technologies to reduce business travel needs<input type="checkbox"/> Partner with TriMet, SMART and media partners to link the Air Quality Index to transportation system information outlets Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Promote and provide information, recognition, funding and incentives to encourage commuter programs and individualized marketing to provide employers, employees and residents information and incentives to use travel options<input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities<input type="checkbox"/> Establish a state vanpool strategy that addresses urban and rural transportation needs	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Seek Metro Council/JPACT commitment to invest more regional flexible funds to expand direct services and funding provided to local partners (e.g., local governments, transportation management associations, and other non-profit and community-based organizations) to implement expanded education, recognition and outreach efforts in coordination with other capital investments<input type="checkbox"/> Provide funding and partner with community-based organizations to develop culturally relevant information materials<input type="checkbox"/> Develop best practices on how to integrate transportation demand management in local planning, project development, and development review activities<input type="checkbox"/> Integrate transportation demand management practices into planning, project development and development review activities Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, transportation management associations, business associations and other non-profit organizations to incorporate travel information and incentives in local planning and project development activities and at worksites<input type="checkbox"/> Establish an on-going individualized marketing program that targets deployment in conjunction with capital investments being made in the region	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Advocate for increased state and regional funding to expand direct services provided to local partners (e.g., local governments, transportation management associations, and other non-profit organizations) to support expanded education, recognition and outreach efforts in coordination with other capital investments<input type="checkbox"/> Host citywide and community events like Bike to Work Day and Sunday Parkways Near-term (2017-20) <ul style="list-style-type: none"><input type="checkbox"/> Integrate transportation demand management practices into planning, project development, and development review activities<input type="checkbox"/> Provide incentives for new development over a specific trip generation threshold to provide travel information and incentives to support achievement of EcoRule and mode share targets adopted in local and regional plans<input type="checkbox"/> Partner with businesses and/or business associations and transportation management associations to implement demand management programs in employment areas and centers served with active transportation options, 15-minute or better transit service, and parking management<input type="checkbox"/> Expand local travel options program delivery through new coordinator positions and partnerships with business associations, transportation management associations, and other non-profit and community-based	Immediate (2015-16) <ul style="list-style-type: none"><input type="checkbox"/> Expand employer program capacity and staffing to support expanded education, recognition and outreach efforts

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

PUBLIC REVIEW DRAFT

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

PUBLIC REVIEW DRAFT

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

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3

Draft Performance Monitoring Approach

Public Review Draft

September 15, 2014

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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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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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BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

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

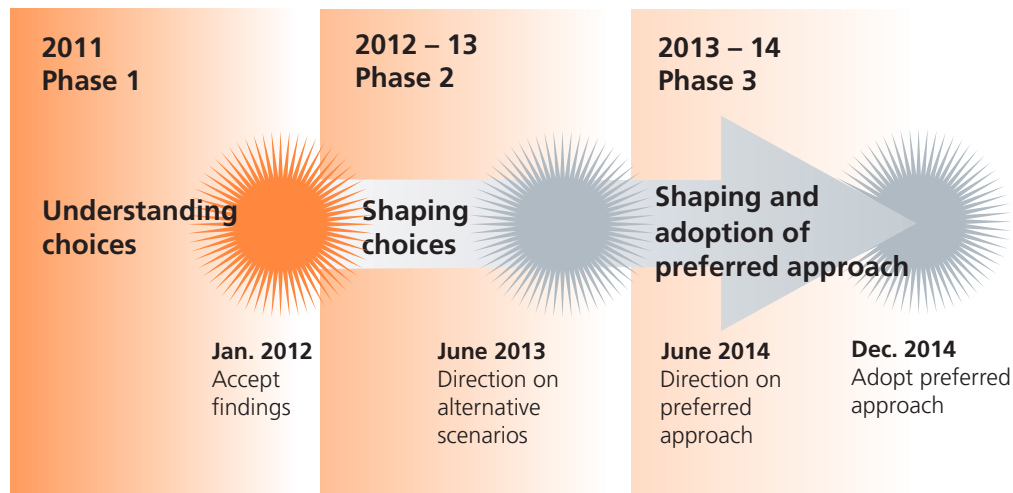
December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

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. For email updates, send a message to 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.

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

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

POLICY	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET (unless otherwise noted)
Implement the 2040 Growth Concept and local adopted land use and transportation plans	a. New residential units built through infill and redevelopment in the urban growth boundary (UGB) ¹ (<i>existing</i>)	a. Data being finalized	a. Track; no target proposed
	b. New residential units built on vacant land in the UGB ² (<i>existing</i>)	b. Data being finalized	b. Track; no target proposed
	c. Acres of urban reserves added to the UGB ³ (<i>existing</i>)	c. Data being finalized	c. Track; no target proposed
	d. Daily vehicle miles traveled per capita ⁴ (<i>existing</i>)	d. 19	d. 17
Make transit convenient, frequent, accessible and affordable	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)
Make biking and walking safe and convenient	a. Share of daily trips made by biking and walking ⁵ (<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 ⁶ (<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 ⁷ (<i>existing</i>)	d. Data being finalized	d. Track; no target proposed
Make streets and highways safe, reliable and connected	a. Motor vehicle fatal and severe injury crashes ⁸ (<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	
Use technology to actively manage the transportation system	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	
Provide information and incentives to expand the use of travel options	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)
Manage parking to make efficient use of land and parking spaces	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	
Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance	a. Share of registered light duty vehicles in Oregon that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV) ⁹ (<i>new</i>)	<u>EV/PHEV</u> a. 1%/0% (auto) 1%/0%(light truck)	<u>EV/PHEV</u> a. 23%/8% (auto) 20%/2% (light truck)
	b. Share of households using pay-as-you-drive private vehicle insurance ¹⁰ (<i>new</i>)	b. >1%	b. 40%
Secure adequate funding for transportation investments	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	
Demonstrate leadership on climate change	a. Region-wide per capita roadway greenhouse gas emissions from light vehicles (<i>new</i>)	e. 4.05 MTCO ₂ e ¹¹	a. 1.2 MTCO ₂ e ¹²

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

¹ Data is compiled and reported by Metro every two years in response to Oregon State Statutes ORS 197.301 and ORS 197.296. No targets have been adopted for these measures.

² Ibid.

³ Ibid.

⁴ Data is from the ODOT Oregon Highway Performance Monitoring System (HPMS) and was the official state submittal to the Federal Highway Administration for tracking nationally. The 2014 Regional Transportation Plan (RTP) target calls for reducing daily vehicle miles traveled per person by 10 percent compared to 2010.

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

⁶ Data is for the period 2007-2011 and comes from the ODOT Oregon Highway Performance Monitoring System (HPMS). The data was reported in the 2014 RTP adopted by the Metro Council on July 17, 2014. The 2014 RTP target calls for reducing fatal and severe injury crashes by 50 percent compared to the 2007-2011 period.

⁷ The 2014 RTP financially constrained system includes completing 663 miles of bikeways, sidewalks and trails; progress toward completion of the system of investments will be tracked.

⁸ See note 6.

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

¹⁰ A data source for this information has not been identified.

¹¹ Data is a model estimate for the year 2005, using the Metropolitan GreenSTEP model.

¹² The target reflects the state mandated 20 percent reduction per person in roadway greenhouse gas emissions, after accounting for state assumptions for advancements in cleaner, low carbon fuels and more fuel-efficient vehicles. A transition to the Motor Vehicle Emission Simulator (MOVES) model for tracking progress will be made as part of the 2018 Regional Transportation Plan update. The MOVES model is the federally-sanctioned model for demonstrating compliance with federal and state air quality requirements.

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Summary of recommended changes

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

November 3, 2014

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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	10/2/14, 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
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	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.
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 http://www.oregonpassengerrail.org

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: www.portlandoregon.gov/bps/64079	Urban Greenspaces Institute, Coalition for A Livable Future, Citizen's Climate Lobby	10/27/14, 10/30/14, 10/30/14	<i>Amend Exhibit A as follows:</i> 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.
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.	Clackamas County Board of Commissioners	10/22/14	<i>Amend Exhibit A as follows:</i> 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. 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. More information about the SEPs can be found at future.trimet.org

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 http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf and www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.</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>

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#	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
Comments on Regional Framework Plan Amendments (Exhibit B)					
1	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 2, Objective 1.1.4 - revise to read " Incent and 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- and bicycle -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 the most convenient and safe and enjoyable transportation choice for short trips , encourages transit use and reduces auto dependence and related greenhouse gas emissions " 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, and walkways, bikeways 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, schools , 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, elderly , seniors and disabled people with disabilities and low incomes ," 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 the most safe and convenient, safe and enjoyable transportation choices for short trips ," for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>

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#	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 any single mode of driving alone travel and increase <u>ing</u> the use of transit, bicycling, walking, carpooling and vanpooling." to provide more clarity.	Metro staff	10/22/14	<i>Amend as requested.</i>
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	<i>Amend as requested.</i>
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, children <u>youth</u> , elders <u>older adults</u> 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	<i>Amend as requested.</i>
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	<i>Amend as requested.</i>
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	<i>Amend as requested.</i>
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	<i>Amend as requested.</i>
14	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Revise sub-bullet listed under 3rd bullet to read "Making biking <u>bicycling</u> and walking the safest, most and convenient and enjoyable <u>transportation choice for short trips</u> and for all ages and abilities by <u>completing gaps and addressing deficiencies</u> in the region's <u>pedestrian and bicycle networks</u> of sidewalks and bike paths that connect people to their jobs, schools and other destinations ;" 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
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)	<p>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.</p> <p>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.</p>	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	<p>See comment 18 and comment 19 in this section for recommended changes.</p> <p>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.</p> <p>In addition, unless the Regional Framework Plan specifies that Metro require local governments to take a particular action, the RFP only directs Metro actions.</p>
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)	<p>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 Toolbox of Possible Actions regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as...</u>"</p>	MPAC members	10/22/14	<p>Amend as follows:</p> <p><u>"Encourage local, state and federal governments and special districts to take locally tailor actions recommended in the Toolbox of Possible Actions 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></p>

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#	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 DLCD 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 <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>	Metro staff in consultation with DLCD 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. in order to allow adjustments soon after any problem arises and so that relatively stable conditions can be maintained." 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.

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#	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 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. "
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 and frequent transit service. "	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
Comments on Toolbox of Possible Actions (Exhibit C)					
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 <u>all affordable housing tools to local governments control of to support local</u> 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	<i>Amend toolbox as follows:</i> <u>"Leverage Metro and the region's public investments to maintain and create affordable housing options in areas served with frequent transit service."</u> 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 <u>and frequent transit service."</u> 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.

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#	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: <u>"Support increased funding for affordable housing, particularly along corridors with frequent transit service."</u>
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 <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>	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> <u>Add a new action that reads "Implement the Climate Smart Communities Strategy in the 2018 RTP."</u>
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: www.oregon.gov/LCD/TGM/Pages/publications.aspx and www.epa.gov/smartgrowth/pdf/brochure_0906.pdf 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 <u>advance implementation of local land use plans, and</u> 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, " <u>Consider Use</u> 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>

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#	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 " Consider local funding-mechanism(s) for local and regional transit service. " 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 " <u>Implement the Climate Smart Communities Strategy transit investments and actions, including community and regional transit service plans, in the 2018 RTP.</u> "
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: " <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> "	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 <u>transit dependent communities such as</u> youth, older adults, people with disabilities and low-income families." Add new special district action that reads, " <u>Expand and sustain Youth Pass program, including expanding routes and frequency along school corridors.</u> "

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#	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: <u>"Support transit partners in seeking federal grant funds for electric buses;"</u> <u>"Seek increased state funding for electric buses;"</u> and <u>"Increased funding flexibility to allow for greater upfront capital spending on electric buses if those expenses are offset by operating savings."</u>	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> <u>"Support transit partners in seeking federal grant funds for electric and other low-carbon alternative fuel buses;"</u> <u>"Seek increased state funding for electric and other low-carbon alternative fuel buses;"</u> and <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>
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 - <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>	City of Hillsboro	9/24/14	<i>Amend as follows:</i> <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> 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 <u>"Implement the Climate Smart Communities Strategy active transportation investments and actions in the 2018 RTP."</u>

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#	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: <u>"Complete a region-wide active transportation needs assessment, including needs around schools and access to transit."</u>	National Safe Routes to School Partnership	10/28/14	Amend as follows: add Metro action (near term) that reads, <u>"Update the Regional Active Transportation Plan needs assessment in the 2018 RTP."</u> add cities and counties action (near term) <u>"Conduct needs assessments for schools and access to transit during updates to TSPs and other plans."</u>
21	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new Metro action: <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>	National Safe Routes to School Partnership	10/28/14	Amend as follows, under Metro actions: <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> 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: <u>"Simplify and clarify policy on e-bike use of bike lanes and other infrastructure;"</u> <u>Clarify that e-bikes are part of the region's active transportation strategy;"</u> and <u>"Fund pilot project to test the efficacy of e-bikes in attracting new riders."</u>	Drive Oregon	10/28/14	Amend as follows: <u>"Simplify and clarify policy on e-bike use of bike lanes and other infrastructure;"</u> <u>Clarify that e-bikes are part of the region's active transportation strategy;"</u> and <u>"Partner with Portland State University to develop a pilot project to test the efficacy of e-bikes in attracting new riders."</u>
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.

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#	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 " Adopt a vision zero strategy to eliminate all traffic fatalities " 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: " <u>Implement the Climate Smart Communities Strategy streets and highways investments and actions in the 2018 RTP</u> "; " <u>Implement the Climate Smart Communities Strategy transportations system management investments and actions in the 2018 RTP</u> "; and " <u>Implement the Climate Smart Communities Strategy transportation demand management investments and actions in the 2018 RTP</u> "	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: " <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> "	City of Hillsboro	9/24/14	Amend as requested.
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: " <u>Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal ITS;</u> " <u>Seek opportunities to leverage Oregon's road user fee pilot project to provide additional services to participating drivers;</u> " and " <u>Develop a pilot project to test wireless charging of electric vehicles, ideally encompassing both transit vehicles and passenger cars.</u> "	Drive Oregon	10/28/14	Amend as requested.
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: " <u>Clarify that e-bikes</u>	Drive Oregon	10/28/14	Amend as requested.
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	<p>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</p> <p>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>

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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 "<u>Integrate promotion of carsharing and new people mover services into employer-based outreach programs that encourage transit, walking, bicycling and carpooling.</u>"</p> <p>add new action "<u>Integrate education about carsharing programs into public awareness strategies.</u>"</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 <u>"and linking parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing."</u> 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, <u>"Update development codes to streamline/incentivize/encourage the installation of electric vehicle charging stations and infrastructure, particularly in new buildings."</u>	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: <u>"Join the Workplace Charging Challenge as a partner;"</u> <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> <u>"Develop and support "charging oases" with multiple chargers, modeled on the Electric Avenue project at Portland State University;"</u> <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>	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: <u>"Convene regional transportation and planning officials to develop strategies for developing cost-effective charging infrastructure that also reinforces regional planning goals."</u>	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: <u>"Increase Metro fleet use of electric vehicles, including non-passenger cars (e-bikes and utility vehicles);"</u> <u>"Expand availability of charging at Metro venues (Oregon Zoo, Expo Center, Convention Center, P5, etc.)."</u>	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: <u>"Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure;"</u> <u>"Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles;"</u> and <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>	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><u>"Review the state greenhouse gas emission reduction targets, including assumptions related to fleet and technology advancements."</u></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> <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> 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 <u>"Update the Regional Transportation Plan to implement the Climate Smart Communities Strategy."</u> 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: <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>	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 " <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> "	City of Hillsboro	10/30/14	<p>Amend the 4th "be it ordained" in the draft ordinance as follows:</p> <p><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></p> <p>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.</p>
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	<p><i>Amend as requested.</i></p> <p>Include a glossary of terms, using the glossary in Exhibit A as a starting point.</p>
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

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
Comments on Performance Monitoring Approach (Exhibit D)					
1	Performance Monitoring Approach (Exhibit D)	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	Performance Monitoring Approach (Exhibit D)	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	Performance Monitoring Approach (Exhibit D)	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	Performance Monitoring Approach (Exhibit D)	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	Performance Monitoring Approach (Exhibit D)	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> <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> 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	Performance Monitoring Approach (Exhibit D)	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	Performance Monitoring Approach (Exhibit D)	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	Performance Monitoring Approach (Exhibit D)	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

Findings of Fact and Conclusions of Law

Under development

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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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

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 CO₂e 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 CO₂e per capita by 2035 to 1.2 MT CO₂e per capita. The adopted target for the region is the equivalent of 1.2 MT CO₂e 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.

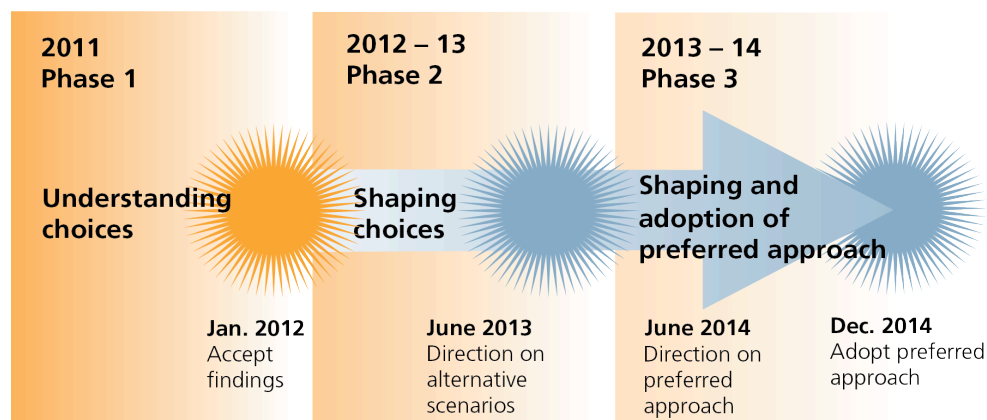
CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

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.

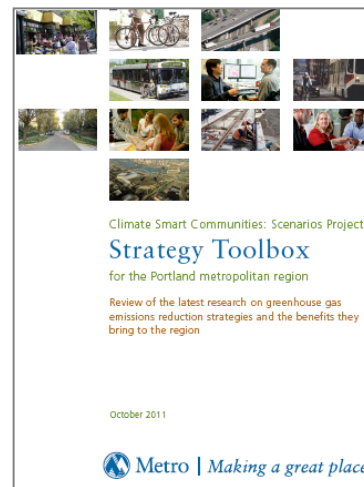
Metro led this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitated this consultation and coordination through four advisory committee bodies—the Joint 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.

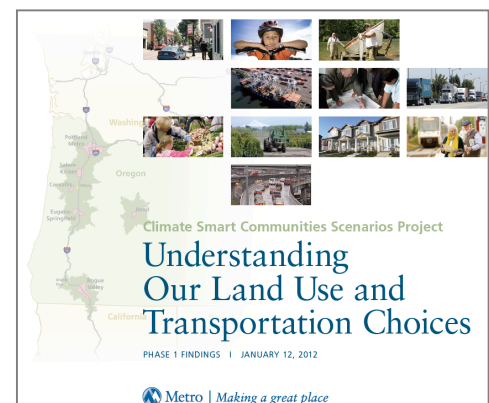
The initial scenario analysis found more than 90 of the 144 scenarios tested met or exceeded the target. The findings are summarized in *Understanding Our Land Use and Transportation Choices: Phase 1 Findings* (January 2012).

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.¹ 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.

¹ 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.² 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.

² 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

Scenario A	RECENT TRENDS This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.
Scenario B	ADOPTED PLANS This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.
Scenario C	NEW PLANS & POLICIES 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.³

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.

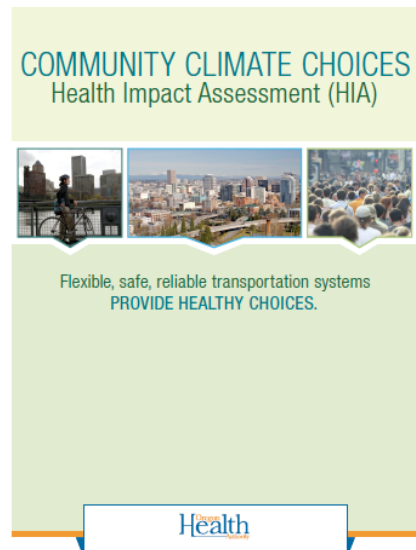
SHAPING THE PREFERRED APPROACH IN 2014

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.⁴

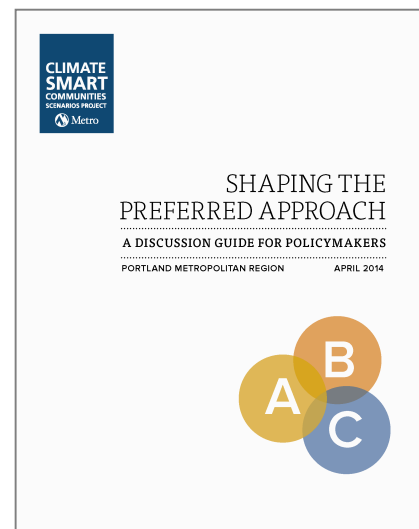
³ The Community Choices Health Impact Assessment is available to download at www.healthoregon.org/hia.

⁴ *Shaping the Preferred Approach: A Policymakers Discussion Guide* is available to download from the project website at www.oregonmetro.gov/climatescenarios



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.

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

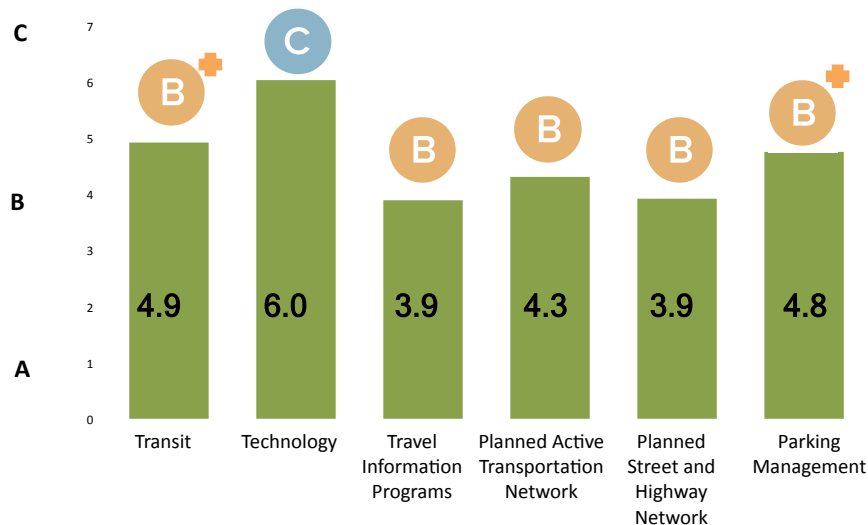
After receiving additional information about the policy options and previous engagement activities, MPAC and JPACT discussed the six policy areas contained within the Scenarios A, B and C. The April 11 meeting concluded with a straw poll conducted of members to identify the desired levels of investment 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):

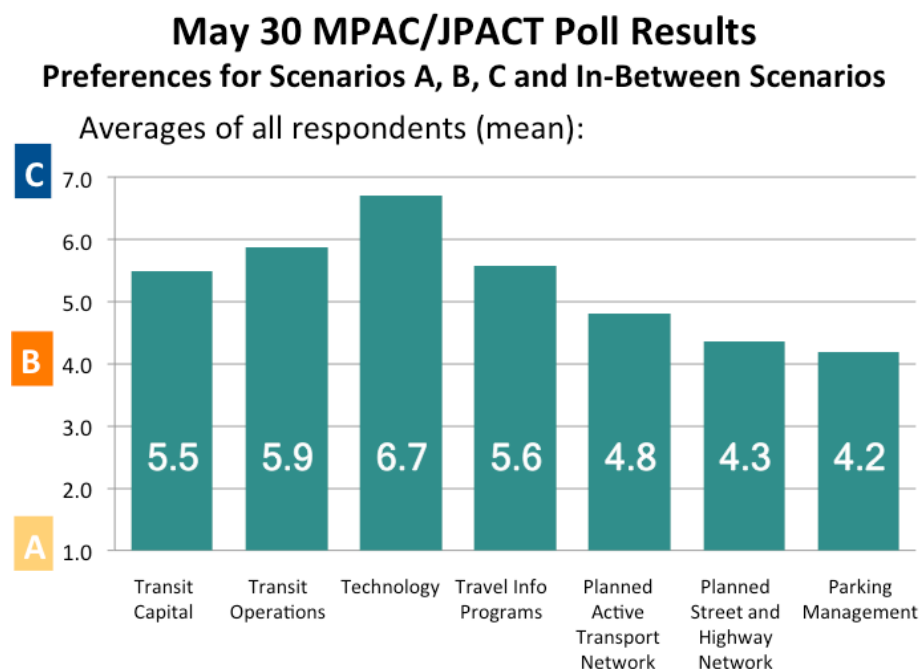


Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the straw poll results, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 12, a MTAC/TPAC workshop was held to begin shaping 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 2012⁵
- **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

⁵ 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 vehicles⁶

- **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

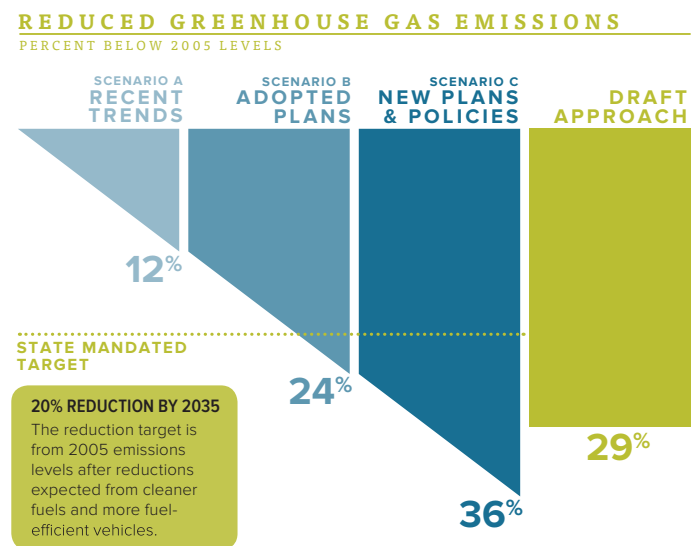


Figure 5. Estimated greenhouse gas emissions reduction from implementation of the draft approach

⁶ 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.

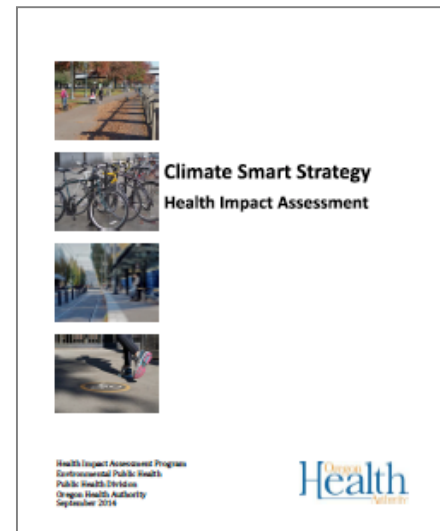
Staff also prepared cost estimates to implement the draft approach. At \$24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP (\$29 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$19 billion). The financially constrained 2014 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.⁷

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.

⁷ 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
Strategy					
Community design	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 (RTP Financially Constrained)	11,200 (RTP State + more transit)
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	☛ 30% / 30%	50% / 50%
Pricing	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

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% ▮ 45%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30% ▮ 45%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20% ▮ 30%	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	12/31 9 miles ▮	15/336 81 miles ▮ 52 / 386 (RTP Financially Constrained)	2014 RTP FC 46/409 105 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 ₂ e/megajoule	72 g CO ₂ 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.



KEY RESULTS

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

WHAT DID WE LEARN?

We can meet the 2035 target if we make the investments needed to build the plans and visions that have already been adopted by communities and the region.

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

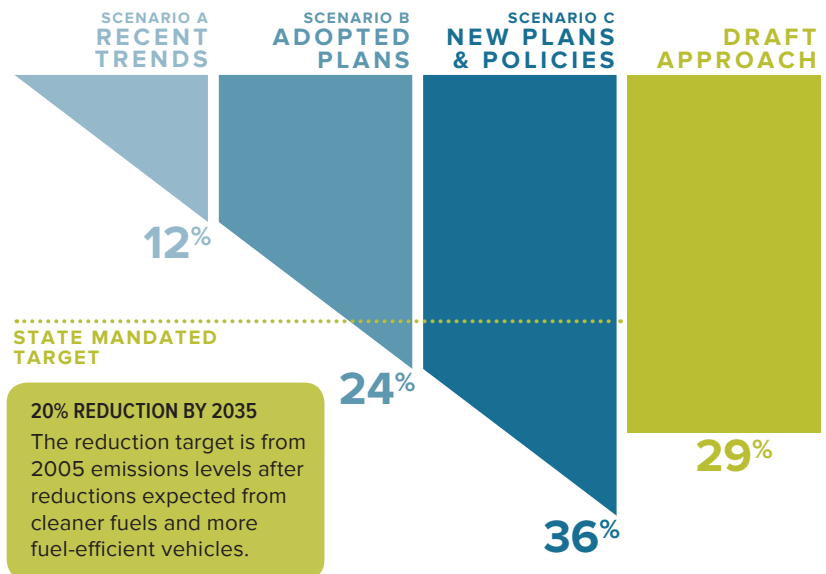
The region has identified a draft approach that does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

WHAT KEY POLICIES ARE INCLUDED IN THE DRAFT APPROACH?

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

Reduced greenhouse gas emissions

PERCENT BELOW 2005 LEVELS



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

WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

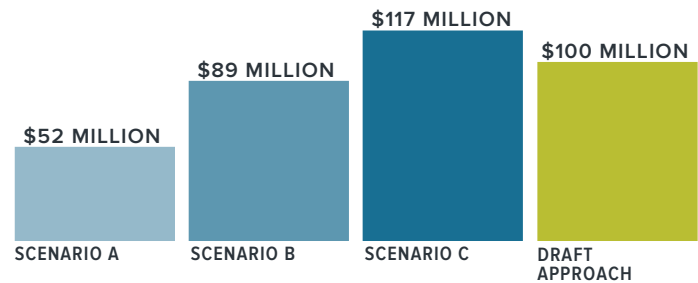
By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

- 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\$)

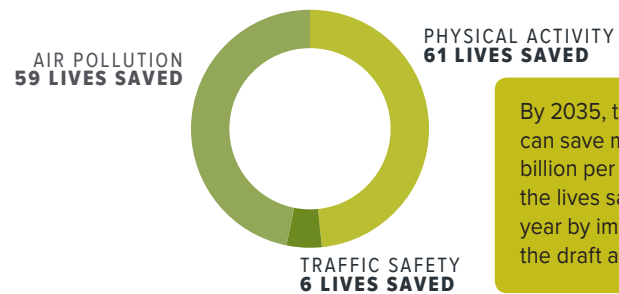


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. By 2035, the region can save \$100 million per year from implementing the draft approach.



More physical activity and less air pollution provide most health benefits

LIVES SAVED EACH YEAR BY 2035

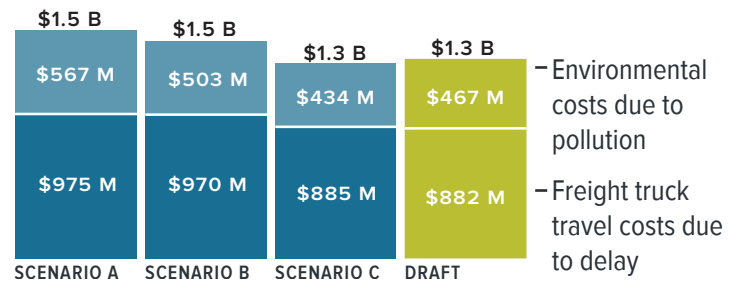


By 2035, the region can save more than \$1 billion per year from the lives saved each year by implementing the draft approach.



Our economy benefits from reduced emissions and delay

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

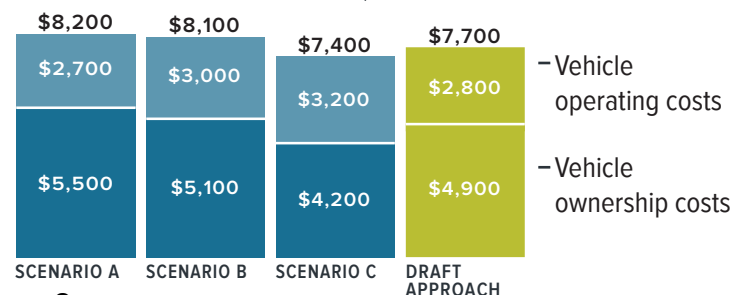


Cumulative savings calculated on an annual basis. The region can expect to save \$2.5 billion by 2035, compared to A, by implementing the draft approach.



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.

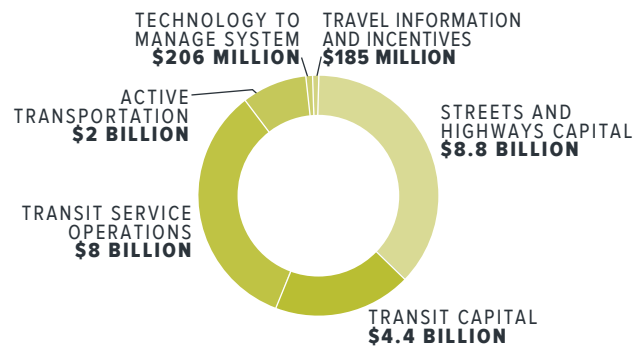
As shown in the chart to the right, investment levels assumed in the draft approach are similar to those in the adopted financially constrained RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce 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.



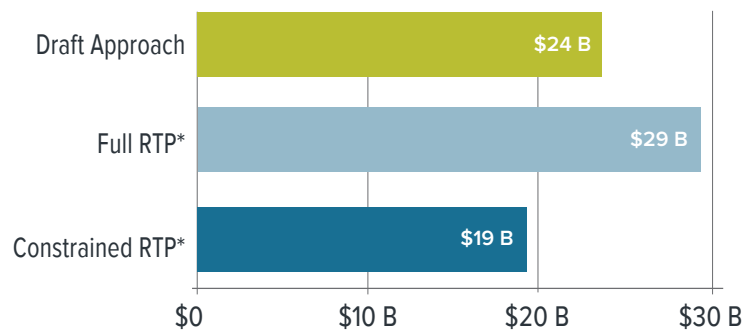
How much would we need to invest by 2035?



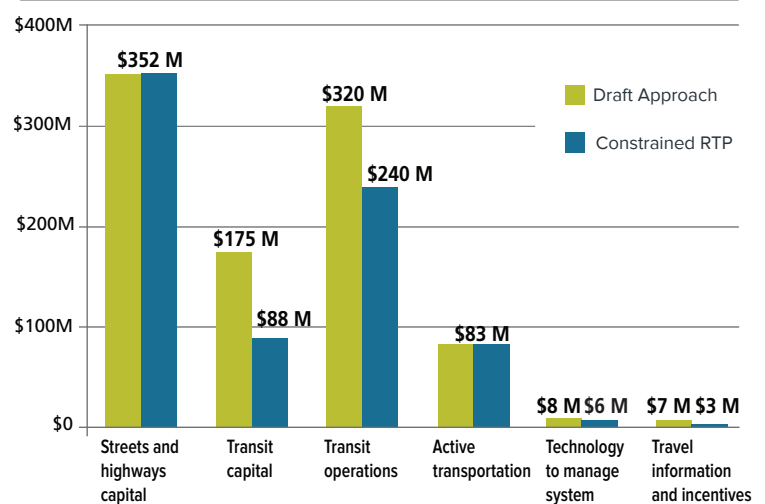
Investment costs are in 2014\$. The total cost does not include road-related operations, maintenance and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are \$12 billion through 2035.



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

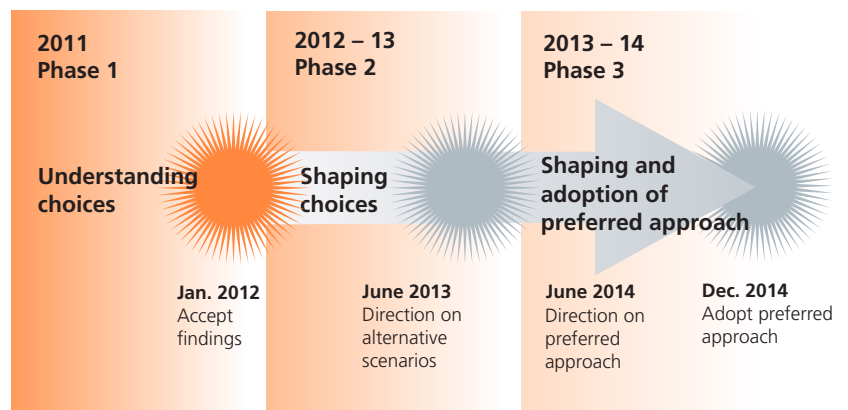
December 2014 MPAC and JPACT make recommendation to Metro Council

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.

For email updates, send a message to 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

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

Public comments Letters

October 7, 2014

Attn: Kim Ellis, Principal Transportation Planner at Metro

The Oregon Health Authority Public Health Division (OHA-PHD) Environmental Public Health section works to identify, assess and report on threats to human health from exposure to environmental and occupational hazards, and advise the people and communities of Oregon to best understand potential risks where they live, work and play in order to remain healthy and safe. OHA-PHD recognizes climate change is happening in Oregon, putting our health and safety at risk. Some communities will be affected more than others; climate change will likely amplify existing health threats, particularly for the elderly, the sick, the poor, and some communities of color. OHA-PHD's Climate and Health Program recently completed a Climate and Health Profile Report for the state documenting the pathways by which climate change could impact health in Oregon: heat-related illness, allergens, harmful algal blooms, vector-borne diseases, respiratory illness from deteriorating air quality, and potential increases in injuries and deaths from extreme weather events, landslides, and wildfires. Actions by other sectors can help protect people from some of the impacts of climate change. OHA-PHD is in support of efforts statewide to identify solutions to curb greenhouse gas emissions.

Strategies and investments intended to reduce greenhouse gas emissions may also impact health in other ways. OHA-PHD's Health Impact Assessment Program completed a series of health impact assessments (HIA) to understand how land use and transportation strategies and investments influence community health. The most recent, the Climate Smart Strategy HIA, found that the Draft Approach as currently envisioned will reduce chronic disease and prevent premature deaths. These benefits are likely to occur through increased physical activity through active transportation modes, decreased exposure to air pollution through cleaner fuels and reduced per capita vehicle miles traveled (VMT), and increased traffic safety through reduced per capita VMT. The HIA contains specific recommendations to maximize health, and OHA-PHD's Environmental Public Health Section urges Metro to consider these recommendations in the finalization of the Preferred Scenario, implementation throughout the region, and monitoring of key measures in coming years.

The full report, including evidence and recommendations, is available at www.healthoregon.org/hia.

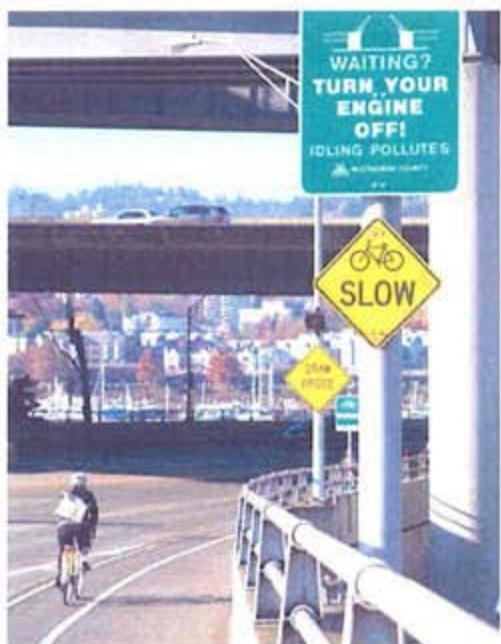
Thank you for your consideration,



Curtis Cude
Interim Section Manager
Environmental Public Health
Center for Health Protection
Oregon Health Authority Public Health Division

Climate Smart Strategy

Health Impact Assessment (HIA)



Climate change threatens human health and well-being in many ways, including from increased extreme weather, wildfire, decreased air quality, threats to mental health, and illnesses from food, water, and disease-carriers such as mosquitos and ticks. Climate change will, absent other changes, worsen existing health threats. Vulnerable communities, particularly children, older adults, poor, and some communities of color are particularly at risk. The changing climate has the potential to significantly impact health in the region. www.healthoregon.org/climatechange

Metro's Climate Smart Communities Scenarios

The Oregon Legislature has directed the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Metro, the Portland metropolitan regional government, is leading in the Climate Smart Communities Scenarios Project – a community process to plan to meet this requirement.

The Climate Smart Strategy HIA found that strategies and investments considered in Metro's planning **reduce the risks of climate change, increase physical activity, improve air quality, and reduce traffic injuries and fatalities.**

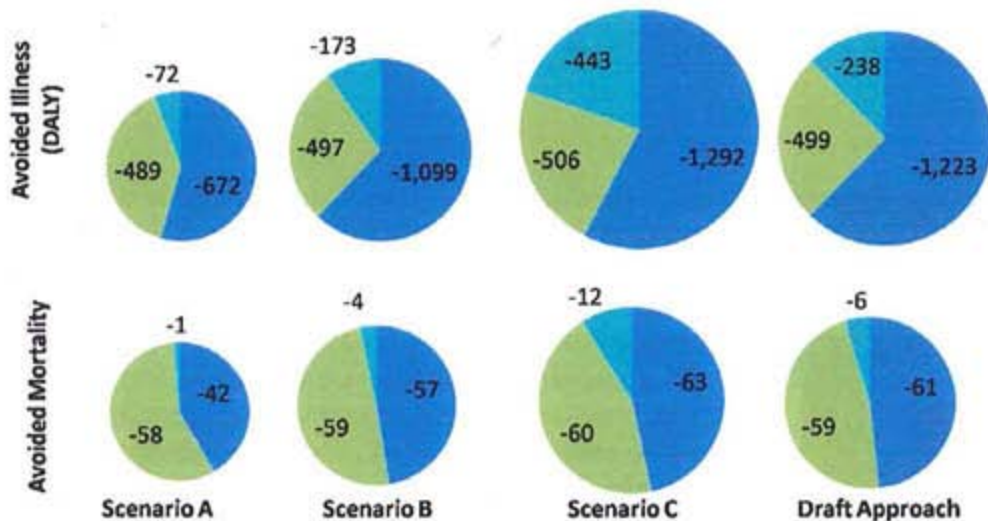
- ✓ Demonstrate regional leadership and mitigate climate change by adopting and implementing a Scenario that meets or exceeds the GHG targets set for the Portland metropolitan area.

The Draft Approach is expected to result in **annual health benefits of 126 avoided premature deaths, a 1.6% reduction in diseases studied, and annual savings of \$100-125 million (2010\$) in direct and indirect costs.**

**Flexible, reliable transportation systems
PROVIDE HEALTHY CHOICES.**

Annual Health Benefits by 2035

■ Physical Activity ■ Air Quality ■ Traffic Safety



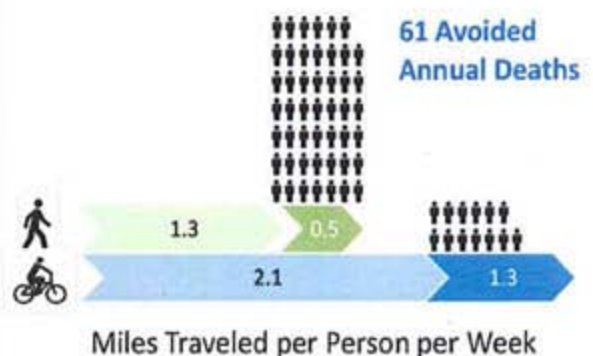
The Oregon Health Authority HIA Program used the Integrated Transport and Health Impact Model (ITHIM) to assess how increases in miles traveled by walking and biking combined with a decrease in per capita vehicle miles traveled would impact health. ITHIM estimates avoided deaths and avoided illness as measured by disability adjusted life years (DALYs) for 12 diseases over three domains: physical activity, air quality, and traffic safety. **ITHIM estimates that by 2035, the Draft Approach will prevent 126 premature deaths and reduce illness by 1.6% annually.** The vast majority of the health benefits from the draft approach are attributable to increased physical activity and improved air quality. (See above where attribution to pathways is represented as the size of the slice of the pie.)

PHYSICAL ACTIVITY

Transportation and land use strategies in the Draft Approach are expected to result in modest increases of active transportation. This translates into impressive health gains across the region.

Increasing the average distance walked from 1.3 to 1.8 miles per week will result in 48 avoided premature deaths. An additional 13 premature deaths will be avoided if miles traveled per person per week by bicycle increase from 2.1 to 3.6. Illnesses studies will decrease by 1.3%.

- ✓ Integrate multi-modal design in road improvement and maintenance to support all users.
- ✓ Implement Complete Streets strategies
- ✓ Complete the active transportation network.
- ✓ Meet or exceed 1.8 miles walked and 3.4 miles cycled per person per week by 2035 as projected in the Draft Approach.



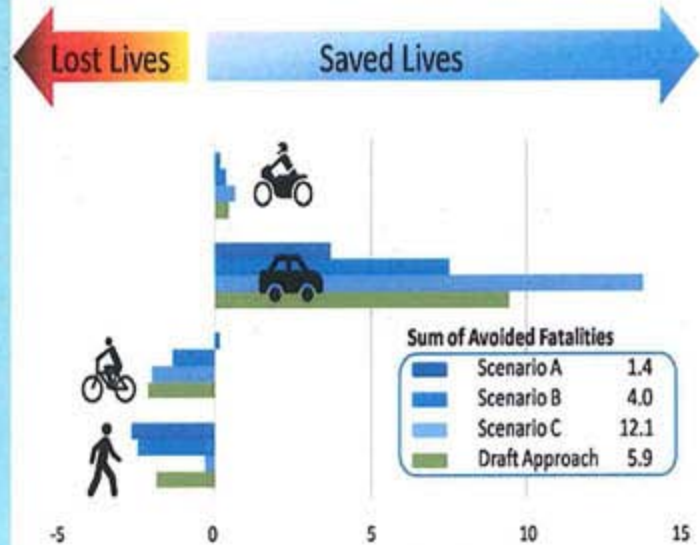
TRAFFIC SAFETY

Reducing greenhouse gas emissions depends on expanded use of walking, biking, and transit.

Reductions in per capita vehicle miles traveled (VMT) improve traffic safety for all users.

The Draft Approach would result in 5.9 avoided fatalities annually and decrease disabilities from severe injuries by 6.7%. However, the number of pedestrian and bicycle fatalities and severe injuries will increase even as overall injury and fatality rates fall for all modes. This absolute increase in bicycle and pedestrian fatalities and injuries can be avoided by designing for safety for non-motorized users.

- ✓ Adopt and implement investments and strategies that reduce per capital VMT from 130 to less than 107 miles per week.
- ✓ Prioritize expanding transit and providing travel information and incentives to reduce VMT and encourage active modes.



AIR QUALITY

Improving overall air quality is an important health benefit of greenhouse gas emissions reduction. The combined effect of reduced per capita vehicle miles traveled and clean fuel technologies is expected to improve air quality.

Air pollution can be highly localized with high concentrations near transportation corridors such as freeways and major roads. In 2010, 12.6% of the population – including many vulnerable communities – lived within 500 meters of the freeways highlighted at the left. Care should be taken in siting facilities that serve vulnerable populations in these areas.

- ✓ Reduce regional ambient concentrations of PM2.5 to 6.41 ug/m3 or below as projected in the Draft Approach
- ✓ Support state efforts to transition to cleaner low carbon fuels, more fuel-efficient vehicles, and transit fleet upgrades.



COST SAVINGS

Using a cost-of-illness approach, the HIA program estimates that the region currently spends between \$4.8 and \$5.8 billion (in 2010\$) each year on diseases modeled in ITHIM. **The Draft Approach is expected to reduce illness and save the region \$100-\$125 million annually (in 2010\$).** This includes annual savings of nearly \$64 million in expenditures and lost productivity related to cardiovascular disease, \$35 million associated with traffic injuries, and \$26 million related to diabetes treatment.



Target investments to improve health for all populations

Not all residents of the Portland metropolitan region have equal access to healthy transportation options or health-promoting community resources.

- ✓ Ensure social 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.
- ✓ Protect populations – including the elderly, children, and low-income individuals – who live, work, and attend school near highways and major roads through siting, design, and/or mechanical systems that reduce indoor air pollution.
- ✓ 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.

Health Impact Assessment

Health Impact Assessment (HIA) is a way to consider how a policy or plan affects community health before the final decision is made. By providing objective, evidence-based information, HIA can increase positive health effects and mitigate unintended health impacts. OHA conducted this assessment at Metro's request, with funds provided by the Health Impact Project, a collaboration of the Robert Wood Johnson Foundation and The Pew Charitable Trust.

An advisory group of more than 30 people representing local governments, state and regional agencies and public health nonprofits provided guidance and data for a series of three HIAs supporting Metro's Climate Smart Communities Project. Six members of the advisory committee provided a full technical review of the report.

Climate Smart Scenarios Health Impact Assessment Scope

Geography: Portland, Oregon metropolitan region as defined by the Urban Growth Boundary

Timeline: 2010 (base year) to 2035 (horizon year)

Scenarios:

A: adopted plans with existing revenues

B: adopted plans with expanded revenues for priority investments

C: adopted plans plus additional policy and infrastructure development (requires additional revenue/funding sources)

Draft Approach: full implementation of adopted 2014 Regional Transportation Plan with additional investment in transit; lower-cost transportation system management and operations; and lower-cost information and incentive strategies.

Exposure pathways: physical activity, traffic safety, air quality

Quantitative tool: Integrated Transportation Health Impact Model (ITHIM)

Other considerations: health costs associated with health pathways; vulnerable populations

The full report is available at www.healthoregon.org/hia.

Iroz-Elardo N, Hamberg A, Main E, Haggerty B, Early-Alberts J, Cude C. *Climate Smart Strategy Health Impact Assessment*. Oregon Health Authority. September 2014; Portland, Oregon





October 22, 2014

Metro President Tom Hughes
Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Climate Smart Communities Strategy

Dear President Hughes and Council Members:

1000 Friends of Oregon is pleased to be before you, several years after the passage of HB 2001 (in 2009) and SB 1059 (in 2010), enthusiastically supporting the work and outcome of the ground-breaking and critical Climate Smart Communities project. The Metro Council and your staff not only embraced a state mandate, but used it to tie together the many related, but not always integrated, strands of land use and transportation work going on in the region to create a framework for the region's future that goes beyond simply reducing greenhouse gas (GHG) emissions from light vehicles.

The Metro Council set the stage by requiring the Climate Smart Communities project to be measured against Metro's "six desired outcomes."¹ The Metro staff worked incredibly long hours to ensure the project was guided by thorough, professional technical research and analysis, not just in GHG emissions but also in the relationship of various options to health, personal and public finances, and the environment. Integrating the Oregon Health Authority's Health Impact Analysis (HIA) illustrated clearly that the choices the region makes to address greenhouse gas reduction can have profound – and if we do it right, beneficial – impacts on the everyday lives of residents and businesses, today and in the future.

Metro tried new methods of engaging a greater number and more diverse populations of local residents. The staff diligently obtained feedback at every stage during this 4-year long project from the myriad of advisory committees, planning staffs, and elected officials throughout the region.

It is critical to understand that the resulting proposed preferred strategy does *not* merely conclude that if the region implements its existing land use and transportation plans, it can achieve its GHG emission reduction target. That would result in missing significant opportunities to achieve more than one regional objective through a synergistic implementation approach, and the region would probably also miss the ultimate target of contributing meaningfully to reducing the impact of greenhouse gas emissions on climate.²

¹ Metro's Six Desired Outcomes are: Equity, Vibrant Communities, Regional Climate Change Leadership, Transportation Choices, Economic Prosperity, Clean Air & Water.

² Just in the 4 years this project has been underway, the Intergovernmental Panel on Climate Change has concluded that warming of the earth's atmosphere is occurring faster than previously thought.
<http://www.ipcc.ch/report/ar5/wg1/>

Most importantly, it would hide the critical take-away from Climate Smart Communities: the region – cities, counties, transit agencies, and Metro - *are not implementing their adopted plans now*. Therefore, *the region will not meet its GHG emission reduction target if we simply conduct business as usual*. To meet the GHG target and achieve the many other benefits of creating walkable, mixed use communities requires greatly increased investment in transit, pedestrian infrastructure, bike facilities, and affordable housing. It also requires policy changes that integrate transportation investments, affordable housing, parking reduction strategies, and mixed-use development investments.

An ever-increasing number of studies demonstrates that collaboratively implementing particular actions can have beneficial impacts on several of the region’s desired outcomes at the same time. For example, the Oregon Health Authority’s HIA on Metro’s Climate Smart Strategy concluded that investing in safe and accessible walking, bicycling, and transit options that take residents from where they live to where they need to go not only reduces the amount of miles we all drive, but results in significant health benefits and health savings – savings both to the individual and to taxpayers – due to increased physical activity and decreased air pollution.³

We also know that transit will not be effective in reducing greenhouse gas emissions from light vehicles unless local governments ensure through planning and zoning that densities and housing options along bus and light rail lines are sufficient to generate ridership warranting frequent service. The highest levels of transit ridership are from those populations – mostly lower income and elderly – that are transit dependent. Recent extensive studies from California, which is implementing a similar GHG reduction program, have found:

“[W]ell-designed program[s] to put more affordable homes near transit would not just meet the requirements set by the California Air Resources Board (ARB), but would be a powerful and durable GHG reduction strategy – directly reducing driving while creating a host of economic and social benefits.”⁴

The integration of affordable housing into transit-oriented development is critical:

“Preserving and building affordable homes near transit will allow California to achieve the maximum VMT and GHG reduction benefits of investment in transit infrastructure and transit-oriented development. Actions must be taken to ensure that people with low incomes, who are most likely to use transit and to benefit from its presence, are able to live nearby.”⁵

³ Oregon Health Authority, www.healthoregon.org/hia

⁴ *Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy* TransForm, California Housing Partnership Corporation, 2014. <http://www.transformca.org/transform-report/why-creating-and-preserving-affordable-homes-near-transit-highly-effective-climate>

⁵ *Building and Preserving Affordable Homes Near Transit: Affordable TOD as a Greenhouse Gas Reduction and Equity Strategy*, California Housing Partnership Corporation, January 2013. http://www.chpc.net/dnld/FullReport_CHPCAffordableTOD013113.pdf

Therefore, Metro, cities, and counties must adopt policies and invest in affordable housing and senior housing in transit-oriented developments. Furthermore, well-located bus service not only makes employment opportunities available to all workers, but also benefits the local economy by making sufficient workers available to all employers.

Finally, surface parking lots, other impervious surfaces devoted to parking, and brownfields not only create deserts of lost economic opportunity in neighborhoods, but they lower densities making transit less effective. Policies to manage parking and investments to revitalize brownfields into uses that contribute to livability have multiple community benefits in addition to helping reduce the need to drive.

Achieving multiple benefits requires *coordinating and prioritizing investments* by Metro, cities, counties, and TriMet in safe and accessible sidewalks, bikeways, bus shelters, lighting, and frequent and integrated transit service along key corridors linking where people live with employment, shopping, schools, and other needs. It requires adoption of policies supporting affordable housing, managing parking, and re-using brownfields.

Therefore, adopting the Toolbox of Possible Actions and Performance Monitoring Approach, along with the Climate Smart Strategy, is essential for the region's success. We emphasize below the specific tools and monitoring approaches we particularly support, and recommend some stronger actions we ask Metro to take.

Toolbox

Demonstrate Leadership

- To truly “demonstrate leadership on climate change,” Metro must commit to lead by example by **using the Climate Smart Strategy as a filter for Metro’s land use and transportation policy and investment decisions**. Each of those decisions must be measured against whether it helps or hinders achievement of the GHG reduction target.

Implement the 2040 Growth Concept

- We support Metro’s commitment to **restoring all affordable housing tools** to local governments. Providing local governments the full array of tools to provide for affordable housing is critical to a successful transit system, to the ability of the region’s residents to meet their daily needs, and the region’s employers to have a sufficient work force.
- Metro should specifically call out here its commitment to use the **2018 RTP revision** as a tool to implement the 2040 Growth Concept’s Climate Smart Strategies. For example, through the 2018 RTP, Metro should prioritize active transportation projects and investments, especially in designated centers and corridors and transit-dependent communities.

- Among other actions in the Toolbox, Metro should commit to leveraging Metro's and the region's public investments to maintain and create **affordable housing** in transit-served areas.
- Major investments in transit and other community development projects should be accompanied with policies that **protect against economic displacement** of lower-income residents.

Make transit more convenient, frequent, accessible, and affordable

- Under Metro's actions, move from "Near-term" to "Immediate" the action to "Research and develop best practices that support equitable growth and development near transit without displacement...." This research and implementation must start in the immediate time frame, so region and neighborhoods can get ahead of potentially displacing investments.
- **Commit regional flexible transportation funds to active transportation.**
- Specifically call out the 2018 RTP revision as a tool to implement the transit actions in the Climate Smart Strategy.
- We strongly support Metro's commitment to seek new sources for transit funding and to obtain reduced fare programs for youth, seniors, people with disabilities, and low-income residents.
- Under the Immediate actions for local governments, the action to "Consider ridership demographics in [transit] service planning" is too weak. Ridership demographics should actually be *used* in service planning, to ensure that the communities of concern are prioritized in providing accessible and affordable transit. This same issue re-occurs under the list of special district action items.

Make biking and walking safe and convenient

- Specifically call out 2018 RTP revision as a tool to implement the bicycle and pedestrian actions in the Climate Smart Strategy.
- Commit regional flexible transportation funds to active transportation.
- Use the Climate Smart Strategy as a filter for evaluating individual transportation projects to construct or widen major roads and arterials.

Manage parking to make efficient use of parking spaces

- Under Metro's actions, move the item about researching and updating regional parking policies from the "Near-term" category to "Immediate." It will take time to complete the research and conduct the pilot and demonstration projects that are likely to be needed.
- Link providing different parking policies in mixed use transit corridors and centers with maintaining/providing affordable housing (e.g., recoup some of the private savings from providing fewer parking places in a development in a frequent transit district, and use it to provide for or preserve affordable housing in the corridor).

Performance Monitoring

The following should be added to Performance Monitoring Approach:

- Metro should continue and expand the efforts it started during the development of the Climate Smart Strategy of engaging more and more diverse communities in the region as it implements the CSC strategy, decides which "Tools" to use, and monitors the performance. Therefore, we ask Metro to **establish a public engagement process** that is diverse and inclusive, which will oversee implementation of the Climate Smart Strategy.
- Specific actions that Metro will take to incentivize, reward, and penalize success and failure in achieving progress towards meeting the adopted Climate Smart Strategy.
- Specific 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.
- Add as a measure to be monitored the percentage of households whose combined housing and transportation costs make them "cost burdened," by location. This is already measured by Metro. This should be linked to a goal should be to reduce the percentage of cost-burdened households, by increasing affordable housing, in transit centers and corridors.
- Incorporate as measures appropriate health categories from the HIA and rapid HIA completed by the Oregon Health Authority.

Thank you for consideration of our comments.

Sincerely,



Mary Kyle McCurdy
Policy Director and Staff Attorney



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING

2051 KAEN ROAD | OREGON CITY, OR 97045

October 22, 2014

Council President Hughes and Metro Councilors
Metro Regional Center
600 NE Grand Ave
Portland, Oregon 97232

Re: Climate Smart Communities Preferred Alternative

Dear President Hughes and Metro Councilors:

Thank you for the opportunity to provide these comments on Metro's Climate Smart Strategy. We are appreciative of the incredible amount of work that went in to the process over the past several years, and of the difficult task your staff have undertaken. Clackamas County has several concerns with the strategy, and hope that they can be addressed in the final version.

Maintain Local Flexibility.

On numerous occasions we have heard that the preferred approach will consist of a "toolbox" of actions from which local governments may choose. It is essential that we maintain this flexible approach. Every jurisdiction is unique, and what works in one place might not work in another. Parking management is a key example of a local issue: Portland's needs and context are very different from those in Oregon City or the Clackamas Regional Center. In every area, public and business input will be key to workable solutions. A top-down, one size fits all approach will not work. Nor will a bias toward spending regional funds in a manner that is not equitable between jurisdictions. The strategy must contain a clear and unequivocal commitment to maintaining local control and flexibility in both the adopting ordinance, and in the framework plan language itself.

Maintain an emphasis on increased highway capacity as a method of reducing greenhouse gas emissions.

Congestion is a key contributor to greenhouse gas (GHG) emissions. Of all of the proposed strategies, congestion-based GHG emissions are the most easily reduced, and the GHG reduction is the most direct. It is critical that the language in the

Preferred Strategy reflect a continued commitment to increasing highway capacity, particularly in those areas of critical congestion like the I-205 South Corridor and the Rose Quarter.

In addition, increased highway and road capacity has the most obvious co-benefits in terms of increased economic activity and freight mobility. It also relies on less behavior modification and social engineering than other elements of the strategy. Through appropriate strategies like High Occupancy Transit, High Occupancy Vehicle and dedicated freight lanes, it is possible to increase capacity while maintaining control of congestion.

We are concerned that the preferred strategy will become a "filter" through which more Regional Flex Funds and MTIP money is allocated to non-road projects, or to support projects in particular areas.. We want to be sure that that is not the case, and that the region retains its ability to invest in highway capacity. Moreover, since the preferred strategy and the RTP itself were based on local Transportation Systems Plans, it is important that the region remain committed to the implementation of local plans.

Assure that enhanced transit leaves ample opportunities to innovate with local or supplemental service.

Clackamas County and several of our cities are interested in evaluating the potential to provide a supplemental transit service along the lines of Grove Link, Forest Grove's local service. We want to be sure that the preferred strategy expressly include the opportunity for this kind of innovation and experimentation.

Clackamas County appreciates the opportunity to provide these comments.

Sincerely:

CLACKAMAS COUNTY BOARD OF COMMISSIONERS



John Ludlow
Chair



Jim Bernard
Commissioner



Paul Savas
Commissioner



Martha Schrader
Commissioner



Tootie Smith
Commissioner



October 24, 2014

Hon. Tom Hughes, President,
And Metro Councilors
600 NE Grand Avenue
Portland, OR 97232

Re: Climate Smart Scenarios – Preferred Approach

Dear President Hughes and Metro Councilors:

With the passage of House Bill 2001 in 2009, the Region was faced with the daunting task of reaching an agreement on how to meet the state targets for reduction in greenhouse gas emissions from light-duty vehicles. Through Metro's leadership and guidance and the hard work and commitment of regional leaders and their staff, this spring, we did come to consensus on the concepts for the Climate Smart Strategy. We applaud Metro and the local government efforts on reaching this historic milestone. We hope that the region will stay engaged as we move forward with reporting back to the State Legislature and implementation.

In order to accurately reflect the regional consensus and local priorities, as well as protect current and future generations from undue financial burdens or unrealistic expectations, a few changes and clarifications to the implementing documents are necessary before the region moves forward. These changes and clarifications, as outlined below, are necessary before we can support the package at the November 7, 2014 joint JPACT/MPAC meeting:

Commitment to adopted plans. Our first commitment needs to be to adopted plans, as implementation of these plans gets us to the state greenhouse gas reduction target. Additionally, these plans reflect our local priorities and the desires of our citizens. We should celebrate the fact that our adopted plans will further the regional and statewide goals regarding reduction of greenhouse gas emissions from light-duty vehicles.

Local Choice in the Regional Context. Metro has stated throughout this process that the solution will not be one-size-fits all, and that local jurisdictions will be able to chose implementation measures that suit their community needs. This has been a crucial factor in obtaining regional buy-in to the preferred strategy. While draft Ordinance 14-1346 clearly articulates the ability to "locally tailor" implementation tools, the amendments to the Framework Plan and the tool kit need to contain identical language. Furthermore, the Performance Monitoring measures need to account for this local autonomy.

Funding. We agree that we need to be aspirational when planning for climate change, as we're not only planning for today, but future generations. However, we do need to balance these aspirations with realism, and not over commit funding we do not have. To this end, we recommend the following:

- Given that existing, adopted plans get us to the state targets and the uncertainty of future funding and technological advances, we recommend that the regional approach be to first set forth the few implementation actions for the next few years that have firm commitment, followed by an "aspirational" list of items to pursue dependent on available funding. This tiered approach will also allow further refinement of and collaboration on the longer term implementation actions.
- Focus efforts on any "funding coalition" on federal and state funds. Funding strategies should not include a new regional tax or jeopardize existing local funding sources. Washington County and its cities have long been progressive with providing funding for transportation improvements and maintenance through sources such as the County Major Streets Transportation Improvement Program and Transportation Development Tax and local funding sources such Transportation Utility Fees and adopted and anticipated supplemental transportation fees for new growth areas. We encourage Metro to work with neighboring jurisdictions to come up with similar measures; however, given commitments of these funding sources, dilution of these funds would jeopardize years of local planning that has been acknowledged to be in compliance with the Metro 2040 Plan.
- Rather than a blanket statement of prioritizing transit, we need local governments within transportation corridors 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.

The Future of Technology. In addition to tempering the cost of the additional efforts above-and-beyond adopted plans with reality of funding, we need to keep our options open to new technological advances. It is foreseeable that such advances will move us forward towards reducing greenhouse gas emissions in ways the proposed strategy does not take into account. We need to build in periodic review to be able to adjust and respond to such advances, as they may relieve some of the financial burdens that remain unsolved in the proposed strategy.

Legislative Priorities. Before the region can start setting priorities for the 2015 Legislative Session, we need the clarity outlined above. Furthermore, there needs to be clarity regarding the expectations from local governments – is Metro looking for local jurisdictions to sign onto a regional legislative agenda? This may be problematic, as individual jurisdictions are working with their Councils to formulate legislative agendas and regional and local priorities may not align.

Regional Framework Plan. The proposed amendments to the new Goal 11 of the Regional Framework Plan need to be edited to be consistent with previous sections of the Framework Plan. To this end, this section should be limited to the goals and objectives, with the individual action items left to the toolbox and Climate Smart Strategy report.

Further Refinement of the Toolbox and appropriate form of adoption. With regard to the Toolbox of Possible Actions, we support the development of a short list of priority actions. However, the Toolbox itself needs refinement, which we would like to see accomplished through a series of workgroup meetings (similar to what Metro did with the Active Transportation Plan) over the next 3-6 months. To accomplish such a task, the 8th and 9th clauses on page 3 of the Resolution need to be modified to reflect such an effort. Additionally, #4 (page 5) should be reworded as follows:

Metro Council directs staff to provide opportunities for further review and refinement of the Toolbox of Possible Actions by local governments, ODOT, TriMet and other stakeholders.

We think this extra work will go far in avoiding misunderstanding and help build consensus around possible actions to be taken to implement the Climate Smart Strategy. Furthermore, given the four years that went into analyzing and discussing the preferred approach, it is appropriate to be more thoughtful and considerate in devising the toolbox, which will guide implementation of the preferred Strategy over the next 20 years.


If the Toolbox is to be "adopted," it should be done so through Resolution (similar to the Active Transportation Plan), not ordinance.

Again, the region has much to be proud of with the work accomplished to date on the Climate Smart Strategy. With continued effort to reflect the comments above, we will be ready to move into the implementation phase and refinement of our longer-term actions.

Thank you for your consideration.

Sincerely,

CITY OF HILLSBORO



Jerry W. Willey
Mayor

From: [Mike Houck](#)
To: [Metro Climate Scenarios](#)
Cc: Tom.huges@oregonmetro.gov; [Kathryn Harrington](#); [Shirley Craddick](#); Sheena.VanLeuven@oregonmetro.gov; [Carlotta Collette](#); [Bob Stacey](#); [Craig Dirksen](#)
Subject: Portland Planning and Sustainability Commission letters to City Council re Climate Smart Communities and Climate Preparation Strategy
Date: Monday, October 27, 2014 2:36:57 PM
Attachments: [PSC Letter to City Council re Metro Climate Smart program.pdf](#)
[PSC transmittal letter to City Council re Climate Prep.pdf](#)

As a follow up to UGI comments on Climate Smart Communities I am attaching two letters from the City of Portland Planning and Sustainability Commission letters to Portland City Council. The first is a June 6, 2014 letter regarding the PSC's response to Climate Smart Communities. The second is a September 9th, 2014 letter of conveyance of the City/County Climate Preparation Strategy which was accepted by City Council on October 8th.

Mike Houck

--



Mike Houck, Director
Urban Greenspaces Institute
PO Box 6903
Portland, OR 97228-6903
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mikehouck@urbangreenspaces.org
www.urbangreenspaces.org

Endless Pressure, Endlessly Applied

In Livable Cities is Preservation of the Wild

May 27, 2014

Mayor Charlie Hales
Commissioner Steve Novick

Dear Mayor and Commissioner,

At our May 13, 2014 meeting, Metro Councilor Bob Stacey provided a briefing to the Planning and Sustainability Commission (PSC) about Metro's Climate Smart Communities Scenarios Project (CSC). We understand the CSC goals are to reduce greenhouse gas emissions from cars and light trucks to less than half of the levels of 2005. There are expectations for Metro and other regions from the State to allow people to make shorter driving trips and more active transportation via changes in community design.

In preparation for the May 30 joint MPAC/JPACT meeting, the PSC offers our support for options that would prioritize fully building out the region's active transportation infrastructure. While transit investments are critical, active transportation investments are likely to provide greater rates of return in mobility for the relatively modest funds invested and will also generate significant health co-benefits.

The Commission also believes CSC would be greatly strengthened by incorporating a direct nexus with climate adaptation strategies to complement greenhouse gas reduction strategies. Regardless of our success in reducing greenhouse gases in our region, significant negative human health and ecological impacts are likely to occur in our region due to climate change.

Using green infrastructure to address climate change, such as planting trees and interconnected bioswales along transportation corridors, would simultaneously promote active transportation, provide much needed bike and pedestrian safety, sequester carbon dioxide, reduce urban heat island effects, and improve air quality. These co-benefits are not considered in Metro's scenarios because CSC focuses exclusively on CO2 reduction. Including climate adaptation expands the range of transportation alternatives and designs that can and should be considered. Regional policies must, in our opinion, consider these multiple benefits in any climate related program.

Thank you for representing the best interests of our entire community in shaping the preferred approach for Climate Smart Communities.

Sincerely,



Andre' Baugh
Chair

Cc: Metro Councilor Bob Stacey





Portland Planning and Sustainability Commission

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Chris Smith

Teresa St. Martin

Margaret Tallmadge

September 19, 2014

Portland City Council
Portland City Hall
1211 SW 4th Avenue
Portland, OR 97204

Dear Mayor Hales and City Council Members:

On August 26, 2014, the Planning and Sustainability Commission (PSC) voted unanimously to recommend City Council's adoption of the joint City & Multnomah County Climate Change Preparation Strategy, and the associated Climate Change Preparation Risk and Vulnerabilities Assessment.

Staff has briefed and updated the PSC throughout the development process. Staff has shared content updates, an overview of public comments received on the draft and how that feedback was incorporated into the final documents.

PSC members commend staff for creating a well-researched and strategic Climate Change Preparation Strategy. PSC members specifically appreciate the Climate Change Preparation Strategy's alignment with the Portland Plan framework for equity. The preparation strategy considers the impacts and unintended consequences that under-served and under-represented Portlanders may experience as a result of climate change. The Climate Change Preparation Strategy also prioritizes preparation actions in communities most likely to be vulnerable to climate change impacts such as the urban heat island effect.

Although it is important to adequately prepare for the impacts of climate change, continuing to reduce carbon emissions is also a key direction. As such, the City's existing Climate Action Plan and this new Climate Change Preparation Strategy are fundamentally linked. The PSC is pleased to see that key findings and actions from the Climate Change Preparation Strategy will be integrated into the City and County's updated Climate Action Plan that is expected later this winter.

The PSC applauds the City and County's work to conduct risk and vulnerability assessments for key sectors, including infrastructure and the built environment, natural systems, and health and human services. This plan is an excellent example of cross-bureau and cross-jurisdiction collaboration, and we ask that the City work with surrounding jurisdictions, particularly with Metro, as responding to climate change is clearly an issue of regional import.

Thank you for the opportunity to participate in the review of this strategy.

Sincerely,

Andre Baugh
Chair, Portland Planning and Sustainability Commission



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps

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October 27, 2014

Tom Hughes, President
Metro Council
600 NE Grand
Portland, OR 97232

Dear President Hughes and Councilors,

I am writing on behalf of the Urban Greenspaces Institute to comment on Metro's Climate Smart Communities project. I've read the documents and, while I we are pleased with actions intended to reduce greenhouse emissions from vehicles, as mandated by the state, we are disappointed at the project's narrow focus. There is nothing in the documents regarding carbon sequestration nor is there even a reference Climate Adaptation. With regard the latter, serious negative human health and ecological impacts due to Climate Change.

The City of Portland and Multnomah County have recently adopted a Climate Preparation Strategy and will adopt an updated Climate Action Plan this winter that will incorporate the Preparation (Adaptation) strategies as well. I am writing to urge you to expand your Climate Change agenda to incorporate both the updated Climate Action Plan and Climate Preparation Strategy.

Portland City Council recently accepted the Climate Preparation Strategy two weeks ago, including the city's Planning and Sustainability Commission's recommendation that the city work with Metro to ensure that the Climate Preparation Strategy and updated Climate Action Plan are implemented regionally. I have attached a copy of the conveyance letter from the Planning and Sustainability Commission. Climate Change is an issue of regional significance. The city and county working alone will not be sufficient to respond to this regionally important issue.

Metro is, of course, already doing much to address Climate Change, through the Climate Smart Communities effort and other programs in its portfolio. However, there is an urgent need to evaluate both Climate Smart Communities and other programs to identify gaps, particularly with regard to Climate Adaptation or Preparation, that need to be addressed at the regional scale.

Respectfully,

Mike Houck, Director



October 28, 2014

Sent via email to climatescenarios@oregonmetro.gov

Metro Planning
600 NE Grand Ave.
Portland, OR 97232

Attention: Climate Smart Strategy

I am pleased to submit these remarks on the *Draft Climate Smart Strategy* on behalf of Drive Oregon, a nonprofit organization working to accelerate the growth of Oregon's electric vehicle industry and promote the electrification of our transportation system.

General Comments

We applaud Metro for its excellent work to reduce the greenhouse gas emissions of our regional transportation system. The *Draft Climate Smart Strategy* rightly recognizes that this will require a comprehensive approach that includes promoting walking, bicycling, transit, and other options, as well as complete and well-planned communities that reduce the need for travel altogether.

However, we believe the strategy does not adequately recognize the important role that cleaner, more efficient fuels and vehicles must also play in this strategy. In fact, the Oregon Global Warming Commission *Roadmap to 2020* report projects that the state will need 90% of all vehicle miles travelled to be electric by 2050 and 10% of the fleet to be electric by 2020. (See <http://www.keeporegoncool.org>)

We understand that the strategy includes a number of assumptions about the expansion of cleaner fuels and more fuel-efficient vehicles. However, those developments are far from certain, and Metro and its partners have important roles to play in achieving these targets.

While the draft *Toolbox of Possible Actions* contains some good ideas, we believe these can be strengthened. We also believe that the *Climate Smart Strategy* itself should address the role of vehicle and fuel technology more directly. This could be done in a new stand-alone section, but the strategy could also address vehicle and fuel issues within each section as outlined below. A number of suggestions for the Toolbox are also included below, and could be adapted to fit the roles of state, Metro, city/county, and special district stakeholders.

Make transit convenient, frequent, accessible, and affordable

It is worth noting that electric buses and transit vehicles are increasingly available and affordable. In addition to lowering greenhouse gas emission, electrified transit produces no unhealthy smog-generating pollution. While they typically have higher up-front costs, they yield substantial savings in fuel, operating, and maintenance costs.

Suggestions for the Toolbox relevant to this section include:

- Support transit partners in seeking federal grant funds for electric buses
- Seek increased state funding for electric buses
- Increase funding flexibility to allow for greater upfront capital spending on electric buses if those expenses are offset by operating savings

Make biking and walking safe and convenient

Electric-assist bicycles (e-bikes) have gained wide popularity in Asia, and are increasing popular in Europe as well. In fact, in some European countries e-bikes now account for 40% of new bicycle sales. These bikes may be an important tool for encouraging greater bicycling, and several pilot projects are underway to better understand and promote their use. This section of the strategy should explicitly include and encourage the use of e-bikes as part of a broader overall bicycle promotion strategy.

Suggestions for the Toolbox relevant to this section include:

- Simplify and clarify policy on e-bike use of bike lanes and other infrastructure
- Clarify that e-bikes are part of the region's active transportation strategy
- Fund pilot project to test the efficacy of e-bikes in attracting new riders

Use technology to actively manage the transportation system

ITS has the potential to dramatically improve transportation system efficiency and reduce greenhouse gas emissions, and we strongly support its inclusion as a key element in the draft strategy. It is worth noting that electric vehicles – which tend to have built-in telematics and more advanced computer software – make ideal “test beds” for this technology. While many early ITS projects have focused on using technology to increase road capacity, we believe the Portland metropolitan area is well positioned to test applications of ITS and connected vehicle technology that make the region smarter, safer, and more sustainable.

Suggestions for the Toolbox relevant to this section include:

- Pursue opportunities and funding for pilot projects that help establish the Metro region as a living laboratory for sustainable and multi-modal ITS
- Seek opportunities to leverage Oregon's road user fee pilot project to provide additional services to participating drivers
- Develop a pilot project to test wireless charging of electric vehicles, ideally encompassing both transit vehicles and passenger cars

Provide information and incentives to expand the use of travel options

Unless Metro chooses to add a high level strategy focused on vehicle and fuel efficiency, this would be the most logical section in which to incorporate a number of recommendations in this area. Overall, we would suggest that Metro integrate the promotion of efficient vehicles and fuel choices

into the promotion of other travel options. Just as the ‘reduce-reuse-recycle’ hierarchy has become well understood in solid waste, the transportation message of ‘if you must drive, please drive electric’ can help complement discussions of walking, biking, transit, and carpooling.

Suggestions for the Toolbox relevant to this section include:

- Clarify that e-bikes are part of the regional toolkit of travel options
- Encourage regional car sharing services to increase their use of electric vehicles and other clean alternatives
- Integrate promotion of workplace charging into employer-based outreach programs that encourage use of other alternatives such as transit, cycling, and carpooling.
- Integrate education about vehicle and fuel efficiency into public awareness strategies such as eco-driving promotion

Manage parking to make efficient use of land and parking spaces

One of the key roles for Metro and local governments in the region is to ensure that electric vehicles – like pedestrians and bicycles - have adequate infrastructure. In the case of electric vehicles, this means that charging facilities should be widely available and highly visible to potential electric vehicle buyers. While most charging occurs at home, it is also important to have easily accessible “fast chargers” (also called DCFC or level 3 chargers) available for longer trips. Highly visible charging in public areas can also make potential EV buyers more confident in their purchase, just as highly visible bike racks on the street encourage more cycling.

Workplace charging is also very important, as it supports those with longer commutes and drivers who do not have private garages. Furthermore, just as people who see colleagues biking to work or participating in the “bike commute challenge” feel more confident trying it themselves, workplace charging also promotes more purchase and use of electric vehicles. For these reasons, the US Department of Energy has launched a Workplace Charging Challenge, and Drive Oregon is an Ambassador promoting this program. Many major employers in Oregon have already joined, from Intel and Mentor Graphics to the State of Oregon and the cities of Hillsboro and Beaverton.

Suggestions for the Toolbox relevant to this section include:

- Metro should join the Workplace Charging Challenge as a Partner
- Metro should encourage other local governments in the region to join the Workplace Charging Challenge
- Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure in the public right of way and on the street
- Develop and support “charging oases” with multiple chargers, modeled on the Electric Avenue project at Portland State University
- Support efforts to future-proof new development projects, particularly multifamily 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
- Convene regional transportation and planning officials to develop strategies for developing cost-effective charging infrastructure that also reinforces regional planning goals

Specific Comments on the Electric Vehicle Toolbox

While the draft strategy does not have a section dedicated to fuel and vehicle efficiency, we are pleased to see that the Toolbox does have such a section. We particularly appreciate this section's recognition and support of Oregon's Zero Emission Vehicle Program. Some of the suggestions we have provided elsewhere could be incorporated into this section of the toolbox, and we have some additional specific suggestions:

- Increase Metro fleet use of electric vehicles, including non-passenger cars (e-bikes, utility vehicles, etc.)
- Expand availability of charging at Metro venues (Zoo, Expo Center, Convention Center, Portland's, etc.)
- Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure
- Support legislation being promoted by Drive Oregon and the Energize Oregon coalition to create a purchase rebate for electric vehicles
- Join Drive Oregon and the Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment

Thank you again for the opportunity to submit these comments. Please let me know if we can provide any additional information.

Best regards,



Jeff Allen
Executive Director
Drive Oregon
1600 SW 4th Avenue, Suite 620
Portland, OR 97201
www.driveoregon.org

Mobile (503) 724-8670



October 28, 2014

Metro President Tom Hughes
Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Draft Climate Smart Strategy

Dear President Hughes and Council Members:

Thank you for the opportunity to comment on the Draft Climate Smart Strategy. I am the Pacific Northwest Regional Policy Manager for the Safe Routes to School National Partnership (National Partnership), and I applaud and support the work and outcome of the Climate Smart Communities project to date. The importance of Climate Smart planning crosses over from greenhouse gas (GHG) reductions to include positive impacts on transportation, land use, equity, health, economy, and the environment. How the Metro region chooses to plan for and implement strategies addressing GHG reduction will profoundly shape our region for decades, truly for centuries — and if we do it right, will have immense positive beneficial impacts on the everyday lives of children, residents, and businesses.

The National Partnership is pleased to see that Metro's approach relies on and affirms policies and investments already identified as important for the region's future; however, it is essential to understand that simply by implementing existing plans, we will not achieve our GHG emission reduction targets. What will be required is for Metro to demonstrate strong leadership on this issue, that will allow and support the region to achieve multiple regional goals through a cooperative, collaborative approach to our region's future.

The GHG target will achieve many other regional benefits by creating walkable, bikeable, mixed use communities that serve people of all ages and abilities. This will require greatly increased investment in transit, pedestrian infrastructure, and bike facilities. Achieving the multiple benefits possible through GHG reduction requires leadership, coordination, and prioritization of investments by Metro, TriMet, and every jurisdiction in the region, as well as adoption of policies beyond transportation that will support equity, health, affordable housing, access to schools and transit, and ensure our economy is strong — well beyond the next funding cycle. It will require leadership on policy changes that integrate all modal transportation investments, housing and land-use developments, parking strategies, and a focus on serving destinations through a well-supported mix of transportation options. In short, it will require jurisdictions across the region to look hard and seriously about how we must plan our transportation system to be Climate Smart, and it will require coordination and cooperation in order to fund and build it accordingly, *starting now*.

The National Partnership supports the Toolbox of Actions in its entirety, and recommend its adoption together with the Climate Smart Strategy. These are essential steps for the region's success. In particular, we support and recommend some stronger actions on the following specific tools. **Furthermore, we recommend Metro brings forward and stands behind 5-10 actions that local, regional and state partners sign on to in the first year for achievable, early wins.**

Implement the 2040 Growth Concept

- ◆ Metro should specifically call out here its commitment to use the 2018 RTP revision as a tool to implement the 2040 Growth Concept's Climate Smart Strategies. For example, through the 2018 RTP, Metro should prioritize active transportation projects and investments, especially in designated centers and corridors and transit-dependent communities.
- ◆ Too often, transportation decisions are made without taking into account land-use, and, especially in the case of school siting, transportation impacts and costs are frequently not considered in the process. Metro should offer clear guidance to cities and counties on location of new schools, services, shopping, and other health-promoting resources and community destinations close to neighborhoods.

Make transit more convenient, frequent, accessible, and affordable

- ◆ Commit regional flexible transportation funds for access to transit.
- ◆ 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 the Youth Pass program, including expanding routes and frequency along school corridors.

Provide information and incentives to expand the use of travel options

- ◆ 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.
- ◆ Link completion of transportation- and parking-demand management initiatives to scoring criteria for infrastructure funding opportunities such as regional flexible funds, ConnectOregon, and Oregon Statewide Transportation Improvement Program.

Make biking and walking safe and convenient

- ◆ Complete a region-wide active transportation needs assessment, including needs around schools and access to transit.
- ◆ Commit a larger portion of regional flexible funds to active transportation, and expand funding available for active transportation and transit investments.
- ◆ Adopt a Vision Zero strategy — and ensure targets contained within the Performance Monitoring Approach match this strategy.
- ◆ 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.

Funding

- ◆ Metro should specifically call out the 2018 RTP revision as a tool to implement the transit and active transportation actions in the Climate Smart Strategy.
- ◆ Metro should use the Climate Smart Strategy as a filter for evaluating individual transportation projects and GHG reduction benefit when providing funding for projects within the region; Metro should advocate that other partners, such as the Oregon DOT or TriMet, have similarly stringent requirements for GHG reductions for projects funded within the Metro region.
- ◆ At all levels, Metro should utilize its leadership and role as the region's Metropolitan Planning Organization 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 the region's desired outcomes.

Performance Monitoring Approach

The performance monitoring approach is in need of completion, with many metrics not yet finalized. The National Partnership recommends the following as this approach is completed:

- ◆ Metro must ensure targets contained within the Performance Monitoring Approach match the toolbox's strategy and are well coordinated. For example, adopting a Vision Zero strategy should have a related 2035 target of **zero fatalities**; measurement of pedestrian and bicycle injuries and fatalities should be linked with motor vehicle injuries and fatalities; etc.
- ◆ Measurement of transportation investments should include **specific near-term and longer-term targets**, and in some cases, measure both **system completeness** and number of miles. Examples could include: 75% of regional pedestrian network complete by 2020; 80% of schools region-wide participate in Safe Routes to School programs and have safe walking and bicycling infrastructure within a mile around schools by 2025; 100% of base year (2010) transit stops are fully accessible by 2035; etc.
- ◆ Coordination of immediate and near-term actions from the toolbox should include **specific benchmark dates** for evaluating progress.
- ◆ Metro leadership should make a commitment to take appropriate steps to **incentivize, reward, or penalize success and failure** of local, regional, and state partners in achieving the adopted Climate Smart Communities Strategy and target GHG reductions.
- ◆ While many of the performance measures will ensure positive equity outcomes for the region, the performance monitoring should explicitly include measurement of data that benefits equity outcomes. For example, share of **low-income** households within 1/4-mile frequent bus service and 1/2-mile of high capacity transit.

Thank you for recognizing the elemental role of investment in safe walking, bicycling, and transit to creating a region that will be Climate Smart, healthy, livable, and economically and environmentally sound. Your leadership on Climate Smart Communities will ensure a coordinated and cooperative outcome with the regional partners who will be needed to help to prioritize and fund the recommended approach. This, in turn, will allow each jurisdiction to implement existing plans and provide clear guidance for near-term and future policies, plans, and investments that will provide multiple benefits for this region and the many lifetimes ahead.

We strongly support the vision and outcomes of the Climate Smart Communities Scenarios project and will be strong proponents to help propel its implementation. We welcome the adoption of these strategies and complementary Toolbox of Actions, and we look forward to working with Metro and regional partners to ensure these strategies are supported to be quickly funded and implemented so that everyone in our region can be guaranteed a Climate Smart future that reaches GHG reduction targets while creating a region that is healthy, equitable, active, well-connected, and economically and environmentally secure.

The National Partnership urges you to recognize the importance, inherent in this Climate Smart work, of supporting our region's children — who will be the ones who benefit, or suffer, from the decisions you make today. We thank you for your forward-thinking analysis and recommendations, and for the opportunity to comment on this important work for our region.

Yours sincerely,

Kari Schlosshauer
Pacific Northwest Regional Policy Manager
Safe Routes to School National Partnership
Portland, Oregon



American Planning Association
Oregon Chapter

Making Great Communities Happen

PO Box 28454 Portland, OR 97228
PHONE: (503) 626-8197

oapa@oregonapa.org • <http://www.oregonapa.org>

October 29, 2014

Dear President Hughes and Members of the Metro Council, MPAC, and JPACT:

The Oregon Chapter of the American Planning Association represents more than 800 professional and citizen planners in the state of Oregon.

We commend the attention you are giving the Climate Smart Scenarios initiative. Through listening, leadership, innovation, and investment, we know that we can make a difference on greenhouse gas reductions from the land use and transportation sectors in Oregon. We acknowledge that progress on the proposed climate smart strategies can also contribute to other goals shared by Metro and the state including environmental protection, community resilience to natural hazards, social equity, and economic development. We applaud your efforts to identify Climate Smart implementation measures that achieve multiple community objectives. It is possible to affirm that our communities, ecosystems and future generations are worth the considerations and necessary investments you are weighing. Course correction is both possible and responsible.

The changes you are considering to the Regional Framework Plan are commendable. OAPA agrees that for this effort to yield desired results, we must:

- Provide resources to track, respond and invest accordingly in strategies to implement the preferred scenario.
- Support implementation of locally adopted plans aimed at reducing greenhouse gas emissions.
- Increase support for transit and associated transit oriented developments.
- Invest in transition to cleaner fuels.
- Implement a price on carbon pollution to fuel a cleaner Oregon economy.
- Commit that we can grow cleaner and better.
- Require, rather than encourage, climate responsive actions in Policy 11.3 of the draft Regional Framework Plan amendments.

OAPA members stand ready to help implement the Climate Smart Communities Scenario. We urge you to adopt the Scenario and allow our communities to advance to the work of implementing strategies to reach our desired future conditions.

Please contact us about taking our next steps, together.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jason Franklin'.

Jason Franklin, AICP, President
American Planning Association, Oregon Chapter

October 30, 2014

Tom Hughes, President
Metro Council
600 NE Grand
Portland, OR 97232

Dear President Hughes and Councilors,

I am writing on behalf of myself and my two young children to comment on Metro's Climate Smart Communities project. I've read the documents and, while I applaud Metro's efforts to identify and fund actions intended to reduce greenhouse emissions from vehicles, as mandated by the state, I am disappointed at the project's narrow focus. There is nothing in the documents regarding Climate Adaptation. Humanity must quickly act on *climate mitigation*, but I believe that Metro has a bigger, more relevant, role to play as a *facilitator of climate adaptation*.

Over the years, Metro has always done a good job at addressing issues of livability at and within the urban-rural interface, recognizing its role as a regional player in between the national and local scale. However, this time I couldn't find a reference to Metro's role in the greenhouse gas emissions problem relative to state and national emissions targets. Without this context, the reader doesn't see the 'big picture' of our emissions problem, and that Oregon and Metro hold sway over a relatively small piece of the puzzle. Without this contextual information, Metro risks losing the support of its electorate who may not see the response as commensurate with Metro's level of impact on the problem. There are reasons for Metro to do what it can to reduce vehicle emissions. Demonstration of what can be done here is essential to sparking the imagination, courage, and can-do attitude of planners worldwide. However, the truth is that leaders of the world's largest countries and other people involved with the decision making leading up to the United Nations December 2015 Meeting in Paris are the people who will make the meaningful decisions about what our automobile and energy use emissions will be. As a taxpayer in the metropolitan area with serious concern about my childrens' future vis-a-vis climate change impacts, I can not support a Climate Smart Communities effort that addresses only the mitigation piece. It appears naive of the global context of the problem and ignores the arena where Metro has the biggest responsibility and opportunity to make a difference for future generations who will be living here - by working on *adaptation* to climate change.

Because I am concerned about my childrens' ability to manage their household, live and work in a metro area experiencing additional stresses related to certain climate change impacts, I was at the hearing with my four-year old daughter two weeks ago where Portland City Council recently accepted the Climate Preparation Strategy, along with an updated Climate Action Plan. Today I could not attend your hearing so I am writing to urge you to do three important things:

- Realize we are facing a huge and multi-decade lag effect that we have to deal with in regards to climate change and the best place to do this preparation and adaptation work is at the local level.
- Acknowledge that Metro, as regional coordinator for natural resources and land use policies, is positioned better than any other local agency to take the lead and become a player preparing our communities for climate change.
- Specifically, expand your climate change agenda to find the time and resources to identify and implement preparation actions. The Preparation Strategy approaches detailed in Portland's document are a good place to start. It will not necessarily require additional program or resources. It will, however, take prioritization and moving certain projects and programs up in the schedule. I request that you identify actions and then set up systems to prioritize these actions for funding.

Thank you for the opportunity to comment.

Sincerely,

Daniela Brod
Volunteer with Citizens' Climate Lobby and SW Portland Mom



Community
Cycling
Center



UPSTREAM
PUBLIC HEALTH



OPAL
ORGANIZING PEOPLE / ACTIVATING LEADERS



10/30/2014

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Climate Smart Communities draft approach

Dear President Hughes and Metro Councilors,

We are excited today to share our thoughts with you on the draft approach for Climate Smart Communities. As member organizations of the Transportation Justice Alliance have been engaged in this process, we have worked with staff to provide feedback and have been happy to see the many ways that community expertise has influenced the strategies and the monitoring approach.

We very much appreciate that Metro went above and beyond its mandated task throughout the process, working with community based organizations, the Oregon Health Authority, and others to understand the impact of the scenarios on community health and well-being.

The Transportation Justice Alliance is keenly aware of how critical it is to integrate transportation and housing policies, and we support Metro's efforts to include housing supports in the Toolbox. There is a range of tools that we would like to see available across the region, and we were very supportive of the earlier Toolbox language that explicitly emphasized inclusionary zoning as one of these tools. Because affordable housing is a regional issue, while we support increasing the tools available to local jurisdictions, we are concerned that "restore local control" can be read in such a way as to undermine the role that Metro should play in this issue. There is also an opportunity in the Toolbox to commit agency partners across the region to seeking funding for affordable and accessible housing.

The Transportation Justice Alliance, is excited to support several of the existing policies in the draft approach, including making transit more convenient, frequent, accessible, and affordable and making biking and walking more safe and convenient. These two policy areas have the highest relative climate benefits according to Metro's analysis and were strongly supported in each meeting and workshop we attended. However, when the

Approach, the Toolbox, the Performance Monitoring, and the Early Actions are examined together, it becomes clear that these two policies are not fully supported and are often undermined by other policies.

For example, one of the three Early Actions TPAC will be discussing is to advocate for increased funding for **all** transportation modes and well over **half** of the recommended investments in the draft approach are road projects that will not help the region reduce greenhouse gas emissions. Given the technical analysis that shows that investments in transit and active transportation have the greatest climate benefit, the recognized multiple social, environmental, and economic benefits of improving our transit and active transportation systems, and the strong support that the public has shown in elevating transit and active transportation above the other strategies – the Approach, Toolbox, Performance Monitoring, and Early Actions should all be aligned to prioritize investments in transit and active transportation. We support the language of Early Action #3. We would like to see similar language that makes clear the necessity to prioritize greenhouse gas emissions-reducing projects, and we recommend that Metro convene an oversight committee made up of transportation, land use, public health, environmental, and social justice advocates and professionals.

Because our region's most vulnerable community members will disproportionately bear the burdens of climate change, we look forward to working with Metro and other partners to implement a robust climate mitigation plan. It's also important to recognize, however, that adaptation supports will also be critically important for the members of our community who have the fewest resources. Investments in transit and in active transportation bolster both climate mitigation and climate adaptation. To make the most of these benefits, though, transportation options must be affordable. The draft approach recognizes this in policy language, but there are no performance measures addressing the affordability. We would like to see Climate Smart Communities monitoring include tracking transit costs over time compared to inflation and include a measure of household housing + transportation cost burden.

The Transportation Justice Alliance looks forward to continuing to work with Metro and other regional partners to achieve the Climate Smart Communities goal of demonstrating leadership on climate change.

Thank you for your time.

Asian Pacific American Network of Oregon

Coalition for a Livable Future

Community Cycling Center

OPAL Environmental Oregon

Upstream Public Health

1000 Friends of Oregon



October 30, 2014

Metro Council
600 NE Grand Avenue
Portland, OR 97232

Re: Comments on Climate Smart Communities Scenarios Project

Dear President Hughes and Metro Council Members:

The Coalition for a Livable Future is pleased to support the Climate Smart Communities project. Climate change is one of the defining issues of our time, and our response to it will affect both local communities and the planet far into the future. We look forward to working with Metro to implement climate strategies that also support equitable development, public health, and widely shared economic prosperity.

Several years in the making, the Climate Smart Communities plan not only integrates land use and transportation to meet greenhouse gas (GHG) emissions from light vehicles, but focuses on strategies that meet the aspirations of cities and counties around the region and all of Metro's six desired outcomes. We served on the Technical Work Group, and found the analysis to be detailed and incredibly well-thought out.

We appreciate that staff consistently included elements beyond the important work of addressing climate change to also create vibrant communities, improve health, address equity, improve the environment, and support the local economy. Oregon Health Authority's Health Impact Analysis demonstrated the opportunity for the Climate Smart Communities plan to increase physical activity, reduce air pollution, reduce crashes, and save lives and health care costs.

The addition of The Toolbox of Possible Actions is essential, as the next steps will include the difficult task of coordinating action and finding the resources to implement the plan. The Performance Monitoring is also very important, as it allows the region to evaluate its level of success and consider strategies and priorities in light of what we learn.

Below are several elements we want to highlight, some with recommendations for changes:

Increased Transit: We strongly support the plan's call for significant increases in transit service as well as reduced fares for populations in need. More transit creates climate improvements as well as better job access, cleaner air, and many other health and safety benefits. A major commitment by Metro and local governments to increase transit revenue will be necessary to achieve this goal.

Increased Walking and Biking: We strongly support increasing funding for walking and biking, as called for in the Climate Smart Communities plan and the region's recently adopted

Active Transportation Plan. These investments are key to addressing climate change, as well as creating safe, healthy, vibrant communities.

Recommended edit: The Draft Toolbox of Possible Actions currently calls for advocating for increased funding for all transportation modes, prioritizing maintaining and preserving existing infrastructure. However, to reach our climate goals, we need to do more on active transportation than merely maintain current infrastructure. As a result, we recommend that the plan prioritize funding for new transit, walking, and biking infrastructure, and for transit service.

Recommended edit: Add Regional Flexible Funds to the Draft Toolbox of Possible Actions as an opportunity to increase funding for active transportation.

Implementation through the Regional Transportation Plan: The next Regional Transportation Plan (RTP) is an important vehicle for implementing the Climate Smart Communities plan, and we appreciate that the ordinance reflects this opportunity. The RTP update should include a financially constrained project list that meets the GHG target called for in the Climate Smart Communities plan, and also provides the opportunity to update performance measures, policies, and the Regional Transportation Functional Plan.

Recommended edit: Add the upcoming RTP Update to the Draft Toolbox of Possible Actions as an opportunity to implement the Climate Smart Communities plan.

Affordable Housing: Creating affordable housing options near frequent transit lines is a significant factor in reducing GHG emissions. It is also an important equity strategy, supporting low income communities' ability to affordably access housing, transportation, jobs, and other key destinations. This strategy also has additional co-benefits, including reducing auto reliance, improving health, and helping seniors to continue living independently. Metro's new effort to advance housing choice could be a valuable part of implementing the Climate Smart Communities plan.

Recommended edit: In the Toolbox of Possible Actions, include supporting increased funding for affordable housing, particularly along frequent transit lines.

Recommended edit: In the Toolbox of Possible Actions, rather than simply recommending the restoration of local control, be explicit in supporting local tools for affordable housing, including the removal of the statewide ban on inclusionary zoning.

Recommended edit: In the Draft Performance Monitoring Approach, include an indicator related to housing affordability such as housing cost burden, which incorporates both housing and transportation.

Implementation of Local Plans: The Climate Smart Communities plan is significantly dependent on the implementation of adopted plans. However, many local jurisdictions are currently unable to successfully carry out their adopted plans. To do so will require local policy changes to support affordable housing, parking, and mixed-use development, and increased

funding for active transportation as discussed above. Metro will have a role in supporting many of these changes.

Recommended edit: Add language indicating that Metro's transportation and land use policy and investment decisions will be evaluated based on whether they help the region achieve the GHG target.

Under-Utilized Land: Surface parking lots and brownfields are inefficient uses of land that make it more difficult to create healthy, vibrant communities where people don't need to drive to meet daily needs. Changing policies to manage parking, and increasing funding to revitalize brownfields, are important elements of the Climate Smart Communities plan and will support a host of other benefits.

Climate Adaptation: By design, the Climate Smart Communities plan did not focus on adaptation to the changing climate and instead focused on mitigation of GHG emissions. As discussed in the comments by Urban Greenspaces Institute, our region's changing climate will increasingly cause significant health and ecological consequences, and it is important to address climate adaptation at every level of government. We appreciate that the Toolbox of Possible Actions includes green street designs that include tree plantings to sequester carbon emissions, and hope to see an increased focus on adaption in future regional and local efforts.

Recommended edit: Find opportunities within the Climate Smart Communities plan to add references on the need to adapt to the changing climate.

Recommended edit: Consider additional green streets strategies to include in the Toolbox of Possible Actions.

Thank you for considering these comments, and for thoughtfully developing this important plan.

Sincerely,



Mara Gross
Executive Director
Coalition for a Livable Future

Mayor
Honorable Lori DeRemer



City Manager
Jason Tuck

October 30, 2014

Councilor Donna Jordan
Member of JPACT
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilor Jordan,

The City of Happy Valley has been one of the fastest emerging cities in Oregon for well over a decade. As a growing municipality, the City acknowledges the need to participate in environmental stewardship through climate reduction policy development. In consideration of this responsibility, it is imperative that the Climate Smart strategy be inclusive of two elements in order to effectively engage local jurisdictions: local flexibility and a commitment to increasing highway capacity.

It is paramount that local jurisdictions retain absolute flexibility in implementing climate reduction strategies. A streamlined policy for emission reduction will not be effective environmentally, economically or otherwise in municipalities that are less dense or not easily serviced by certain modal transportation options. Local flexibility provides jurisdictions with fluidity to invest in innovative solutions, harnessing resources unique to the communities they represent. This fluidity of choice will maximize both economic and environmental efficiency.

Anticipating transportation system changes induced by the Climate Smart project, the City strongly encourages the expansion of motor vehicular capacity on existing freeways and highways. Expanding capacity for long term population growth will ease congestion, thereby mitigating emissions attributable to idling vehicles. Reduced congestion will also decrease motorist fatality, and increase regional economic prosperity as households expend a lesser portion of time and income on travel expenses.

In summary, with respect to the innovative local climate reduction solutions already being implemented, and acknowledging the regional significance of the Climate Smart project, the City strongly encourages Metro to affirm and promote policies that uphold local flexibility and increases in long term highway capacity.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lori DeRemer', is written over a horizontal line.

Lori DeRemer, Mayor
City of Happy Valley

16000 SE Misty Drive, Happy Valley, Oregon 97086
Telephone: 503-783-3800 Fax: 503-658-5174
happyvalleyor.gov

Mayor
Honorable Lori DeRemer



City Manager
Jason Tuck

October 30, 2014

Chair Jody Carson
Member of MPAC
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Chair Carson,

The City of Happy Valley has been one of the fastest emerging cities in Oregon for well over a decade. As a growing municipality, the City acknowledges the need to participate in environmental stewardship through climate reduction policy development. In consideration of this responsibility, it is imperative that the Climate Smart strategy be inclusive of two elements in order to effectively engage local jurisdictions: local flexibility and a commitment to increasing highway capacity.

It is paramount that local jurisdictions retain absolute flexibility in implementing climate reduction strategies. A streamlined policy for emission reduction will not be effective environmentally, economically or otherwise in municipalities that are less dense or not easily serviced by certain modal transportation options. Local flexibility provides jurisdictions with fluidity to invest in innovative solutions, harnessing resources unique to the communities they represent. This fluidity of choice will maximize both economic and environmental efficiency.

Anticipating transportation system changes induced by the Climate Smart project, the City strongly encourages the expansion of motor vehicular capacity on existing freeways and highways. Expanding capacity for long term population growth will ease congestion, thereby mitigating emissions attributable to idling vehicles. Reduced congestion will also decrease motorist fatality, and increase regional economic prosperity as households expend a lesser portion of time and income on travel expenses.

In summary, with respect to the innovative local climate reduction solutions already being implemented, and acknowledging the regional significance of the Climate Smart project, the City strongly encourages Metro to affirm and promote policies that uphold local flexibility and increases in long term highway capacity.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Lori DeRemer', is written over a light blue horizontal line.

Lori DeRemer, Mayor
City of Happy Valley

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Telephone: 503-783-3800 Fax: 503-658-5174
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October 30, 2014

Hon. Tom Hughes, President
And Metro Councilors
600 NE Grand Avenue
Portland, OR 97232

Re: Climate Smart Scenarios – Preferred Approach

Dear President Hughes and Metro Councilors:

As noted by Mayor Jerry Willey in his October 24, 2014 letter, the region has achieved a monumental milestone in reaching consensus on a preferred approach to meet the state goals for reduction greenhouse gas emissions from light-duty vehicles. The agreement on the approach is testament to the region's commitment towards improving the quality of the environment for generations to come. While we may take a moment to celebrate this accomplishment, the larger tasks are still ahead of us: gaining understanding and agreement of how we will go about implementing the preferred approach and the actual tasks of implementation. In order to get to implementation, we need to be as thoughtful in developing the implementation tools and documentation as we were in analyzing and selecting a preferred approach.

With the consideration of implementation in mind, we offer the following suggestions, in addition to Mayor Willey's testimony, which is attached:

Goals, Targets and Timing.

It is important to keep in mind some key statutory/rule goals, targets and their timing:

1. *"By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels."* ORS 468A.205(1)(c)
2. **By 2035**, reduce greenhouse gas emissions from light vehicle travel by 52 percent by 2035 (OAR 660-044-0010(2)(a)).
3. **February 1, 2014** – the Land Conservation and Development Commission and Department of Transportation report to the House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenarios required under House Bill 4078 (2009). (Oregon Laws 2009, chapter 865, section 38(3)).
4. **December 31, 2014** – Metro to *" . . . amend the regional framework plan and the regional growth concept to select and incorporate a preferred land use and transportation scenario that meets [the 2035] targets. . . "* (OAR 660-044-0040(1)).¹

Commitment to Adopted Plans.

The importance of our commitment to our adopted plans must be paramount to our implementation efforts under the Climate Smart Scenarios project. The implementing rules for the Climate Smart Scenarios project provide that the purpose of scenario planning is intended:

. . . to be a means for local governments in metropolitan areas to explore ways that urban development patterns and transportation systems would need to be changed to

¹ The requirements for the preferred land use and transportation scenario are set forth in OAR 660-0040(3), which is attached to this letter.

achieve significant reductions in greenhouse gas emissions from light vehicle travel. OAR 660-004-0000(4).

The result of the scenario planning is to provide:

...information on the extent of changes to land use patterns and transportation systems in metropolitan areas needed to significantly reduce greenhouse gas emissions from light vehicle travel in metropolitan areas, including information about the benefits and costs of achieving those reductions. (OAR 660-044-0000(5)).

This information is then to be used to “inform local governments as they update their comprehensive plans, and to inform the legislature, state agencies and the public as the state develops and implements an overall strategy to meet state goals to reduce greenhouse gas emissions.” (Id.)

As the scenario testing has shown, implementation of our adopted plans not only achieves the state greenhouse gas reduction goals for the region, they exceed the target reductions, reflecting the commitment of all the Metro jurisdictions to solving this issue. Thus, while we do need to be aspirational in our planning, we must heed the remainder of the above OAR:

*Scenario planning is a means to address benefits and costs of different actions to accomplish reductions in ways that **allow communities to assess how to meet other important needs**, including accommodating economic development and housing needs, expanding transportation options and reducing transportation costs. (Id.)*

Technology.

Throughout the process, Hillsboro has consistently advised that we need to remain open to how technological advances may further efforts in meeting the state goals in ways we cannot foresee. This sentiment is echoed in the implementing statewide rules:

Pursuant to OAR 660-044-0035,² the commission shall review the targets by June 1, 2015, based on the results of scenario planning, and updated information about expected changes in vehicle technologies and fuels, state policies and other factors. (OAR 660-044-0000(6)).

Clearly, it is contemplated that we will revisit our progress and need not come up with all answers today. This is an important fact to keep in mind in the following discussion regarding the proposed implementation Toolbox.

Our adopted plans reflect the balance of needs of the individual jurisdictions. As these plans have been subject to extensive public outreach, they must be honored.

The Toolbox.

Local autonomy in choosing implementation methods. OAR 660-044 states in several places that the preferred strategy should allow implementation in a manner that “maximizes attainment of other community goals and benefits.” (OAR 660-044-0040(5)(b); see also 660-044-0000(4), “scenario planning is a means to address benefits and costs of different actions to accomplish reductions in ways that **allow communities to assess how to meet other important needs**.” Emphasis added.)

While draft Ordinance No. 14-1346 clearly articulates the ability to “locally tailor” implementation tools, the amendments to the Framework Plan and the Toolbox need to contain identical language.

More time and collaboration needed in refining the Toolbox. The draft Toolbox is a starting point for providing more detail on the required “policies and strategies intended to achieve the target reductions in greenhouse gas emissions” (OAR 660-044-0040(3)(c)), which are outline in both the proposed

² OAR 660-044-0035(1) requires a review of the greenhouse gas emissions reduction targets every four (4) years starting June 1, 2015.

Framework Plan amendments and the *Draft Climate Smart Strategy*. As the Toolbox is not one of the required components necessary for adoption of the preferred strategy, we recommend that Metro convene a working group to refine the Toolbox over the next few months.

Our general concerns with the Toolbox are:

- Undefined terms throughout, such as "Vision Zero strategy" (in the Making biking and walking safe and convenient strategy) and "EcoRule" (in the policy regarding the provision of information and incentives to expand the use of travel options). Without definition or additional context, it is impossible to evaluate the monetary implications of such strategies. Moreover, such tools are likely to be underutilized if there is no understanding on what they are, potentially creating a lost opportunity for the region.
- Too broad a spectrum of policies. Climate smart cannot be the cure-all for any perceived shortcomings in our land use regulatory system. For example, we were surprised to see removing the ban on inclusionary zoning as a strategy.³ Similarly, there needs to be more of a connection of Brownfield redevelopment with achieving the greenhouse gas reduction target.
- Need for additional emphasis on development patterns in new urban growth areas. While there should be emphasis on development in existing centers and corridors, new expansion areas, such as South Hillsboro, South Cooper Mountain and River Terrace, offer opportunities to further the region's efforts towards achieving the greenhouse gas targets. These new areas can be developed to accommodate alternative modes of transportation, such as walking, biking and transit, from the outset, versus expensive retrofitting. As these expansion areas are being planned as complete communities, they will offer the opportunity for new residents to reduce or eliminate vehicular trips for every day needs such as shopping, dining, education and recreation. Another area that will bring benefit to the region is the ability to place more emphasis on using best practices to reduce greenhouse gas emissions from the built environment (i.e., green building practices).⁴
- Overbroad statements on local funding for transit and road maintenance. In several locations, Metro is tasked with considering local funding. More description is needed on how Metro will be involved in local funding - Will Metro be assisting local jurisdictions in securing funding? What is the source of such funding? What impact will there be to existing funding mechanisms? We would also like to see further discussion about the role and function of the proposed funding coalition.
- Managed Parking. There needs to be consistency that managed parking is an option only in areas served by frequent transit and active transportation connections.
- Analysis and discussion is necessary on how the Metro draft Toolbox compares to the state toolbox (www.oregon.gov/ODOT/TD/TP/Pages/ghgtoolkit_categories.aspx#cat2)?

Given that the Toolbox will guide implementation over the next 20 years, we should take great care in getting this right and getting a better regional understanding of the tools and their implications.

More information needed to determine compliance with OAR 660-044-0040.

More information and analysis is necessary to determine compliance with the following to provisions of OAR 660-044-0040:

- Funding. OAR 660-044-0040(2)(i) requires that *"If the preferred scenario relies on new investments or funding sources to achieve the target [Metro shall] evaluate the feasibility of the*

³ Under the policy for implementing the 2040 Growth Concept and local adopted land use and transportation plans, the strategy for supporting the restoration of *"local control of housing policies and programs. . ."*

⁴ While buildings and the built environment are not part of the Climate Smart Strategies, greenfield development provides an opportunity to help reduce greenhouse gas emissions. Such efforts are consistent with the State Ten-Year Energy Action Plan, Goal 1 (Maximize energy efficiency and conservation to meet 100 percent of new electric load Growth).

investments or funding sources." With a total price tag of \$24 billion and an annual cost of \$1.425 billion (\$945 million plus \$480 million to maintain and operate our road system), more detail is needed to satisfy the requirements of the OAR.⁵

- Effects of alternative scenarios on development and travel patterns in the surrounding area. Metro is required to evaluate *"whether proposed policies will cause change in development or increased light vehicle travel between metropolitan area and surrounding communities compared to reference case."* (OAR 660-044-0040(2)(i)(D)).

If these items are to be addressed in the findings, we ask that the findings be made available for discussion by the Metro Technical Advisory Committee in early November.

Ordinance

We have raised several concerns with the draft ordinance with Metro staff and look forward to working with staff and the Metro Technical Advisory Committee prior to the December hearing.

In summary, we recommend that Metro, prior to adopting the preferred scenario, direct staff to take the following actions:

- Work through the various committees to refine the short list of actions to be undertaken in the next year (Mayor Willey's letter dated October 24, 2014).
- Work with the various committees to refine the Toolbox, which would be adopted by resolution in 2015 (Mayor Willey's and this letter).
- Include language in the Framework Plan amendments and the Toolbox identical to the draft Ordinance and consistent with OAR 660-044 that local jurisdictions have the ability to "locally tailor" implementation tools.
- Provide information on OAR 660-044-0040(2)(i) in timely manner so that jurisdictional partners can review and comment.

Thank you for your consideration.

Sincerely,



Colin Cooper, AICP
Planning Director

⁵ At the October 22, 2014 Metro Policy Advisory Committee meeting, it was indicated that identifying other funding would be difficult over the next two months. However, per the OAR, funding sources need to be identified and evaluated for feasibility.

OAR 660-044-0040

Cooperative Selection of a Preferred Scenario; Initial Adoption

(1) Metro shall by December 31, 2014, amend the regional framework plan and the regional growth concept to select and incorporate a preferred land use and transportation scenario that meets targets in OAR 660-044-0020 consistent with the requirements of this division.

* * *

(3) The preferred land use and transportation scenario shall include:

(a) A description of the land use and transportation growth concept providing for land use design types;

(b) A concept map showing the land use design types;

(c) Policies and strategies intended to achieve the target reductions in greenhouse gas emissions in OAR 660-044-0020;

(d) Planning assumptions upon which the preferred scenario relies including:

(A) Assumptions about state and federal policies and programs;

(B) Assumptions about vehicle technology, fleet or fuels, if those are different than those provided in OAR 660-044-0010;

(C) Assumptions or estimates of expected housing and employment growth by jurisdiction and land use design type; and

(D) Assumptions about proposed regional programs or actions other than those that set requirements for city and county comprehensive plans and land use regulations, such as investments and incentives;

(e) Performance measures and targets to monitor and guide implementation of the preferred scenario. Performance measures and targets shall be related to key elements, actions and expected outcomes from the preferred scenario. The performance measures shall include performance measures adopted to meet requirements of OAR 660-012-0035(5); and

(f) Recommendations for state or federal policies or actions to support the preferred scenario.

(4) When amending the regional framework plan, Metro shall adopt findings demonstrating that implementation of the preferred land use and transportation scenario meets the requirements of this division and can reasonably be expected to achieve the greenhouse gas emission reductions as set forth in the target in OAR 660-044-0020. Metro's findings shall:

(a) Demonstrate Metro's process for cooperative selection of a preferred alternative meets the requirements in subsections (2)(a)-(j);

(b) Explain how the expected pattern of land use development in combination with land use and transportation policies, programs, actions set forth in the preferred scenario will result in levels of greenhouse gas emissions from light vehicle travel that achieve the target in OAR 660-044-0020;

(c) Explain how the framework plan amendments are consistent with and adequate to carry out the preferred scenario, and are consistent with other provisions of the Regional Framework Plan; and,

(d) Explain how the preferred scenario is or will be made consistent with other applicable statewide planning goals or rules.

(5) Guidance on evaluation criteria and performance measures.

(a) The purpose of evaluation criteria referred to in subsection (2)(h) is to encourage Metro to select a preferred scenario that achieves greenhouse gas emissions reductions in a way that maximizes attainment of other community goals and benefits. This rule does not require the use of specific evaluation criteria. The following are examples of categories of evaluation criteria that Metro might use:

(A) Public health;

(B) Air quality;

(C) Household spending on energy or transportation;

(D) Implementation costs;

(E) Economic development;

(F) Access to parks and open space; and,

(G) Equity

(b) The purpose of performance measures and targets referred to in subsection (3)(e) is to enable Metro and area local governments to monitor and assess whether key elements or actions that make up the preferred scenario are being implemented, and whether the preferred scenario is achieving the expected outcomes. This rule does not establish or require use of particular performance measures or targets. The following are examples of types of performance measures that Metro might establish:

(A) Transit service revenue hours;

(B) Mode share;

(C) People per acre by 2040 Growth Concept design type;

(D) Percent of workforce participating in employee commute options programs; and

(E) Percent of households and jobs within one-quarter mile of transit.

Stat. Auth.: ORS 197.040 & 2009 OL Ch. 865 §37(8) (HB 2001)
 Stats. Implemented: 2009 OL Ch. 865 §37(8) (HB 2001)
 Hist.: LCDD 10-2012, f. 12-4-12, cert. ef. 1-1-13

October 30, 2014



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**Testimony of Wilsonville Mayor Tim Knapp Before the Metro Council in
Support 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”**

Good day Council President Hughes and Members of the Metro Council:

I am Tim Knapp, and I serve as Mayor for the City of Wilsonville. I am here today to express my support for Ordinance No. 14-1346 that adopts a preferred Climate Smart Communities Strategy and amends the Regional Framework Plan to comply with state law. I want to commend all those whose efforts went into developing the region’s draft preferred approach and this strategy in response to the mandate of the 2009 Oregon legislature.

In this testimony, I call out several salient issues that I believe are necessary in order for the Strategy to succeed.

First, I strongly support having the “toolbox of actions” in hand for cities to use to help the region achieve greenhouse gas-reduction goals. Being able to customize a community’s response to the issue of climate change is important for gaining public acceptance and matching local aspirations and resources to the task at hand. Elected officials from across the region made it clear that a one-size fits all approach is not practical for our communities, and we appreciate the flexible approach of the draft Strategy to accommodate local situations. I believe that many components of the toolbox are applicable and useful for Wilsonville.

I support the Strategy’s recommendation to advocate for state legislative initiatives related to the Oregon Clean Fuels program, brownfield redevelopment, local housing policies and programs, and transportation funding. In order to achieve the greenhouse gas-reduction targets mandated by the state legislature, it is appropriate to request greater assistance from the state in helping local jurisdictions meet these regional goals, which have obvious state-wide significance.

I want to call out the recommendation for expanding funding for low-carbon travel options and programs, including transit, intelligent transportation systems (ITS), travel information and incentives, Safe Routes to Schools and especially Safe Routes to Transit programs. The City has had good success to date with our “SMART Options” transit-ridership outreach program with our larger industrial employers.

In particular, commuting workers and major employers like Xerox, Mentor Graphics and Rockwell Collins have embraced our “last-mile” connection from the SMART Transit Center / WES Commuter Rail Station that meets every arriving WES train and delivers employees to their Wilsonville worksites within 10 minutes of arrival. The state could be of great assistance working with TriMet and local jurisdictions on improving those “last-mile” connections from the home or workplace to public transit services.

In calling for a dramatic expansion in the levels of transit service with a \$4 billion increase in public transit funding, new, diverse, sustainable funding sources need to be developed. Over reliance primarily on employer-paid payroll taxes places an unfair burden on the region’s private employers to pay for enhanced transit service. Until we as a region and state can develop wider sources of support for an increase in public transit services, I do not understand how we can achieve the goals of the Strategy.

I will note that the draft plan calls for \$100 million in operational investments in SMART, but I am not clear that we have a plan for how we will generate funds of that magnitude. Even more puzzling is how Tri-Met is expected to come up with \$3.9 billion in increased transit operating funding. To achieve an increase in transit operating funds of this scale requires major political lifting by state and regional leaders.

And while the legislature’s mandate focused on light trucks and vehicles, I believe that the region could make major headway on greenhouse gas-reduction by changing over the transit fleets from high-carbon diesel fuel to low-carbon alternative fuels, including CNG and battery-electric power. Transitioning the public transit fleet to alternative fuels could be a potential effort shared with private-sector utility, shipping and distribution firms for financing and implementing the needed fueling infrastructure.

One item that the City is especially concerned about that is not addressed by the proposed recommendations in the Climate Smart Communities Strategy pertains to the larger issues of community design in the Regional Framework Plan. That is, I do not understand how we can achieve the targeted greenhouse gas-reductions if we continue to site a majority of employment opportunities on one side of the region while planning for a majority of new housing on the other side of the region.

While it is true that workers may not necessarily prefer to live close to where they work, limiting possibilities for those that seek a shorter commute inhibits the region’s ability to achieve reductions in vehicle miles traveled targeted in the Regional Transportation Plan and greenhouse gas-reduction goals of the Climate Smart Communities Strategy.

Rather than force workers to commute, our city, for example, seeks the ability to offer local housing opportunities to accommodate future development of the approximately 1,050 acres of regionally significant industrial and employment lands at Coffee Creek and Basalt Creek that have already been brought into the UGB adjacent to Wilsonville, Tualatin and Sherwood. This kind of thoughtful land-use planning contributes to livable communities, reduces the demand on regional roadways, and improves access to travel choices such as transit (SMART in Wilsonville) and active transportation options.

All in all, I believe that the seven policies/categories that form the basis for the preferred approach of the Strategy (Adopted Plans; Transit, Biking and Walking; Streets and Highways; Technology; Travel Information/Travel Options; and Parking Management) provide an easy-to-understand framework for our future actions. In addition, long-term success of the proposed Climate Smart Communities Strategy relies on policies that support greater fuel efficiency, cleaner fuels and securing adequate funding for our transportation investments.

I thank you for your time today and welcome any questions that you may have.

Public comments

Emails

From: [craig stephens](#)
To: [Metro Climate Scenarios](#)
Subject: Suggestion
Date: Thursday, September 18, 2014 1:39:36 PM

I would like to make a suggestion relative making Oregon and the Metro area in particular better aligned to reduce carbon dioxide emissions. I come at this from an educational and career background (I am now retired) in physics, risk management and a nearly life-long observational standpoint that oil based energy needs to be replaced with solar energy. When I was young this was considered ridiculous because the energy cost of making silicon was a lot higher than pumping West Texas crude and refining it in Pasadena Texas. Unfortunately even though the economics have given way to the reality of the cost of a drilling platform going from \$10,000 (Wyoming in 1960) to \$20,000,000,000 (deep water off Brazil in 2010) and silicon costs going from a few bucks per 2 inch diameter slice (1960) to \$500 for a 12 inch diameter slice with 48 times more area (2010), powerful entrenched (economically and mentally, although in Oregon we are only consumers in denial) have convinced us to avoid legislation such as a carbon tax, an eminently reasonable thing to do but politically suicide.

My suggestion is pretty simple and is based on thinking about what the most important thing is. And that thing is to allow our children to be educated and at the same time reduce greenhouse emissions and carcinogenic emissions from school buses. As you probably know the Oregon Legislature passed legislation that school buses, which I am told are mandatory and are 70% funded out of Salem for public schools, shall not be required to meet the 2007 Clean Air Standards until 2017 and no incremental progress is required. There is another proviso that this will only be required if it can be shown that school kids get cancer from the bus fumes at a rate of more than one in a million. (This is not a big deal because the initial EPA findings, rejected by Congress and sent back, were that one in 2000 school kids that are exposed daily to the carcinogenic fumes of a non-filtered diesel school bus will get cancer on average. Even allowing for massive error in that number, which is not, unfortunately necessarily the case, the cancer rate for exposure *inside the bus* is much higher than one in a million.)

So the biggest and most successful and effective way to reduce carbon emission, reduce childhood poisoning for kids going to school and utilize the resources of Oregon to set the pace is to convert the school bus fleet to electric. These vehicles are available from a couple of suppliers and the cost is over \$150,000. But think of the long term benefit. Not only are these buses cheaper in the long run, they improve the quality of life (air quality) for the communities they are in (here in LO the fleet of school buses queue up in a residential neighborhood every day and a friend who lived there and mentioned how he was limited in traveling because of this in front of his house has now died of lung cancer. You will probably suspect smoking or Radon. Neither of these were existent.*

Of course you could go part way and consider natural gas school buses. And you could go further and consider natural gas Trimet buses (following LA's example) or electric Trimet buses or safe bike paths through cities like Lake Oswego.

So that's my big suggestion. Like my childhood idea of making solar panels to replace burning oil for energy, it is not going to happen in my lifetime. But you might consider it for when we flat run out of stuff that comes out of the ground, especially since Oregon has no energy source that comes out of the ground but uses a lot and has some of the worst quality air at schools in the US according to the EPA.

Thanks for considering!

**Good use of the "Kicker" rather than returning to taxpayers! 100% for clean school buses across the state. Maybe require a company to build them here as part of the bidding process? Both the Marathon facility (owned by a bus manufacturer) and Freightliner facility are adequate for such manufacture.*

Craig Stephens
330 Durham St. (near the diesel Trimet bus line)
Lake Oswego OR 97034

cyanblue189@gmail.com
(503) 636 2633

From: [John Smith](#)
To: [Metro Climate Scenarios](#)
Subject: climate stupid scenarios....and loot rail...
Date: Friday, September 19, 2014 7:47:28 PM

Adding High Capacity Transit (HCT) in Tigard will NOT significantly reduce congestion now or in the future just look to Portland and the past for proof.

HCT is either Light Rail Transit (LRT) or Bus Rapid Transit (BRT). BRT means larger buses that make fewer stops in at least 50% dedicated road lanes and traffic signal priority over car lanes. Yes, that means the buses use road lanes that our cars CANNOT use.

FIRST, a 2012 Metro survey confirmed PEOPLE CHOOSE TO DRIVE 84% OF THE TIME in the Portland Metro area. That's down just 3.6% since 1994 despite \$4B invested in HCT including opening the Westside MAX, Interstate Ave. MAX, Airport MAX, Interstate 205 MAX and WES Commuter Train.

Even in Portland where light rail and buses have blanketed the area only 12.1% commute by public transit. And that number is significantly inflated because 45% who commute downtown do so by public transit, but in the suburbs only 4.2% commute by public transit. According to the 2013 Tigard Survey only 15% (5.8% margin of error) of Tigard residents are employed in Downtown Portland, but buses already go to downtown frequently and along most of the proposed HCT routes. The proposed new HCT doesn't go even remotely near the largest employers in Oregon and Washington County like Intel, Nike, Tektronix, Genentech, Solarworld, St. Vincent Hospital, etc. Is anyone really going to ride HCT downtown to catch the light rail out to Hillsboro? I seriously doubt it, so most who will ride the proposed HCT already ride buses. Therefore, even THE BEST POSSIBLE OUTCOME FROM ADDING HCT WOULD BE LESS THAN A 5% INCREASE IN COMMUTING BY PUBLIC TRANSIT.

DOES THE OFTEN NEARLY EMPTY \$161M WES COMMUTER TRAIN REALLY REDUCE CONGESTION? AFTER 5 YEARS OF OPERATION? At 940 riders each day, WES STILL ONLY CARRIES 78% OF THE COMMUTERS THAT TRI-MET PROJECTED ON DAY 1. Highway 99W carries over 50,000 cars a day.

SECOND, commuting only accounts for about 25% of all travel in the region, but the new HCT is not planned to go down Highway 99W, Tigard's main business corridor. According to the 2009 City of Tigard survey 2 out of 3 Tigard residents prefer increased road capacity or roadway developments/improvements over light rail in order to address traffic congestion on 99W.

THIRD, TRI-MET HAS CUT SERVICE 4 TIMES IN 5 YEARS, including what The Oregonian called one of the most sweeping series of service cuts in its history in 2012. TRI-MET EXPECTS MORE CUTS IN 2017 AND BEYOND due to their \$1.126B of UNFUNDED PENSION AND HEALTH BENEFITS. In order to maximize MAX ridership and eliminate duplicate services caused by the \$1.49B Milwaukie Light Rail, TRI-MET IS ALREADY DISCUSSING ELIMINATING OR REDUCING BUS SERVICE ON 18 OF 79 LINES IN THE PORTLAND METRO AREA. The proposed \$1.68B SW Corridor Plan's HCT will also reduce Tigard bus service and move people from buses to trains forcing people to drive to catch the HCT or not even ride public transit.

FOURTH, PUBLIC TRANSIT IS SLOW AND ISN'T CLOSE TO OUR HOMES OR DESTINATIONS. HCT WILL ONLY EXACERBATE THAT DUE TO THE FORCED

REDUCTIONS IN BUS SERVICE AND ADDED HCT TRANSFERS.

Tri-Met asserts “that most people are willing to walk up to a quarter-mile to a bus stop and a half-mile to a light rail stop. Many walk much further. Most people walk or bike to transit. Less than 5% of current Tri-Met riders access the system from Park & Ride lots”. How close do you live and work to the proposed HCT and far are you willing to walk in the rain to ride HCT?

To go from Tigard to Hillsboro, Tri-Met takes 89 minutes including 9 minutes of walking and 21 minutes of waiting, and that doesn't include the walk to your employer or the drive to and wait at the park and ride. So it takes nearly 4 hours roundtrip and you will be exhausted and soaking wet, but you can drive door to door in 45 minutes on the worst days. How many extra hours per day are you willing to lose to ride Tri-Met?

FIFTH, WE WILL LOSE ROAD CAPACITY TO ADD HCT. Interstate Avenue used to be a fast moving 4 lane major road used by many. Now Interstate is a useless congested slow moving 2 lane road with light rail going down it. The current Plan for HCT has major stretches of Barbur being reduced to 2 traffic lanes, and THE RESULTING TRAFFIC JAM ON BARBUR WILL BACKUP INTO TIGARD. We could also lose road capacity on Hall/Durham/72nd/Upper Boones Ferry, etc.

FINALLY, due to limited funding resources the addition of HCT will almost certainly stop the widening of Highway 217, Hall Blvd and Durham Road, and finally kill forever the Westside Bypass and I5-99W connector projects. But, any one of these road projects would probably do more to reduce congestion than adding HCT. After all Tigard's population has tripled in the last 30 years, so shouldn't road capacity go up accordingly?

Bringing HCT to Tigard will NOT significantly increase public transit ridership because transit is slow and inconvenient, and the bus service reductions that coincide with adding HCT will force people to drive to the HCT. Road capacity and road construction funds will be taken away by HCT delaying or canceling much needed road improvements and expansions. Adding HCT to Tigard won't significantly reduced congestion for the 84% who drive, but HCT just might increase congestion.

From: [Fran Mason](#)
To: [Metro Climate Scenarios](#)
Subject: Small-motor pollution
Date: Saturday, September 20, 2014 8:31:30 PM

Dear Metro-

Small-motor engines also contribute to pollution. The use of gas-powered lawnmowers and leaf-blowers needs to be addressed, as every little bit helps.

Many are looking for ways they can contribute on an individual level. The obvious is drive less and weatherize, but an educational campaign to educate regarding individual actions would be smart. Use a push mower, a rake, electric leaf-blower, unplug appliances when not in use, etc. Have a public survey on these actions!

F Mason

From: [Clifford Higgins](#)
To: [Peggy Morell](#); [Laura Dawson-Bodner](#)
Subject: FW: NOTICE: Climate Smart Communities public comment period 9/15-10/30
Date: Tuesday, September 23, 2014 12:53:00 PM

[Comment on Climate Smart.](#)

From: zephyr moore [mailto:salmoneedshade@gmail.com]
Sent: Monday, September 22, 2014 10:53 PM
To: Clifford Higgins
Subject: Re: NOTICE: Climate Smart Communities public comment period 9/15-10/30

Dear Clifford,

All tires sold as new all are unfinished with rubber hairs and walls (together called hairs later in letter) on each tread lug and across the sidewalls. A tire on a wheel bears the weight of vehicle that erodes the pavement. The rubber hairs, of no help to traction, are the same weight as rubber tire. The weight of hairs erodes pavement.

Each tread of a tire had a hair and wall. These ripped from tire as the car travelled the first mile. So the tread you see is smooth. The petroleum based rubber hairs immediately go to storm drain, river then local ocean.

The hairs also have surface area. Every tire revolution the hairs disturb the air. Oxygen-fuel is consumed to overcome the turbulence as hair's surface area flutters each tire revolution.

The hairs have mass (Physics) so force is used to change their inertia. Because hairs are away from axle, each tire revolution the hairs move the circumference plus the cycloid. So hairs travel faster than car speed.

Rubber hairs' weight, surface area and mass (Physics) oppose all motion for the life of a tire.

To eliminate this perpetual cost of transportation, require that all tires be finished at manufacturer.

Salmon silently sip dinosaur soup because drivers use unfinished tires. W.W.S.D.?

We're all in this alone, together,

Zephyr Thoreau Moore

On Mon, Sep 15, 2014 at 5:23 PM, Clifford Higgins <Clifford.Higgins@oregonmetro.gov> wrote:

The Climate Smart Communities Scenarios Project draft Climate Smart Strategy is available for public review and comment from Sept. 15 to Oct. 30, 2014.

In 2009, the Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After four years of collaboration and engagement with regional partners and the public, a draft Climate Smart Strategy is ready for review.

Your voice is important

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

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

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

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

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

You have received this message as a member of Metro's Planning enews interested persons list. To be removed from this list, notify trans@oregonmetro.gov.

From: [Kim Ellis](#)
To: [Peggy Morell](#); [Laura Dawson-Bodner](#)
Subject: Comment on Climate Smart Strategy
Date: Friday, September 26, 2014 4:54:30 PM

From: <Siegel>, Scot <ssiegel@ci.oswego.or.us>
Date: Thursday, September 25, 2014 4:44 PM
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Cc: "Andreades, Debra" <dandreades@ci.oswego.or.us>, "Lazenby, Scott" <slazenby@ci.oswego.or.us>, "Siegel, Scot" <ssiegel@ci.oswego.or.us>
Subject: Comment on Climate Smart Strategy

Dear Kim,

The City has reviewed the Climate Smart Communities strategy document that will be discussed at the upcoming MTAC meeting. Our reading of the document leads us to understand that it is aspirational and that the proposed policies and amendments to the Regional Framework Plan would not require local jurisdictions to amend their Comprehensive Plans, TSPs or land use regulations.

As you are aware, Lake Oswego has just completed an extensive process to update its Comprehensive Plan and TSP and is not anxious to initiate another process at this time. It is also the City's belief that the proposed amendments to the Regional Framework Plan guide Metro in its decision making but do not apply to cities as they amend their plans or codes; nor do they mandate funding for specific projects.

I would welcome a brief conversation with you if our understanding of the strategy is incorrect. Thank you for the opportunity to comment.

Scot Siegel

Planning & Building Services Director

[City of Lake Oswego](#)

[PO Box 369](#)

[Lake Oswego, OR 97034](#)

tel: [503.699.7474](tel:503.699.7474)



PUBLIC RECORDS LAW DISCLOSURE This e-mail is a public record of the City of Lake Oswego and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

From: [Kim Ellis](#)
To: [Ottenad, Mark](#); [Metro Climate Scenarios](#)
Cc: [Kraushaar, Nancy](#); [Neamtzu, Chris](#); [Peggy Morell](#)
Subject: Re: Climate Smart and public input
Date: Wednesday, October 01, 2014 11:33:39 AM

Hi Mark-

Thanks for your email. I spoke with Chris this morning before MTAC, but also wanted to follow-up directly with you.

The public input component of the CSC strategy has been significant throughout the project and has been structured to inform both MPAC and JPACT as well the Metro Council. Ultimately, it's the policy committees who make the recommendation to the Metro Council. That is their role, and it is their responsibility to consider public input. We have been proactively shaping the draft approach since January of this year. The documents posted for public review reflect public input from January through May (as well as previous project phases), the recommendation of MPAC and JPACT from May 30, and an analysis of that recommendation for their ability to meet the target. At this point in the process -- there are not a lot of surprises in what the draft approach represents compared to what MPAC and JPACT recommended on May 30 for testing and what the public supports (per early results from our online survey about the draft strategy).

The Oct. 30 hearing is the first evidentiary reading of the CSC ordinance the Council will consider for adoption on Dec. 18. It also coincides with the close of our formal 45-day comment period. The comments received through Oct. 30 will be provided to MPAC and JPACT for their consideration on Nov. 7 along with TPAC and MTAC's straw proposals on the short list of priority toolbox actions and options for demonstrating the region's commitment to implementation given the voluntary nature of the toolbox. The Nov. 7 meeting will not result in a final recommendation, but a preliminary recommendation on the overall components of the Climate Smart Strategy, the short list of toolbox actions and how to demonstrate the region's commitment to implementation. MPAC and JPACT will be asked to make their final recommendations to the Council on Dec. 10 and 11, respectively and those will be forward to the Council for consideration on Dec. 18.

A second Metro Council hearing will be held on Dec. 18 prior to their final action -- legally, comments can be submitted into the record at any time, including between Oct. 30 and Dec. 18. Any comments we receive after Oct. 30 will be added to the record and provided to the policy committees and Metro Council.

Hope this helps. Let me know if you have further questions.

Best,
Kim

--

Kim Ellis, AICP, principal transportation planner
Metro - Planning and Development Department

600 NE Grand Ave.

Portland OR 97232
503-797-1617
kim.ellis@oregonmetro.gov

www.oregonmetro.gov
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From: <Ottenad>, Mark <ottenad@ci.wilsonville.or.us>
Date: Monday, September 29, 2014 4:08 PM
To: Kim Ellis <kim.ellis@oregonmetro.gov>, Metro Climate Scenarios
<Metro.ClimateScenarios@oregonmetro.gov>
Cc: Nancy Kraushaar <kraushaar@ci.wilsonville.or.us>, Chris Neamtzu
<neamtzu@ci.wilsonville.or.us>
Subject: Climate Smart and public input

Hi Kim,

I am wondering if you can help me understand the public input component of the CSC strategy.

That is, I understand that an Oct 30 public hearing is scheduled before Metro Council on CSC and proposed Regional Framework Plan.

Then, on Nov 7 a special Joint JPACT and MPAC meeting is scheduled to “discuss public comments, potential refinements and recommended actions to the draft Climate Smart Strategy.” I presume that Metro seeks a recommendation from JPACT and MPAC for the Metro Council.

Can you help me understand the sequence of these events? That is, on the surface, it would appear that the joint meeting should occur first with a recommendation that is then all rolled into public comment for a public hearing. I am concerned that critics may indicate that the Nov 7 recommendation, if any, is ineffective since the official public hearing will have already been held.

Any info that you can help me with is appreciated so that I can answer the questions I believe will come from local government officials.

Thank you.

- Mark

Mark C. Ottenad
Public/Government Affairs Director
City of Wilsonville
29799 SW Town Center Loop East
Wilsonville, OR 97070
General: 503-682-1011
Direct: 503-570-1505
Fax: 503-682-1015

Email: ottenad@ci.wilsonville.or.us

Web: www.ci.wilsonville.or.us

DISCLOSURE NOTICE: Messages to and from this E-mail address may be subject to the Oregon Public Records Law.

Subject: Re: Climate Smart Communities -- Scenarios
Date: Thursday, October 2, 2014 2:08:40 PM Pacific Daylight Time
From: Angus Duncan
To: Kim Ellis
CC: Bob Cortright, Tom Kloster, Peggy Morell, McFarlane, Neil, Eric Hesse

Kim,

Thank you for your customary responsiveness. I found your explanations very helpful.

It was in fact the Draft Climate Smart Strategy document I was reviewing. I still can't find the GreenSTEP reference on page 4 (or elsewhere), but am satisfied with the understanding that Metro used GreenSTEP and its light vehicle fleet turnover assumptions. I also understand that Metro is appropriately focused on tasks that fall directly within its planning and performance responsibilities. Vehicles and fuels are a little outside of those venues. However, a citizen reading this without the STS context I bring might not understand how important to success are his vehicle and fuel choices, since this factor neither shows up as a "policy area" nor as a prior condition to the region achieving its carbon goals. I offer this not as a criticism of Metro's planning work but as a suggestion for possibly better communicating the nature of the larger task.

I also appreciate that the document uses a "Benefits/Challenges" box for each policy area. Very helpful.

I'll look forward to TriMet's SEP work, which I hope will examine not just service levels but the nexus of transit service economics and an evolving urban design that enables service levels to both strengthen and extend further into medium density neighborhoods and neighborhoods dominated by low-income households.

More creative use by TriMet and transportation planners of the kinds of modeling tools that characterize some of the new people-mover services (Lyft; Uber; Car2Go) would be welcome also, as would more creative thinking by all of us about how these kinds of services can be integrated into urban transportation strategies to collective advantage.

Thanks again for your response, and for the commitment and good work you and your Metro colleagues bring every day to your important tasks.

Regards,

Angus

*Angus Duncan
President, Bonneville Environmental Foundation
Chair, Oregon Global Warming Commission
240 SW First Avenue
Portland, OR 97204*

*Phone 503.248.1905
Cell 503.248.7695
aduncan@b-e-f.org*

On Oct 2, 2014, at 11:31 AM, Kim Ellis <Kim.Ellis@oregonmetro.gov> wrote:

Hi Angus-

As always, thanks for your email and comments. I'm not certain which report you reviewed – we released 4 documents for review at: oregonmetro.gov/draftapproach

- Key results (9/12/14)
- Draft Climate Smart Strategy (9/15/14)
- Draft Regional Framework Plan amendments (9/15/14)
- Draft Toolbox of Possible Actions (9/15/14)
- Draft Performance Monitoring Approach (9/15/14)

I'm assuming you reviewed the Draft Climate Smart Strategy. Page 4 of the report calls out that the draft approach assumes the fleet and technology assumptions the state used when setting our 20% reduction target. The GreenSTEP model was used to calculate the emissions reductions and other results we are reporting. We are in the process of documenting the technical details and do not have a final technical report available at this time. In the mean-time, attached is a PDF summarizing Key results of the analysis (including costs) and a PDF of the key GreenSTEP model inputs that reflect the draft approach recommended by our policy committees for testing. Page 2 of the GreenSTEP input summary shows the more detailed fleet and tech assumptions. My understanding is the electric grid transition is part of the background assumptions within GreenSTEP and as a result we used what the ODOT assumed in their STS work. Is there anything more you need on how the emissions are calculated?

As you noted, the draft approach includes significant increases in transit service as called for in our 2014 Regional Transportation Plan. This level of service also reflects what is likely needed to implement a significant portion of the Service Enhancement Plans TriMet has been developing in partnership with local governments, community organizations and businesses across the region. The SEP work is expected to be completed in the next year.

In terms of the barriers to implementation – we reference the funding barrier in many of the documents we've prepared, and view funding as the single largest barrier to achieving our adopted plans and, as a result, the GHG target. The toolbox identifies short term actions that the state, Metro, local governments and special districts can take to begin to address some of the barriers that have been identified to date, including funding. The Oregon Transportation Forum work is one state related pathway you are involved in that can help support our efforts to adequately fund transportation in our region (and state). There are also local and regional funding discussions underway that will also continue into 2015 and beyond, particularly as we move toward the next Regional Transportation Plan update.

The Metro Council and other policymakers have expressed the desire for the preferred strategy to be doable and reflect local priorities and visions for the future. I believe we have a draft approach that is a sound starting point for the region. There is a clear recognition we still have a lot to do to make those plans a reality – funding being a key piece of that. There is also a recognition that it isn't simply redividing the existing pot of funding for a number of reasons – new funding is also needed, particularly for transit and active transportation. We will need help from many diverse interests to address this long-standing issue and hopefully make progress beginning with the 2015 Legislature.

Thanks for looking at our work and draft recommendations. Let me know if you have further questions or want to discuss further. Your insight and perspective is always welcome.

Best,
Kim

--

Kim Ellis, AICP, principal transportation planner
Metro - Planning and Development Department

600 NE Grand Ave.
Portland OR 97232
503-797-1617
kim.ellis@oregonmetro.gov

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From: Angus Duncan <aduncan@b-e-f.org>
Date: Wednesday, October 1, 2014 11:10 AM
To: Kim Ellis <kim.ellis@oregonmetro.gov>
Cc: CORTRIGHT Bob <Bob.Cortright@state.or.us>
Subject: Climate Smart Communities -- Scenarios

Kim,

I did a quick read-through the Climate Smart Communities Scenarios report (09-15-14), and while I find much to agree with and applaud in its proposed (and in many cases, underway) measures, a couple of first-order questions did occur.

First, the STS analysis aiming at state T&LU targets relied heavily on vehicle fleet turnover to low emissions vehicles (and complementary turnover of power plant fleet supplying EV's to low emissions also). Maybe I missed that chapter, or perhaps there's a fleet turnover factor that's assumed? Can you clarify?

There's not a lot of discussion of barriers to realizing these outcomes. Again perhaps that's not the purpose of this document. But is it plausible, or even an above-board assertion, to cite an achievable per cent reduction without singling out a few of the hills that will need to be climbed (e.g., funding availability and accessibility for non-roadway work; resistance to transit in outlying areas of WA and Clackamas counties)?

Is there, somewhere, the documentation of how GHG savings were calculated and attributed to measures (or packages of measures)? Again, it's hard to evaluate the plausibility of making the goal if one can't see and weigh a reliance, say, on a very large bump in transit service, especially in medium-density areas where transit economics are most challenging.

Of course there's no outcome I would be happier with than a 29% reduction in Metro area T&LU GHG emissions through 2035. The strategies need to add up the carbon savings, and they need to be doable. Or we need to figure out how to influence the politics so they are doable.

Regards,

Angus

*Angus Duncan
President, Bonneville Environmental Foundation
Chair, Oregon Global Warming Commission
240 SW First Avenue*

Portland, OR 97204

Phone 503.248.1905
Cell 503.248.7695
aduncan@b-e-f.org

<CSC key results brochure 12SEP_FINALweb.pdf><Summary of key GreenSTEP
inputs2014_06_20.pdf>

From: [bill Badrick](#)
To: [Metro Climate Scenarios](#)
Subject: survey
Date: Monday, October 06, 2014 12:06:23 PM

We are in a Climate Melt-Down. California as dry as a bone, and those folks will start moving north en-mass. We need to turn our single-family housing stock into walkable dense multi-family settlement patterns now. We need Active Transportation Policy and Funding to support this inevitable future. We need streetcars on every avenue, just like Portland once had. No more polluting single-passenger cars should be allowed. We should not spend one more Transportation Dollar supporting these destructive out-of-date vehicles.

Bill Badrick

From: [Chris Hagerbaumer](#)
To: [Metro Climate Scenarios](#)
Cc: [Kim Ellis](#)
Subject: OEC comments on draft Climate Smart Strategy
Date: Wednesday, October 15, 2014 3:27:58 PM

To: Metro Planning

From: Chris Hagerbaumer, Oregon Environmental Council

RE: Draft Climate Smart Strategy

Date: October 15, 2014

Oregon Environmental Council (OEC) thanks Metro for doing a terrific job developing a robust plan to reduce greenhouse gas emissions from cars and trucks. Yes, it was mandated, but you took the task to heart and did the due diligence with regard to research, analysis and community engagement. It's exciting and affirming that the approach relies on policies and investments you had already identified as important for the region's future. Of course, the hardest part is yet to come—securing the funds to make the needed investments and bringing all parts of the region along, but the co-benefits are so huge and the costs of inaction so great, that it's a true imperative.

OEC had the opportunity to participate in the October 1 Climate Smart Communities community leaders meeting. We second the many recommendations made there, and stress a few below:

OEC supports the **Toolbox of Possible Actions** in its entirety. Provision of transportation options (transit, pedestrian and bicycling facilities) is particularly important to us. We would also emphasize a few specific actions:

1. Restore local control of housing policies and programs. Too many lower-income residents have been pushed out of the region's core due to the fact that affordable housing policies and investments have not been implemented along with all of the strategies that have made the core more desirable (and expensive). We suggest rephrasing this action to ensure that it's about achieving housing affordability, not just restoring local control (local control works only if local decision-makers actually care about affordable housing). This needs to be a real regional conversation with real solutions that ensure housing affordability no matter where one lives in the region.
2. Use green street design, not only planting trees to support carbon sequestration and using materials that reduce infrastructure-related heat gain, but 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.

3. Fully utilize parking pricing strategies. Yes, this is a tough sell, but it's one of the most effective ways to manage demand. Parking spaces are not truly "free," and too much free parking merely subsidizes cars and car trips. In most urban areas, there's more space for cars (roads, parking lots and driveways) than humans (buildings and sidewalks), which is kind of insane. 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 (as mentioned above, housing affordability is one of the most important issues to grapple with).

4. Expand the list of actions under "Demonstrate leadership on climate change." The actions listed are primarily focused on inventories, reports and plans. Yes, you will demonstrate true leadership by implementing the plan, but we suggest "evangelizing" in appropriate venues. Share your story with other metropolitan areas across the country. Be loud and proud about tackling the most pressing issue of our time. On a related note, some of the resistance to some of the tools (e.g., the current backlash against mixed-use development in downtown Lake Oswego) has to do with a lack of understanding of how these tools work, how they help the community broadly, and how everyone needs to be part of the solution. There continues to be a communication challenge about the necessity of compact urban development, not to mention climate change, which needs to be overcome. Not everyone will get on board, but more will as the merits are proved and the story is told.

With regard to the **Draft Performance Monitoring Approach**:

- You may have already done so, but we suggest reviewing the indicators developed for Mosaic, the value and cost informed transportation planning tool recently developed by ODOT. There may be some quantitative and qualitative indicators that would make sense to use in this process.
- Because of the importance of housing affordability, please develop an indicator related to housing affordability for the policy "Implement the 2040 Growth Concept and local adopted land use and transportation plans."
- Perhaps adopt a measurement for 20-minute neighborhoods.
- Public EV charging stations could be a measure for the policy related to fuels and vehicles.
- The measure "secure adequate funding for transportation investments" could be quite specific, e.g., 60% of transit needs met by 20XX, 75% of sidewalk infrastructure complete by 20XX, etc.

Again, thank you for your great work. OEC will be with you all the way.

Chris Hagerbaumer | Deputy Director
Oregon Environmental Council
222 NW Davis Street, Suite 309
Portland, OR 97209-3900
503.222.1963 x102

chrish@oeconline.org | www.oeconline.org

~It's Your Oregon~

From: [Mike DeBlasi](#)
To: [Metro Climate Scenarios](#)
Subject: Climate scenario
Date: Thursday, October 16, 2014 4:18:57 PM

If then Metro areas really wants to control greenhouse gases from cars then there should be a major push for commuter rail between Salem and Portland. Enough people commute between these two cities (in single passenger vehicles) to support commuter transit. The vanpools and Express bus to Wilsonville do not count. They're not available to everyone, not frequent enough and get stuck in traffic.

I know ODOT is working to build a higher speed system from Eugene to Portland as part of interstate rail. But a dedicated commuter system needs to be built that has good frequency in both directions. Even in the near term converting one I-5 lane to a carpool (3+) lane with Bus Rapid Transit would help.

Otherwise, you'll never get control of the pollution.

From: [Gary & Ruth Warren](#)
To: [Metro Climate Scenarios](#)
Subject: Greenhouse gas emissions
Date: Friday, October 17, 2014 12:42:21 PM

I live in Hillsboro, Oregon and am very concerned about the air quality in our City. The fall season starts the burning of wood fireplaces and in our neighborhood a neighbor who burns "junk wood" in an unapproved burner in his man cave/uninsulated shed. Him along with a neighbor who burns wood that he stores outdoors create quite the air pollution which is visible to the naked eye. I am allergic to wood smoke as I am sure others are and it bothers me a lot even though my home has 2x6 construction and double pane windows. The smoke still manages to enter my home and I notice there is a "black" covering on things in and out of my home. Neither person "needs" to burn wood as they can well afford to use gas or electricity to heat their structures. I believe wood burning, except in rare instances, needs to be banned in this area. Our homes are equipped with proper heating devices that burn gas or run on electricity which are cleaner fuels. I have read that sitting next to a wood stove with your baby is like blowing cigarette smoke in the baby's face - just as toxic.

I also am near the Hillsboro Airport who encourages flight training and touch and go operations which entail circling my densely populated residential neighborhood almost all afternoon and into the evening. I know people who live under the flight path who experience air traffic night and day. The fixed wing training flights burn leaded fuel which is a known problem, especially to young children.

Global warming is a crisis and we are adding to the problem with burning wood. Let's be the "progressive" Oregon and ban the burning of wood and requiring flight training not be done over residential areas and stop encouraging foreign flight students to train in the US and pollute our air; China's is unsafe for humans so let's not follow in their footsteps.

If you have the power to change things, please step up and do it. It is for our health and the health of future generations.

Ruth Warren
5093 NE Stable Court
Hillsboro, Oregon 97124

From: [Blaine Ackley](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 5:46:07 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. Bikers save the roads for essential services and those who cannot ride their bicycles.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

From: [Naveed Bandukwala](#)
To: [Metro Climate Scenarios](#)
Subject: Feedback on Climate Smart Communities
Date: Tuesday, October 21, 2014 10:05:56 PM

TO WHOM IT MAY CONCERN

I would like to provide feedback on the Climate Smart Communities Draft Approach.

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Thanks

Naveed

From: [stephen couche](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 2:46:06 PM

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Sincerely,
Steve Couche
Reed Neighborhood
SE Portland

From: [Dean Davidson](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Draft Approach
Date: Tuesday, October 21, 2014 2:43:57 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

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Thanks,

-Dean

From: [Joseph Eisenberg](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 10:48:07 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also stop road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,
Joseph Eisenberg
17/14 NE 45th Ave
Portland OR 97213

From: leeanne.fergason@gmail.com
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 9:47:19 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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Sincerely,
LeeAnne Fergason
7411 SE Knight St
Portland OR 97206

From: [Eric Geisler](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 8:58:05 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach. I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Eric Geisler

From: [Jason Gillies](#)
To: [Metro Climate Scenarios](#)
Subject: Active Transportation
Date: Tuesday, October 21, 2014 3:27:52 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I want to see more walkable communities and safe cycling routes. Walking safely to the grocery store, local restaurant or shopping is not accessible from thousands of communities. This type of active transportation reduces vehicular use, encourages environmental stewardship and awareness, and connects people socially.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Jason Gillies
9707 SW 90th Ave.
Portland, OR 97223

From: [Greenebaum, Barbara](#)
To: [Metro Climate Scenarios](#)
Subject: Feedback
Date: Tuesday, October 21, 2014 3:14:52 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. We really need safe routes to ride where there is a shoulder or bike lane on the road. I ride the safest roads I can find but in WA Co, there are just not enough routes that are safe. I'm tired of wondering when someone talking on their cell phone and driving 20mph over the speed limit is going to run over the top of me and my bike. Before new projects are started, we need to make sure the existing ones make sense and are providing a safe place for those who want to walk, run, and bike.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways. Instead, give us more accessible and safe places to ride, run, and walk.

Thanks---

Barb Greenebaum

From: [Nathan Grey](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 6:40:20 PM

Dear policy-makers,

I have recently moved to Portland because of its many benefits and progressive policies. I am delighted to provide input to the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable with an emphasis on transit options that reduce or limit greenhouse gasses.

As a daily biker and a public health practitioner, I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Portland is recognized throughout the world for its efforts to reduce global warming and its progressive transportation policies. Our reputation far outweighs our size. I urge you to take steps that will continue to set the bar high for our community, our nation and the world. The stakes are high. Now is not the time to take half-steps.

Sincerely,

Nathan Grey

From: [Rachel Hammer](#)
To: [Metro Climate Scenarios](#)
Subject: Stand up for Oregon's Climate
Date: Tuesday, October 21, 2014 5:13:40 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,
Rachel Hammer
Portland, OR

From: [Google Scott](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 2:49:23 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I also want the region to invest far more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also make road widening and highway projects an extremely low priority. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you,
Scott Hillson
scott.hillson@gmail.com

From: [Kanna Hudson](#)
To: [Metro Climate Scenarios](#)
Subject: Please make bikes a priority
Date: Tuesday, October 21, 2014 3:15:27 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you!

Sincerely,

Kanna Hudson

From: [Thomas Huminski](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Draft Scenarios
Date: Tuesday, October 21, 2014 7:52:30 PM

Dear Decision Maker,

Regarding the Climate Smart Communities Scenarios, please prioritize bicycling and walking as transportation modes. Transit is important, but active transportation is what our region needs to encourage.

I support *new, dedicated funding* for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,
Thomas Huminski
Northeast Portland

From: [Sara Jay Jensen](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Draft Approach
Date: Tuesday, October 21, 2014 2:32:26 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thanks!
Sara J.

Sara Jensen
Technical Support
[Idealist.org FAQ](#)
646.786.6886

Want to change the world? There's a degree for that at the Idealist Grad Fairs this fall:
<https://www.youtube.com/watch?v=nodoiyyW4GI&feature=youtu.be>

How's our support? Fill out our super-short [Satisfaction Survey!](#)

From: [Sandy Joos](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities
Date: Tuesday, October 21, 2014 5:55:44 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach and let you know that I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. First, I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. Second, I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. Third, the Climate Smart Communities Preferred Approach should de-prioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you for your attention,

Sandra Joos, 4259 SW Patrick Pl, Pdx, 97239

From: [Adrienne Leverette](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 2:22:49 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,
Adrienne Leverette

From: [Mauria McClay](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 7:00:19 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach. I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

From: [Nathan McNeil](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 2:24:49 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

From: [Tom McTighe](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 3:33:53 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you!
Tom

From: [Cooper Morrow](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 3:42:58 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

From: marcmoscato@gmail.com on behalf of [Marc Moscato](#)
To: [Metro Climate Scenarios](#)
Subject: taking action on climate change
Date: Tuesday, October 21, 2014 5:26:20 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

--

Marc Moscato | Executive Director
Know Your City | 800 NW 6th Ave #331 | Portland, OR 97209
p: [971.717.7307](tel:971.717.7307)

Know Your City engages the public in art and social justice through creative placemaking projects. Our programs and publications aim to educate people to better know their communities, and to empower them to take action.

<http://knowyourcity.org>
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<https://twitter.com/kycpdx>
<http://instagram.com/kycpdx>

From: [Tanja Olson](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 3:25:47 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Tanja Olson

From: [Paul Pederson](#)
To: [Metro Climate Scenarios](#)
Subject: One Citizen's Support of Active Transportation
Date: Tuesday, October 21, 2014 2:50:41 PM

As an avid bike commuter and occasional public transit rider, I have some feedback on the Climate Smart Communities Draft Approach:

Simply put, we need dedicated funding for active transportation. It is imperative that Metro set aside the money to make things like biking, walking, and transit a priority. We need to dedicate flexible federal funding to active transportation projects.

Focusing spending on active transportation has numerous benefits: healthier populace, cleaner environment, and more bang for our buck in terms of public spending.

The Climate Smart Communities Preferred Approach should also remove focus from road widening and highway projects. Dedicating \$20.8 billion of spending on road projects is short-sighted. We need to focus on maintaining our existing roads, not building or expanding them.

Metro needs to look to the future, not live in the past when it comes to fund allocation. Put your money where your mouth is and build infrastructure for active transportation.

Paul C Pederson
paul.c.pederson@gmail.com

From: [Greg Petras](#)
To: [Metro Climate Scenarios](#)
Subject: Smart Communities Draft Feedback
Date: Tuesday, October 21, 2014 2:54:21 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

From: [Allison Plass](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Draft Approach
Date: Tuesday, October 21, 2014 2:25:13 PM

Hello,

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Allison Plass - Graphic Design & Marketing Coordinator

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direct 503 416 8125 | office 503 973 5151 | email aplass@mwaarchitects.com

From: [Allan Rudwick](#)
To: [Metro Climate Scenarios](#)
Subject: I would like to provide feedback on the Climate Smart Communities Draft Approach.
Date: Tuesday, October 21, 2014 12:44:39 PM

To Whom it may concern:

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

We're close to an ideal prioritization. A few changes will make it better

Thank you

Allan Rudwick

228 NE Morris St, Portland OR 97212

--

Allan Rudwick
(503) 703-3910

From: [Adam Scherba](#)
To: [Metro Climate Scenarios](#)
Subject: Climate smart communities and active transportation
Date: Tuesday, October 21, 2014 5:06:28 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you for considering this issue.

-Adam Scherba, Portland, OR

From: [Chris Shaffer](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Tuesday, October 21, 2014 4:49:32 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

From: [Katy Wolf](#)
To: [Metro Climate Scenarios](#)
Subject: Active Transportation should be priority to meet climate goals
Date: Tuesday, October 21, 2014 7:59:24 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I could continue with the cut/paste but I'm sure you're going to get a lot of that.

Basically: Down with roads, fossil fuel dependency, and business as usual.

Make changes now if you want to provide any kind of livable future for the next generation.

Sincerely,
Katy Wolf

From: [Jeff Barna](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Draft Approach
Date: Wednesday, October 22, 2014 9:19:34 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Regards;
Jeff Barna

From: [Laura Belson](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Feedback
Date: Wednesday, October 22, 2014 12:32:06 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

From: [Stephen Bernal](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Wednesday, October 22, 2014 4:28:39 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Stephen Bernal
NE Portland

From: [Christine Bierman](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Wednesday, October 22, 2014 6:21:21 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sent from my Verizon Wireless 4G LTE DROID

From: [Dianne Ensign](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Wednesday, October 22, 2014 11:41:00 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you for considering my comments.

Sincerely,

Dianne Ensign
Portland, OR 97219

From: [Tom Jeanne](#)
To: [Metro Climate Scenarios](#)
Subject: Active transportation projects must be the region's first priority
Date: Wednesday, October 22, 2014 12:25:44 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Tom

Thomas L. Jeanne, MD
PGY-3 Chief Resident, Preventive Medicine
MPH Student, Epidemiology & Biostatistics
Oregon Health & Science University
Portland Veterans Affairs Medical Center
608.628.6310

From: [Lundenberg, Jay](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Wednesday, October 22, 2014 4:52:34 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

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From: [Matt Morrissey](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Draft
Date: Wednesday, October 22, 2014 9:53:23 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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It's time to reverse the historic prioritization given to car users.

Thanks for your consideration of this note.
Dr Matthew C Morrissey

From: [Jennifer Noll](#)
To: [Metro Climate Scenarios](#)
Subject: climate smart communities
Date: Wednesday, October 22, 2014 5:28:31 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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--

Jennifer Noll
Assistant Professor
Fariborz Maseeh Department of Mathematics and Statistics
Portland State University
503-725-3643
noll@pdx.edu

From: [Drew Stevens](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Draft Approach
Date: Wednesday, October 22, 2014 10:36:27 AM

Dear Oregon Metro,

I want to express my view that expanding mass transit and active transit options while simultaneously instituting disincentives for personal vehicle commuting is the best way Oregon Metro can positively impact our community's transit carbon footprint and reduce our contribution to global climate change.

Following is a letter drafted by the BTA, which I fully support.

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

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Best Regards,

Drew Stevens
R&D Engineer
Lensbaby LLC.
Lensbaby.com
p 503.278.3292

From: [Heidi Welte](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Wednesday, October 22, 2014 6:00:19 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach. I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

From: [Mac Martine](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities
Date: Thursday, October 23, 2014 7:36:51 AM

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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*-Mac Martine
503.929.0757*

From: [Brian Lockhart](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Friday, October 24, 2014 4:45:21 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

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Brian Lockhart

2416 NE 43rd Avenue

Portland, OR 97213

From: [Maren Souders](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation in Metro's climate plan
Date: Friday, October 24, 2014 12:05:07 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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--

"Everything you want is just outside your comfort zone."

R. Allen

From: [Bill Vollmer](#)
To: [Metro Climate Scenarios](#)
Subject: feedback on climate smart communities draft document
Date: Friday, October 24, 2014 9:21:27 PM

I support the region investing more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

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--

Bill Vollmer
cyclinguybill@gmail.com

From: [Stephanie Byrd](#)
To: [Metro Climate Scenarios](#)
Subject: Climate Smart Communities Draft Approach
Date: Monday, October 27, 2014 8:17:27 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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Thank you,

Stephanie Byrd
SW Portland resident

From: [John Carr](#)
To: [Metro Climate Scenarios](#)
Subject: Feedback on the Climate Smart Communities Draft Approach
Date: Monday, October 27, 2014 10:13:39 AM

Dear Metro:

Biking and walking go hand in hand with improved public transit. So while I want the Portland region to invest more in safe biking and walking options, this has to be paired with more accessible public transit. **TriMet should be fareless to all users on all (or most) routes.** Pay for it with increased taxes or by dedicating federal funding to the project.

Short of pulling people into active transportation by opening up public transit, I would support new **dedicated funding for active transportation.** Metro should dedicate all eligible flexible federal funding to active transportation projects and use estimated climate benefits to determine which projects are prioritized.

I also strongly believe that The Climate Smart Communities Preferred Approach **should not prioritize road widening and highway projects**, as these aren't worth it from a climate perspective. If anything, they would spur the wrong kinds of growth for our region. Instead, we should maintain our current roads, use them more intelligently, and dedicate funds towards creating a more flexible, equitable transportation system.

Sincerely,
John Carr

2918 SE 67th Ave.
Portland 97206

From: [Peggy Morell](#)
To: [Laura Dawson-Bodner](#)
Cc: [Kim Ellis](#)
Subject: FW: Clackamas County Commission *seriously* wants to widen highways to "reduce" GHG emissions?!?
Date: Thursday, October 30, 2014 1:41:02 PM

From: Carlotta Collette
Sent: Thursday, October 30, 2014 12:41 PM
To: Craig Dirksen; Kim Ellis; Peggy Morell
Subject: Fwd: Clackamas County Commission *seriously* wants to widen highways to "reduce" GHG emissions?!?

Comment on Climate Smart.

Carlotta

Begin forwarded message:

From: Tim Davis <pdxfan@gmail.com>
Date: October 30, 2014 at 9:40:07 AM PDT
To: Carlotta Collette <Carlotta.Collette@oregonmetro.gov>
Subject: Clackamas County Commission *seriously* wants to widen highways to "reduce" GHG emissions?!?

Dear Carlotta Collette,

This is Tim Davis, and I am appalled once again by the totally backward thinking coming out of Clackamas County. Building wider roads only creates MORE congestion and exacerbates climate change!!

Please, *please* don't take their ridiculous request seriously. This report is all you need to very clearly refute their insane claim with actual science:
<http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf>

I just cannot believe that our region continues to embrace 1950s thinking that's been proven not just incorrect but incredibly harmful both to the planet and everyone living on it. Our UGB is also obscenely large, by the way; there is absolutely no way that most of the land area added to the UGB in the last round should have been included.

We need to create a PEOPLE-friendly metro area--not one that's a slave to cars and parking. If we do so, we will actually benefit ALL people, including those who get from A to B solely by driving!

Thank you so much for your consideration,
Tim

From: [Timothy Holdaway](#)
To: [Metro Climate Scenarios](#)
Subject: Prioritize active transportation
Date: Thursday, October 30, 2014 1:05:40 PM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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Sincerely,

Timothy Holdaway

Portland, 97206

From: [Elijah Patton](#)
To: [Metro Climate Scenarios](#)
Subject: Regional planning
Date: Thursday, October 30, 2014 8:56:12 AM

Dear Commissioners and Planners,

Please stop making the car the king. I know most people rely on a car every day. But not nearly all of those people have to use a car, they choose to do so. If we invest more in walking biking and transit, then they will be easier choices to make. If we make mega highways that make it convenient for driving then people won't have incentive to take the slow underfunded bus. Please make the right decision.

Everyday I ride the bus home. It is full with 50 people. But we get stuck in traffic. Why? Personal vehicles with 1 person in them zooming off the freeway and past us into a traffic jam. Think about how much carbon we can offset if those people had other options than a new lane on freeway. We could instead build more rapid bus and separated safe bike lanes.

I urge you to do the right thing. We the people are watching. We the people do vote. We the people will remember. We want climate justice. We want freedom from the car is king world. As a disabled veteran from the current fiasco I can tell you it isn't worth our blood. Let's get healthy and moving the old fashioned way. Let's take a walk and think about what is right for everybody.

Thanks,

Eli Patton

From: [Joe Vasicek](#)
To: [Metro Climate Scenarios](#)
Subject: Feedback on Climate Smart Communities Draft Approach
Date: Thursday, October 30, 2014 10:08:27 AM

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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Metro | Memo

Date: October 29, 2014
To: JPACT members
From: Jim Middaugh, Communications director
Subject: Discussion of Opt In at Nov. 13, JPACT meeting

JPACT members:

On Thursday, Nov. 13, I have asked staff from Pivot Group to present information on a needs assessment project of Opt In and Metro's online research and engagement tools. Attached is a project update provided to me that will provide you some context of the project to date.

As a result of a competitive proposal process, Metro awarded Pivot a contract to administer Opt In through June 2018 and provide other research services as needed such as phone surveys, intercepts and focus groups. This fall I tasked Pivot to conduct a thorough needs assessment of Opt In for the agency. Some focus areas for the project include:

- If it's possible to, and the associated costs for, using Opt In for statistically valid research;
- Ways to address representation of underserved residents throughout region;
- Increase representation of residents in all districts;
- Ways to reduce the price to complete;
- Opportunities to leverage tool with other research methods to provide useful and credible information to decision-makers;

After meeting with several work teams of technical, communications and managers at Metro, the project is now presenting to advisory committees to the agency to further inform the project. A final recommendation document is expected this December, and will include a list of improvements to Opt In and investments for other tools.

If you would like to learn more and discuss Opt In, public opinion research and online engagement please contact me.



Pivot Group LLC

To: Jim Middaugh, Communications Director, Metro
From: Mark Fordice
CC: Elizabeth Goetzinger, Metro
Date: 10/22/2014
Re: Metro Research –Assessment Findings

Jim,

As follow-up to our recent discovery meetings across Metro, we wanted to summarize our findings regarding the Opt In panel and other topics. It has been very informative to talk with the 50+ individuals who attended the five discovery meetings Metro has held over the last four weeks. It is clear that Metro appreciates the value of opinion research and public engagement and that the staff wants to use the right methodology to get the information they need. Here, then, are summary points we consistently heard:

- 1) Opt In is a useful tool for both engagement and opinion research.
- 2) For some groups, Opt In has proven to be a great way to gain valuable feedback.
- 3) There is a perception that the make-up of the panel is not as representative of the region as it could be, with lower representation of outlying cities and certain demographic segments being the chief concern. No attendees said Metro should abandon it; consistent sentiment is to enhance and improve both the make-up as well as the participation.
- 4) The price point per complete is better than most methodologies and the response rate is above the industry average for online surveys in general.
- 5) There is an openness to mathematical weighting of the responses in order to produce a more representative sample.
- 6) Staff would like to learn best practices for research projects, regardless of methodology.
- 7) Staff would also like some level of shared visibility into the various research work that is going on across the organization, both to reduce duplicate work and to improve their own understanding. Shared vocabulary, common tools (e.g. research planning tool), and standard questions were identified as important to house in some common repository.
- 8) We heard that surveys, in general, need to be shorter. In essence, if we, ourselves, don't like to take long surveys why do we expect the region's residents to do so?

Another key area discussed by participants was the idea of “engagement” versus research. Many participants in these discussions draw a distinction between Metro’s need to be open and receptive to feedback (“engagement”) versus the requirement to conduct targeted, scientific studies for the purpose of understanding the population’s opinion on important



topics. This dividing line may impact best methodology for individual studies. There may be times when Opt In is useful in either case.

At this time, our opinion is that there is value in the Opt In panel and that the next iteration of this panel can and should address the existing concerns. Pending feedback from the senior level committees at Metro, Pivot will offer recommendations about the make-up, ideal usage, naming, and positioning of Opt In.

Sincerely,

A handwritten signature in dark ink, appearing to be "Mark Fordice", written in a cursive style.

Mark Fordice
Principal
Pivot Group LLC



Metro Research Needs Assessment

In July 2014, Metro contracted with Pivot Group as a vendor for research support. One of the first projects Pivot is conducting under this contract is an initial assessment of Metro's current research needs and recommendations for future research planning.

Who is Pivot Group?

Pivot Group is a full-service marketing and advertising agency located in the Portland area. We help our clients achieve their vision and goals through effective marketing, advertising and training. Services include market research, marketing/advertising, creative and training.

Current Public Opinion Research Metro Conducts

Metro currently utilizes multiple methods for gathering information from area residents: OptIn panel (+/- 24K members), mobile texting at venues, online survey tools, Metro websites, focus groups, in-person intercepts, phone surveys, feedback cards, open house events, etc.

Purposes of Public Opinion Research

Metro project and program managers have expressed a variety of reasons for seeking information from the public. Some include: confirm theories and/or reduce risk, public engagement, mandatory requirement (open comment periods), assess current public behavior and trends, assess public opinion on policy, hear from key influencers and decision makers, collect instant feedback on hot issues, etc. Increasing program awareness and providing information about programs are also goals that have been identified.

Research Areas we are Exploring

- OptIn panel – panel name, panel membership, future uses, increasing the under-represented
- Sharing research results internally and with partners – Online research “hub?”
- Mobile feedback/real time polling
- Representative sampling and/or results weighting = statistically valid results
- Provide process for research project planning (aid in standardization, efficiency, collect data that will meet goals)

Please contact Elizabeth Goetzinger, Metro Communications contract manager for further information about Pivot Group and the Metro Research Needs Assessment project.

Materials following this page were distributed at the meeting.



Metro | Memo

Date: October 6, 2014
To: JPACT Members, Alternates and Interested Parties
From: Alexandra Eldridge, Metro
Subject: 2015 Joint Policy Advisory Committee on Transportation (JPACT) Meeting Schedule

Please mark your calendars with the following 2015 JPACT meeting dates. JPACT meetings will be held on the second Thursday of the month, from 7:30 a.m. to 9 a.m. in the Metro Council Chambers (unless otherwise notified):

- Jan. 8
- Feb. 12
- Mar. 12
- Apr. 9
- May 14
- June 11
- July 9
- Aug. 13
- Sept. 10
- Oct. 8
- Nov. 12
- Dec. 10

To check on closure or cancellations during inclement weather, please call 503-797-1916.

OREGON TRANSPORTATION FORUM ADOPTS RECOMMENDATION FOR LEGISLATIVE TRANSPORTATION PACKAGE

Broadly supported proposal calls for increased funding to maintain, improve transportation system statewide

A broad coalition of public and private interests that advocate before the Oregon Legislature on transportation funding and policy has unanimously recommended that legislators approve a significant transportation investment package in 2015.

The action came at the annual meeting of the Oregon Transportation Forum (OTF) on November 6. OTF is a nonprofit organization made up of approximately 40 member organizations including local and regional governments; transit agencies; ports; transportation- oriented associations such as AAA Oregon/Idaho, the Bicycle Transportation Alliance and the Oregon Trucking Associations; railroads; business organizations; and environmental and community organizations from around the state. The group re-formed in 2009 when members of the Oregon Highway Users Alliance decided to rename and reconstitute their organization with a broader mission that recognized the increasing importance of multimodal transportation investments.

OTF members and other interested parties have spent much of 2014 developing a proposal that would provide support for all modes of passenger and freight transportation: air, rail, marine, walking, transit, auto, bike, truck. Interested legislators, including the chairs of the House and Senate transportation committees, have been kept informed about the development of the proposal.

“This proposal is a starting point for discussion, not an ending point,” said Craig Campbell, president of OTF and a lobbyist who represents AAA. “While many details remain to be developed, this recommendation represents a consensus among transportation stakeholders that significant investment in our transportation system is critical to Oregon’s economy and to the livability of communities statewide. We encourage the Legislature to make increased transportation funding a high priority in 2015.”

Key elements of the proposal include:

- New revenues to repair existing roads and bridges and to build essential new links to respond to growth and economic opportunity
- Increased state funding to help address the costs of federally mandated transit service for elderly and disabled Oregonians
- Indexing of the gas tax to offset the loss of road repair funds as cars become more fuel efficient
- Continuation of the “ConnectOregon” program of investments in air, rail, marine, transit, bicycle and pedestrian facilities, supported by lottery bonds
- Creation of a fund to facilitate jurisdictional transfers of roads to better align ownership with function

The proposal as adopted by the OTF is attached. More background can be found at www.oregontransportationforum.wordpress.com.

OREGON TRANSPORTATION FORUM DRAFT TRANSPORTATION FUNDING AND POLICY PACKAGE for Discussion at the November 6, 2014 Annual Membership Meeting

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

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

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

GOALS OF THE PROPOSAL

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

PRINCIPLES

- **FUND ALL MODES:** There is an urgent need to provide adequate funding for all transportation modes that move passengers and freight to improve

the safety and reliability of the system and to support economic prosperity, community livability, and environmental quality.

- **FIX IT FIRST:** The State of Oregon's first priority should be to maintain, rehabilitate and operate existing transportation facilities before building new ones.
- **PROVIDE RELIABLE FUNDING:** Stable and predictable revenues are critical to support ongoing road operations and maintenance as well as transit service enhancements.
- **SHARE COSTS FAIRLY:** The State of Oregon should raise revenue from system users, as appropriate, based on the benefits they derive or the costs they impose on the system.
- **PRESERVE LOCAL OPTIONS:** Addressing our transportation needs will require new funding at all levels of government. Accordingly, the Legislature should remove existing restrictions on local and regional revenue-raising authority and avoid enacting new limitations or pre-emptions.

PACKAGE FUNDING AND POLICY ELEMENTS OF THE PACKAGE

HIGHWAY

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

Comments: This form of indexing acts as a stop-gap measure to prevent further erosion of automobile taxes due to increased fuel efficiency of the fleet until a road user charge can be fully implemented. It does not address the issue of some vehicles that do not pay the fuels tax (e.g. electric vehicles), and it does not impact truck taxes as the indexing will only prevent reduction of revenue owed by automobiles as a class under the cost responsibility requirement of the constitution. Increased revenues from indexing for fuel efficiency would be spent to stabilize revenues available for maintenance and operations.

- **Highway Maintenance and Preservation ("Fix-It") Tax Increase \$ _____**

Comments: This proposal is intended to address the ongoing cost of maintaining the existing highway system and preventing increased costs caused by postponing maintenance efforts. Any revenue proposal by reference will include provisions for taxation that maintain heavy/light vehicle cost responsibility).

- **Highway Modernization (“Enhance”) Tax Increase \$_____**

Comments: This proposal will help to resolve costly and time-consuming bottlenecks and improve connections to ports and freight yards to better serve agriculture, forestry, manufacturing and other key Oregon industries as well as reduce congestion for those travelling to and from their place of employment.

- **Address “orphan highways” and freight corridors by adopting a 1-cent gas tax for a program to facilitate the transfer of road miles between ODOT and local governments to better align ownership and responsibility with state vs. local interests.**

Comments: Jurisdiction over segments of roadway could be more efficiently and appropriately aligned so that those affected by the roadway have decision making authority over it. The State should transfer “orphan highways” – segments of state highway that function more like urban arterials to local governments. Local governments find themselves responsible for local roads and streets that have become statewide freight corridors in practice. Jurisdiction transfers can realign responsibility and authority. However, transfers are not frequent, mostly because of the inability of the receiving entity to pay for maintenance and enhancement of the transferred asset. This proposal seeks to eliminate that obstacle. It is anticipated that a program of this sort would be evaluated after ten years to determine whether it is still needed; if not, the revenue stream could be redirected to the general highway fund.

NON-HIGHWAY

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

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

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

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

- **Provide \$75 million per biennium of state funds to cover the cost of elderly and disabled transit service.**

Comments: This proposal is intended to provide stability to funding for elderly and disabled transit services and provide a nexus for transit related state planning efforts. The rationale is that the state already has significant responsibility for providing services to vulnerable populations. Most of the funding for those services comes from the General Fund.

- **Provide up to \$20 million per biennium for Youth Transit Passes**

Comments: This proposal makes it possible for students to get to and from high school by taking public transit, thus relieving the need for many high schools to provide less-efficient yellow bus service. Transit agencies can use the funds to support increased transit service that might be needed to transport students quickly and dependably, as well as to provide free transit passes for students.

POLICY

- **Develop a 10-year multi-modal transportation needs assessment to establish and quantify the need to operate, maintain and improve the system on a consistent statewide basis. This will serve as the basis for funding proposals to be considered by future Legislatures.**

Comments: This proposal is intended to provide a thoughtful framework of clearly defined system needs and quantification of costs and benefits associated with such needs in such a way that allows policy makers to make informed future decisions about transportation funding.

- **Recommend that state transportation planning efforts (a) include findings regarding how each mode should best interconnect with other modes to maximize use of system resources and (b) evaluate the impact of the plans' findings on other transportation modes.**

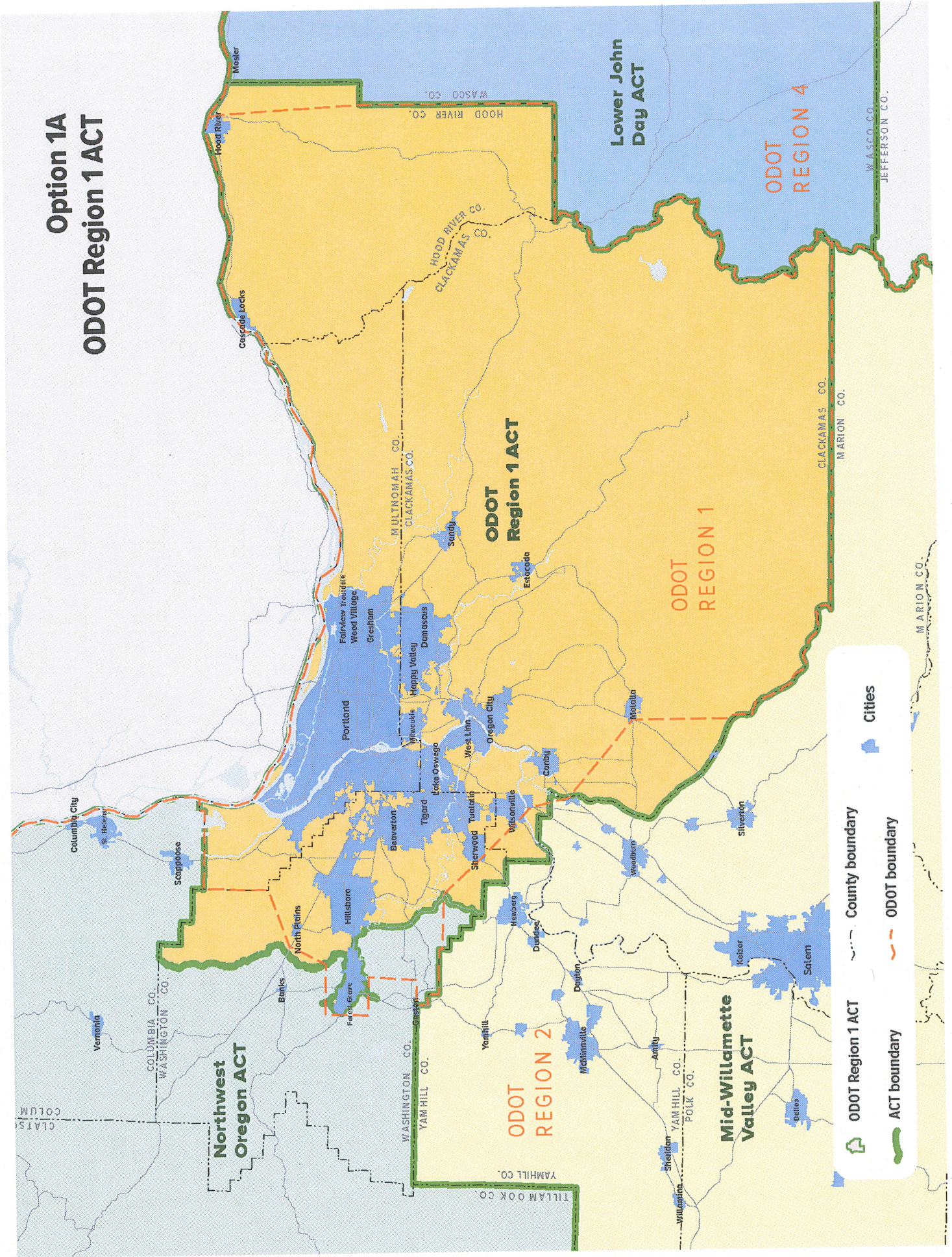
Comments: This proposal attempts to alleviate siloing effect of modal planning so that it allows for a fuller consideration of modal connectivity in a systemic and holistic manner.

- **Direct ODOT to enter into agreements with other state agencies or local governments to share the costs of facilities and equipment, to the extent that the facilities and equipment meet the needs of both entities and provide efficiencies to taxpayers. ODOT shall attempt to develop one facility and/or equipment sharing project in each of the five ODOT Regions.**

Comments: This proposal provides direction to ODOT to look for those opportunities where co-locations of facilities and sharing of equipment can work well for both parties or for all parties. Co-location could reduce the overall cost of providing roadway maintenance and operations. Surplus facilities and equipment would be disposed of or repurposed.

Option 1A

ODOT Region 1 ACT



1 ACT Membership Proposal (as defined by the Task Force 10/27/2014)

		ACT Voting Membership	elected/port/transit 50% minimum*
Multnomah County			
8 members	County Commissioner	1	1
	Portland elected	1	1
	Other City Rep elected	1	1
	4 Stakeholders nominated jointly by Portland and EMCTC	4	
	Business Stakeholder nominated jointly by Portland and EMCTC	1	
Washington County			
6 members	County Commissioner	1	1
	City Rep elected	1	1
	3 Stakeholders nominated by WCCC	3	
	Business Stakeholder nominated by WCCC	1	
Clackamas County			
6 members	County Commissioner	1	1
	City Rep elected	1	1
	3 Stakeholders nominated by C-4	3	
	Business Stakeholder nominated by C-4	1	
Hood River County			
4 members	County Commissioner	1	1
	City Rep elected	1	1
	1 Stakeholder	1	
	Business Stakeholder	1	
OTHER Stakeholders			
6 members			
Metro	JPACT Chair	1	1
ODOT	Region 1 Manager	1	
TriMet	General Manager	1	1
Port of Portland	Executive Director	1	1
Small Transit Provider		1	1
Active Transportation		1	
Ex-Officio Members			
DEQ			
<p>Stakeholder appointments must include representatives from the following:</p> <ul style="list-style-type: none"> • Health • Freight • Environmental Justice <p>Stakeholder appointments should be considered from the following:</p> <ul style="list-style-type: none"> • Agriculture • Timber • Tourism • Citizen reps, such as from Hamlets and Villages • Additional City representatives <p>*At least 2 stakeholders must be an added Port, Transit or City Reps to reach the 50% minimum</p>			
Total Reps		30	13

1 ACT Membership Proposal (as recommended by C-4)

		ACT Voting Membership	elected/port/transit 50% minimum*
Multnomah County			
8 members	County Commissioner	1	1
	Portland elected	1	1
	Other City Rep elected	1	1
	4 Stakeholders nominated jointly by Portland and EMCTC	4	
	Business Stakeholder nominated jointly by Portland and EMCTC	1	
Washington County			
6 members	County Commissioner	1	1
	City Rep elected	1	1
	3 Stakeholders nominated by WCCC	3	
	Business Stakeholder nominated by WCCC	1	
Clackamas County			
6 members	County Commissioner selected by BCCC	1	1
	Metro City Reps (elected) selected by Metro City Mayors	2	2
	Rural City Rep (elected) selected by Rural City Mayors	1	1
	1 Rural Stakeholder nominated by Community Leaders Committee	1	
	Business Stakeholder nominated by C-4	1	
Hood River County			
4 members	County Commissioner	1	1
	City Rep elected	1	1
	1 Stakeholder	1	
	Business Stakeholder	1	
OTHER Stakeholders			
6 members			
Metro	JPACT Chair	1	1
ODOT	Region 1 Manager	1	
TriMet	General Manager	1	1
Port of Portland	Executive Director	1	1
Small Transit Provider		1	1
Active Transportation		1	
Ex-Officio Members			
DEQ			
<p>Stakeholder appointments must include representatives from the following:</p> <ul style="list-style-type: none"> • Health • Freight • Environmental Justice <p>Stakeholder appointments should be considered from the following:</p> <ul style="list-style-type: none"> • Agriculture • Timber • Tourism • Citizen reps, such as from Hamlets and Villages • Additional City representatives 			
Total Reps		30	15

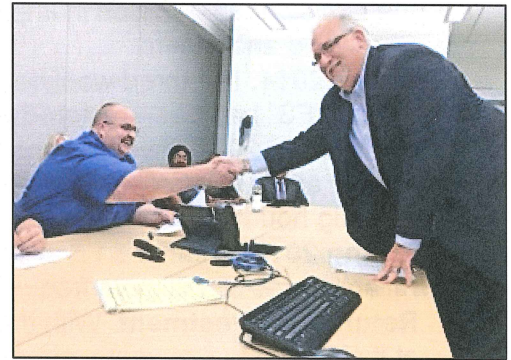
New Labor Contract: By the numbers

Agreement reached after 37 negotiation sessions and 8 sessions with a state mediator. Contract period: Dec. 1, 2012 to Nov. 30, 2016.



Healthcare Changes

- Reduces healthcare costs through plan design, employee contributions and added choice. This change affects active employees and retirees.
- TriMet's contribution is capped at 95 percent of the premium for a "base" 80/20 plan. Employees may "buy up" to a 90/10 at their cost or "down" to a high deductible plan with the cost savings contributed to an HSA.
- For new hires, retiree healthcare at age 65 plus 16 years after their death has been eliminated. This change reduced retiree health care by 37% over the next 30 years.

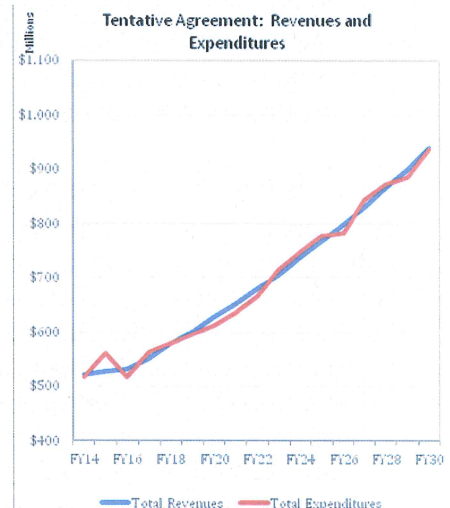
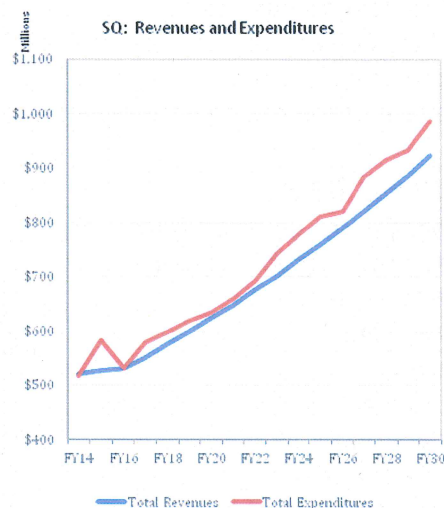


Wage Increases

- Annual automatic Cost of Living Adjustments of 3-5 percent have been eliminated and replaced with negotiated wage increases. No retroactive wage increases, but 3 percent increase on Dec. 1, 2014 and Dec. 1, 2015.
- Journey workers will receive a \$1/hour pay increase upon ratification (~345 workers).

With changes to healthcare and wages TriMet avoids \$50 million in costs during this contract.

New Contract Results in a Sustainable Forecast



Other Major Changes

- TriMet can now hire up to half of the technical trade positions from outside the agency; plus hire up to 5 maintenance journey workers each year from outside the agency, opening the door to partnerships with community colleges.
- Grievance process is streamlined with two steps eliminated.
- Ends years of legal challenges related to contract negotiations; cases were pending in the Court of Appeals and the state Employment Relations Board.

Mobile Ticketing: The first step toward efare

- TriMet launched the TriMet Tickets mobile app on September 4, 2013
- The first transit agency in the U.S. to implement a mobile ticket for use on both buses and trains.
- On its birthday, riders had purchased nearly two million fares with the app.
- TriMet received a first place AdWheel award from APTA for the app based on its overall design, functionality and clarity.



New electronic fare system in development with CTRAN and Portland Streetcar. Construction to begin next year with soft roll out to employees to employees for testing during fall of 2015.

Adding More Service: Riders respond

TriMet has begun adding service to respond to riders' needs as well as address overcrowding and increase the reliability of our service.

- **September 2013:** Our first service expansion since the great recession. All new service added to the bus side. \$2.1 million in improving service on 11 bus lines and added a new line between Sherwood and Tigard.
- **March 2014:** Restored weekday midday Frequent Service to 10 of the 12 FS lines. This meant that all "FS" had been restored during those times.
- **September 2014:** Invested another \$5.5 million to increase service on 12 of our busiest bus lines as well as on the Green, Red and Yellow lines to have 15-minute or better service extended into evening hours on weekdays.
- **Spring 2015:** Another \$1.6 million invested in Saturday frequent service on bus, and on bus reliability. MAX will have frequency upgrades in Summer.
- **Return on Investment.** With the restoration in bus service and Frequent Service, bus ridership is at its highest in five years, since May 2009.

Youth Fares: Affordable fares for young people across the region

- Sept 1: TriMet lowered Student Fares (riders 7-17) regionally to \$1.25 (from \$1.65) for a single ride ticket and to \$28 (from \$30) for a monthly pass.
- TriMet established the Student Pass partnership with Portland Public Schools and the City of Portland where each party contributed a third.
- Provides for a template for the rest of the region if there is interest in participation.

New Buses: Renewing our fleet

Our accelerated bus purchase program has us moving from one of the oldest fleets in the country to matching the industry standard of an average of eight-year old buses.

- More than 200 new buses since 2012
- 60 new buses added early this year
- Now receiving newest buses: 30 more going into service and once in operation, 85 percent of our fleet will be low floor accessible and 95 percent equipped AC
- 34 more new buses will be arriving early next year. 22 of those will be 31-foot buses that will replace the high-floor 30-foot buses purchased in 1992 to operate on routes where streets cannot accommodate our larger buses.



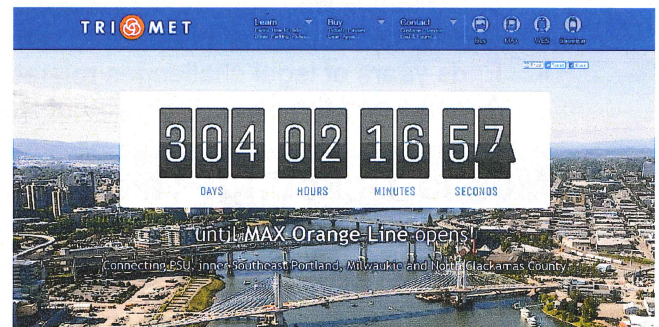
PMLR: Opening Sept. 12, 2015

Construction:

- Overall, the project is approximately 90% physically complete.
- West Segment is 98% complete
- East Segment is 87% complete
- Tilikum Crossing, *Bridge of the People*, is 97% complete
- Systems are 67% complete
- Trackway installation is 99% complete
- All station platforms have been installed

Jobs:

- 538 private-sector firms are working, or have completed work, on the project
- 130 DBE firms are working, or have completed work, on the project
- 12,795 jobs, including 4,699 on-site construction jobs, have been created



**Type 5 Light Rail Vehicles:**

- Two of the Type 5 MAX light rail vehicles (LRVs), 521 and 522, have arrived at Ruby Junction
- The remaining 16 LRVs will arrive approximately every one and a half to two weeks, ~2-3 per month. LRV 523 will be here later this week
- Should start to see the vehicles on the system for testing at night after Thanksgiving and burn-in early in the year
- Assembly and factory testing at Siemens in Sacramento

Bus Service Planning:

- The public is now weighing in on the final bus service proposal to complement MAX Orange Line, opening in September 2015.
- The final proposal responds to feedback from the community, including over 1,400 comments on the initial proposal shared this summer.
- We have received over 200 comments on the final proposal, and held a (lightly attended) open house last week. Feedback is encouraged through December 1, 2014, via trimet.org/buschanges or 238-RIDE.
- Changes are proposed for nine bus lines to improve connections:

Milestones:

- Tilikum Crossing aesthetic lighting testing continues, December 3-6.
- On Tuesday, November 18, crews will weld together the last section of rail track for the project, in Milwaukie
- Art installations continue



DATE: November 12, 2014

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

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: Next steps for items discussed by MPAC and JPACT on November 7, 2014

PURPOSE

This memo summarizes comments discussed by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) on November 7, and next steps to finalize recommendations to the Metro Council in December.

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

BACKGROUND

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 as a result of state and federal actions to advance Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles.

Working together through a four-year collaborative process, community, business and elected leaders have shaped a draft approach that meets the mandate by relying on adopted local and regional land use and transportation plans – demonstrating that the region is already a leader in planning for lower greenhouse gas emissions from transportation.

The draft Climate Smart Strategy and implementation recommendations were released for public review from Sept. 15 to Oct. 30, 2014 at oregonmetro.gov/draftapproach. Staff recommended changes to the public review documents in response to comments received from September 15 to October 30. The staff recommendations can be found in Exhibit E (Summary of Recommended Changes), dated November 3, 2014.

ITEMS DISCUSSED BY MPAC and JPACT ON NOVEMBER 7

On November 7, 2014, a joint meeting of the MPAC and JPACT was held to review the Climate Smart Communities adoption package, public input received, and staff recommended changes to the adoption package identified in Exhibit E to respond to public comment received.

A facilitated discussion of each component of the adoption package provided an opportunity for both policy committees to identify and discuss key issues and concerns prior to Metro Council

final action. At the end of the meeting, both policy committees supported Metro staff continuing to work with the technical advisory committees to fine-tune the adoption package for their consideration in December.

In addition, MPAC and JPACT members requested the adoption package be made available in track changes format for their consideration. A schedule of when the recommended changes to the adoption package will be reflected in track changes format is provided below. The updated materials will be provided electronically to all committees as they become available.

- **Available November 12.** Recommended changes to a “B” version of Ordinance No. 14-1346B and its staff report, are available for review in track changes format. The updated documents are dated November 12, 2014.
- **Available on November 14.** Recommended changes to Exhibit B (Regional Framework Plan Amendments) and Exhibit C (Toolbox of Possible Actions) in track changes format and an updated Exhibit E (Summary of recommended changes) are under development and will be available on November 14 for consideration by the technical advisory committees on Nov. 19 and 21, respectively.
- **Available on November 17.** Recommended changes to Exhibit D (Performance Monitoring Approach) in track changes format is under development and will be available on November 17 for consideration by the technical advisory committees on Nov. 19 and 21, respectively.
- **Available on December 2.** Recommended changes to Exhibit A (Climate Smart Strategy) in track changes format will be available on December 2 for consideration by the policy advisory committees on December 10 and 11, respectively. The recommended changes to Exhibit A are minor in nature, but will take time to prepare and integrate into the exhibit.

A summary of the comments provided by MPAC and JPACT on November 7 and recommendations on how to address them is provided in **Attachment 1**. In most cases, the comments had previously been raised during the 45-day public comment period, and staff had prepared recommendations on how to address them (see Exhibit E – dated November 3, 2014). The November 3 staff recommendations are re-summarized for reference in Attachment 2. In some cases, additional refinements are recommended based on the Nov. 7 discussion. New or revised recommendations will be incorporated in the updated Exhibit E to be released on November 14.

NEXT STEPS

The Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) will be asked to make recommendations to MPAC and JPACT on Nov. 19 and 21, respectively. MPAC and JPACT will be asked to make recommendations to the Metro Council on adoption of the draft Climate Smart Strategy and implementation recommendations on Dec. 10 and 11, respectively. The Metro Council will hold a final public hearing and take final action on Ordinance No. 14-1346B on Dec. 18, 2014.

Attachment 1. Summary of comments provided by MPAC and JPACT on Nov. 7 (Nov. 12, 2014)

Attachment 1 to
Memo on Next steps for items discussed by MPAC and JPACT on November 7
November 12, 2014

BACKGROUND | A summary of the comments provided by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) on November 7 and recommendations on how to address them is provided below.

In most cases, the comments had previously been raised during the 45-day public comment period, and staff had prepared recommendations on how to address them (see Exhibit E – dated November 3, 2014). The November 3 staff recommendations are re-summarized for reference. In some cases, additional refinements are recommended based on the Nov. 7 discussion. New or revised recommendations will be incorporated in the updated Exhibit E to be released on November 14.

Climate Smart Communities Strategy (Exhibit A)

#	Comment	Source	Staff recommendation
16.	<p>Concern that future funding will be directed by what supports Metro goals, not local goals</p> <p>Need a better roadmap of future funding discussions and who/how priorities will be determined if region is not able to secure funding needed to implement strategy</p> <p>Should not pursue new projects; focus on funding existing priorities</p>	<p>Mayor Tim Knapp, Cities of Clackamas County</p> <p>Dick Jones, Clackamas County Special Districts</p> <p>Jim Bernards, Clackamas County Commissioner</p>	<p><i>This comment was addressed in part in the staff recommendation on comments # 3-5 on page 1 of Exhibit E as follows:</i></p> <p><i>No change recommended to Exhibit. See also recommendation for Comment #15 in Exhibit B comments section.</i></p> <p>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.</p> <p style="text-align: center;">*****</p> <p><i>Based on the November 7 discussion, staff recommends amending Exhibit A to include a discussion on funding-related implementation next steps.</i></p>
17.	<p>Remove greenhouse gas emissions reduction star ratings from document</p>	<p>Jim Bernards, Clackamas County Commissioner</p>	<p><i>No change recommended to Exhibit A.</i></p> <p>The generalized climate benefit ratings were developed to provide qualitative information for policymakers to consider when comparing the different strategies and investments under discussion.</p> <p>The ODOT model used for the Climate Smart Communities analysis (and that ODOT used for their Statewide Transportation Strategy) accounts for the</p>

Attachment 1 to
Memo on Next steps for items discussed by MPAC and JPACT on November 7
November 12, 2014

			<p>synergies between the policy areas and other variables, including vehicle miles traveled (VMT), fuel consumption, fleet mix, vehicle technology as well as the location of future growth. The GreenSTEP model cannot definitively isolate the individual effects of each strategy. For this reason, the more generalized low, medium, high star ratings are the most defensible level of detail for comparing the relative GHG reduction benefit of different policy areas and provide important context for the Climate Smart Strategy.</p> <p>It is important to note that the ratings are consistent with national and academic research that has been completed by others, including the University of California. The UC research, in particular, was developed in partnership with the California Air Resources Board to inform similar GHG planning work being conducted by each of California's MPOs and reflects the most current research on this particular topic. Policy briefs are also available at: http://arb.ca.gov/cc/sb375/policies/policies.htm</p>
18.	Urban growth boundary assumptions (12,000 acres) included in the draft strategy seems overly large given the amount of time it has taken to make past expansions development-ready	Jeff Gudman, City of Lake Oswego	<p><i>No change to Exhibit A recommended.</i></p> <p>This assumption was included in the 2035 growth distribution adopted by the Metro Council in 2012 by Ordinance No. 12-1292A and was used for purposes of analysis to serve as the land use assumptions to reflect “adopted local and regional land use plans.”</p> <p>A footnote at the bottom of Page 10 of the staff report states “The adopted 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.</p>

Attachment 1 to
Memo on Next steps for items discussed by MPAC and JPACT on November 7
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19.	Lacks commitment to addressing congestion and funding road projects as part of the region's greenhouse gas emissions reduction strategy	Paul Savas, Clackamas County Commissioner	<p><i>This is addressed in part in the staff recommendation on Comment #14 on page 4 of Exhibit E as follows:</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 http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf and www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf.</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> <p style="text-align: center;">*****</p> <p><i>Additional context in response to November 7 discussion:</i></p> <p>Nearly 15 years ago the region conducted significant analysis that resulted in an update to the region's congestion policy as part of the 2000 Regional Transportation Plan update. After significant and lengthy policy discussions between MPAC and JPACT, the region agreed to a comprehensive, multi-prong approach to managing congestion that is still in place today.</p> <p>The approach includes all of the policies, investments and strategies recommended in the Climate Smart Strategy, including strategically adding capacity to the region's arterial streets and highways. The region's congestion policy recognized, among other things, that the cost to try to eliminate congestion was more than the public is willing to pay for and that the impacts on communities and the environment were beyond what was deemed acceptable.</p>
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Attachment 1 to
Memo on Next steps for items discussed by MPAC and JPACT on November 7
November 12, 2014

			<p>There continues to be strong support for the mobility policy adopted at that time and it has since been adopted in state plans and policies. The region continues to focus on using ITS and other technologies to better manage roads for reliability, better street connectivity, building freeway overcrossings to improve community circulation, strategically addressing bottlenecks and expanding capacity to streets and highways, expanding transit, improving multi-modal safety and completing the region's bicycle and pedestrian networks.</p> <p>All of these types of investments are recommended as part of the Climate Smart Strategy, including nearly \$21 billion to maintain and expand the existing arterial street and highway network, \$12.4 billion for transit capital and service enhancements, \$2 billion for active transportation and \$400 million for system and demand management programs and investments to make the most of the existing transportation system.</p>
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An updated draft of the Climate Smart Strategy (Exhibit A) in track changes format will be available on December 1 to show these and other changes recommended in Exhibit E.

Regional Framework Plan Amendments (Exhibit B)

#	Comment	Source	Staff recommendation
25.	<p>Too much detail included in the Chapter 2 Regional Framework Plan amendments, compared to existing goals and objectives</p> <p>Strike all toolbox related bullets listed in Chapter 2, Policy 11.3</p>	<p>Susie Lahsene, Port of Portland</p> <p>Paul Savas, Clackamas County Commissioner</p>	<p><i>This is addressed in part in the staff recommendation on Comment #17-19 and 21 on pages 9 and 10 of Exhibit E as follows:</i></p> <p>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.</p> <p>In addition the recommendation on Comment 21 on page 10 of Exhibit E states:</p> <p style="padding-left: 40px;">Delete Objective 11.4 in Exhibit B and add to Chapter 7 (Management), Page 8, to add new objective that reads:</p> <p style="padding-left: 40px;"><u>"Monitor the following performance measures for Chapter 1 and 2 of this Plan as part of scheduled federally-required updates to the Regional Transportation Plan: (a) households living in walkable, mixed-use areas, (b) light duty vehicle greenhouse gas emissions; (c) household transportation and housing cost burden; (d) registered light duty vehicles by fuel/energy source; (e) workforce participation in commuter programs; (f) household participation in individualized marketing programs; (g) bike and pedestrian travel; (h) bikeways, sidewalks and trails completed."</u></p> <p>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.</p> <p><i>Based on further consideration of MPAC and JPACT's Nov. 7 discussion, staff is preparing additional amendments to this chapter and Chapter 1 (Land use) and Chapter 7 (Management) of the Regional Framework Plan that will be available on Nov. 14.</i></p>

Attachment 1 to
Memo on Next steps for items discussed by MPAC and JPACT on November 7
November 12, 2014

#	Comment	Source	Staff recommendation
26.	Policy language not strong enough on influence of land use on transportation and importance of jobs/housing balance as a greenhouse gas emissions reduction strategy	Mayor Tim Knapp, Cities of Clackamas County Mayor Doug Neeley, City of Oregon City	<p><i>This is addressed in part in the staff recommendation on Comment #23 on page 11 of Exhibit E as follows:</i></p> <p><i>Amend Exhibit B, Chapter 1, page 10, Policy 1.10.1, as follows:</i></p> <p>"iv) Reinforces nodal, mixed-use, neighborhood-oriented <u>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.</u>"</p> <p>In addition, other Framework Plan policies currently address jobs/housing balance, including Chapter 1, Policy 1.4.2, that were not included in the public review document:</p> <p>"Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion. Strategies are to be coordinated with the planning and implementation activities of this element with Policy 1.3, Housing Choices and Opportunities and Policy 1.8, Developed Urban Land."</p>
27.	Language needs to call out incentivizing the kind of development needed to support implementation	Mayor Doug Neeley, City of Oregon City	<p><i>This is addressed in the staff recommendation on Comment #1 on page 6 of Exhibit E as follows:</i></p> <p>Amend Chapter 1, page 2, Objective 1.1.4 - revise to read:</p> <p>"<u>Incent and</u> encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets."</p>

An updated draft of the Regional Framework Plan Amendments (Exhibit A) in track changes format will be available on November 14 to show these and other changes recommended in Exhibit E.

Toolbox of Possible Actions (Exhibit C)

#	Comment	Source	Staff recommendation
1.	Remove the toolbox from the adoption package, adopt by separate resolution and/or delay adoption to allow more time for review and refinement.	<p>Mayor Willey, City of Hillsboro</p> <p>Keith Mays, Washington County Citizen</p> <p>Mayor Tim Knapp, Cities of Clackamas County</p> <p>Marilyn McWilliams, Washington County Special Districts</p> <p>Lise Glancy, Port of Portland</p> <p>Jeff Gudman, City of Lake Oswego</p>	<p><i>This is addressed in part in the staff recommendation on Comment #56 on page 24 of Exhibit E as follows:</i></p> <p>Amend the 4th "be it ordained" in the draft ordinance as follows: <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></p> <p><i>To address comments provided at the Nov. 7 joint MPAC/JPACT meeting, staff recommends the following additional changes to the clauses on page 4 of the ordinance:</i></p> <p>WHEREAS, while the toolbox provides an advisory menu of possible actions and does not mandate adoption of require local governments, special districts, or state agencies to adopt any particular policy or action; and</p> <p><u>WHEREAS, MPAC and JPACT recommend the toolbox be a living document subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of federally-required updates to the RTP to reflect new information and approaches to reducing greenhouse gas emissions; and</u></p> <p>WHEREAS, 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 <u>consider implementing the actions recommended in the toolbox of possible actions</u> that can be locally tailored ways; and</p> <p>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 is a</p>

Attachment 1 to
Memo on Next steps for items discussed by MPAC and JPACT on November 7
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#	Comment	Source	Staff recommendation
			<p>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.</p> <p>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 14-1346B 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.</p>
2.	Draft toolbox introduction does not adequately convey the flexibility and local control intended for the toolbox. The toolbox should be adopted with language that more strongly conveys it is a flexible, living document that can be updated and refined as we learn more.	Ruth Adkins, Portland Public Schools	<p><i>This comment was addressed in part in staff recommendation on Comment #56 on page 25 of Exhibit E.</i></p> <p><i>Based on November 7 discussion, staff also recommends the following changes be made:</i></p> <p style="padding-left: 40px;">Amend toolbox introduction to better reflect language included in ordinance adopting the Climate Smart Strategy and supporting staff report.</p>
3.	Add glossary to toolbox to improve clarity	Jim Bernards, Clackamas County Commissioner	<i>This comment was addressed in the staff recommendation on Comment #58 on page 24 of Exhibit E.</i>
4.	Add implementing local transportation system plans to toolbox	Paul Savas, Clackamas County Commissioner	<i>Amend as requested.</i>

Attachment 1 to
Memo on Next steps for items discussed by MPAC and JPACT on November 7
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An updated draft of the Toolbox of Possible Actions (Exhibit C) in track changes format will be available on November 14 to show these and other changes recommended in Exhibit E.

Performance Monitoring Approach (Exhibit D)

#	Comment	Source	Staff recommendation
1	Add measure to track congestion	Paul Savas, Clackamas County Commissioner	<i>No change needed. The draft performance monitoring approach includes travel time reliability in selected mobility corridors, which complements other system performance measures identified in the Regional Transportation Plan and that are also used to regularly update the Regional Mobility Atlas to meet federally-required reporting and monitoring of the region's congestion management process.</i>
	Add jobs/housing balance measure	Mayor Tim Knapp, Cities of Clackamas County	<p><i>No change to Exhibit D recommended.</i></p> <p>The proposed performance measures are intended to track regional progress towards meeting carbon reduction goals. While jobs/housing balance is important from the perspective of local community design, staff believes that cities are best positioned to decide how to produce more housing or jobs in their communities. Consequently, staff does not recommend a change to the proposed regional performance monitoring approaching. Cities and counties may wish to track local jobs/housing balance to inform their efforts.</p> <p>Staff is aware of stakeholder interest in the relationship between local jobs/housing balance and regional commute patterns, with the idea that providing more land for housing jobs will reduce commute distances. However, Census data illustrate that people commute all over the region for work regardless of whether there are jobs close to where they live or vice versa. This is particularly the case with dual-income households and the trend of people changing not just jobs, but careers with greater frequency. Using the City of Wilsonville as an example, about 90 percent of the people that work in Wilsonville commute from outside Wilsonville and about 80 percent of the workers that reside in Wilsonville commute elsewhere for work. The 2014 Residential Preference study also illustrated that people will tolerate longer commutes to live in the type of neighborhood that they prefer. For this program's purposes, staff believes that other proposed measures of transportation system</p>

Attachment 1 to
Memo on Next steps for items discussed by MPAC and JPACT on November 7
November 12, 2014

			performance are more useful than measures of jobs/housing balance.
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An updated draft of the Performance Monitoring Approach (Exhibit D) in track changes format will be available on November 17 to show these and other changes recommended in Exhibit E.

Short List of Climate Smart Actions (New Exhibit to be added)

#	Comment	Source	Staff recommendation
1	Add congestion pricing as a potential demonstration project in the short list of actions	Paul Savas, Clackamas County Commissioner	<p><i>No change recommended. This comment has been forwarded to ODOT staff and project staff responsible for the next update to the Regional Transportation Plan for consideration.</i></p> <p>This policy is already identified in the Regional Transportation Plan as potential tool for managing congestion and improving the reliability of the region's mobility corridors. It was not tested as part of the Climate Smart Communities project because concurrent with earlier phases of the CSC project, ODOT, in partnership with Metro, the three counties and the City of Portland, explored the potential for a congestion pricing pilot project in the region. Directed by House Bill 2001, the study concluded in 2011 and did not recommend implementation of any of the road tolling proposals under consideration. The study participants did recommend moving forward with the City of Portland Parking Management proposal as the congestion pricing pilot. The pilot began in spring 2011 with event parking pricing around Jeld-Wen Field during Timbers games.</p> <p>More information can be found at: www.oregon.gov/odot/hwy/region1/pages/congestionpricing/index.aspx </p>

in response to feedback from Metro's policy advisory committees

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A)	ORDINANCE NO. 14-1346B
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, the cities of Beaverton, Forest Grove, Gladstone, Gresham, Hillsboro, Lake Oswego, Milwaukie, Oregon City, and Portland which together represent 66 percent of the population under Metro's jurisdiction, have all signed onto the U.S. Mayor's Climate Protection Agreement, pledging to reduce their greenhouse gas emissions by 7 percent below 1990 levels by 2012; and

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

WHEREAS, Section 64 of the JTA included \$857 million for 14 projects identified by local governments in eastern Oregon and 37 specific highway projects across Oregon, including construction of Phase 1 of the Sunrise Corridor (Units 1-3) in Clackamas County, widening US 26 and improvements to US 26 interchanges at Shute and Glencoe roads in Washington County, and reconstruction of the OR 43/Sellwood Bridge interchange in Multnomah County, the I-5/I-205 interchange in Tualatin, the I-205/OR 213 interchange in Oregon City, and the I-84/257th Avenue interchange in Troutdale; and

WHEREAS, the JTA also included \$100 million for the ConnectOregon III program that is building rail, port, transit and aviation projects across the state; 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

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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~~[directs](#) 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

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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 draft approach accommodates expected growth, meets the state mandate, and relies on implementing adopted local and regional land use and transportation plans; 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, the results further demonstrate that the Portland metropolitan region is already a leader in planning for lower greenhouse gas emissions from transportation; 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 [draft](#) approach unanimously recommended for study by MPAC and JPACT on May 30, 2014; and

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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 [policies and strategies to guide implementation of the strategy and](#) 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 [provides an advisory menu of possible actions and](#) does not [require local governments, special districts, or state agencies mandate adoption of to adopt](#) any particular policy or action; and

[WHEREAS, MPAC and JPACT recommend the toolbox be a living document subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of federally-required updates to the RTP to reflect new information and approaches to reducing greenhouse gas emissions; and](#)

[WHEREAS, 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 consider implementing the actions recommended in the toolbox](#) ~~Toolbox of Possible Actions in ways that can be~~ locally tailored [ways](#); 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

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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 [continue 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 [updated and](#) incorporated into the technical appendix for the Regional Transportation Plan as part of the next update. [The Metro Council directs staff to provide opportunities for further review and refinement of the toolbox by local governments, ODOT, TriMet and other stakeholders as part of the 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.

in response to feedback from Metro's policy advisory committees

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~~federally-required updates to the Regional Transportation Plan, ~~and scheduled updates to the~~ 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 Short List of Climate Smart Actions for 2015 and 2016, attached to this ordinance as Exhibit F, is hereby adopted to demonstrate the region's commitment to work together to begin implementing the Climate Smart Communities Strategy.
- ~~8-9.~~ The Findings of Fact and Conclusions of Law in Exhibit ~~FG~~, attached and incorporated into this ordinance, explain how adoption of Exhibits A through ~~E-F~~ 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.
- ~~9-10.~~ 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.
- ~~10-11.~~ 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

STAFF REPORT

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

Date: ~~October 20~~[November 12](#), 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. [It also demonstrates that the Portland metropolitan region is already a leader in planning for lower greenhouse gas emissions from transportation.](#)

Metro Council action through Ordinance No. 14-1346B 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 addition, the JTA increased vehicle-related fees and the state gas tax, and included \\$857 million for 14 projects identified by local governments in eastern Oregon and 37 specific highway projects across Oregon, including construction of Phase 1 of the Sunrise Corridor \(Units 1-3\) in Clackamas County, widening US 26 and improvements to US 26 interchanges at Shute and Glencoe roads in Washington County, and reconstruction of the OR 43/Sellwood Bridge interchange in Multnomah County, the I-5/I-205 interchange in Tualatin, the I-205/OR 213 interchange in Oregon City, and the I-84/257th Avenue interchange in Troutdale. The JTA also included \\$100 million for the ConnectOregon III program that is building rail, port, transit and aviation projects across the state.](#)

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 CO₂e 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 CO₂e per capita by 2035 to 1.2 MT CO₂e per capita. The adopted target for the region is the equivalent of 1.2 MT CO₂e 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.

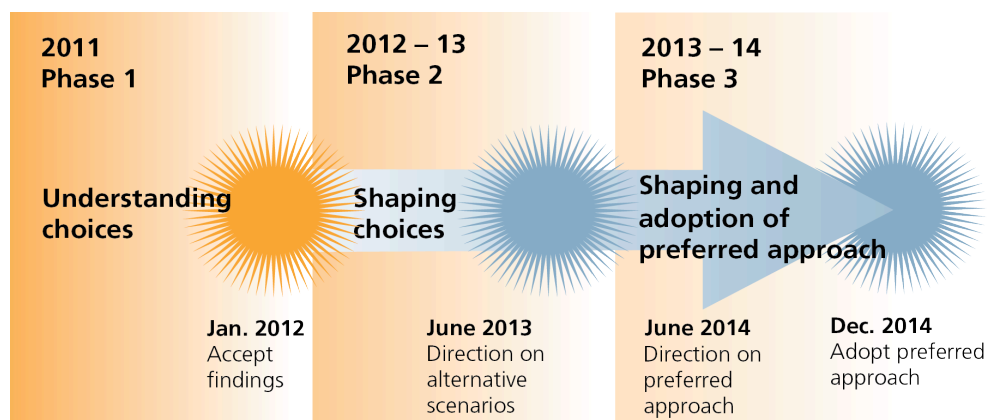
CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

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.

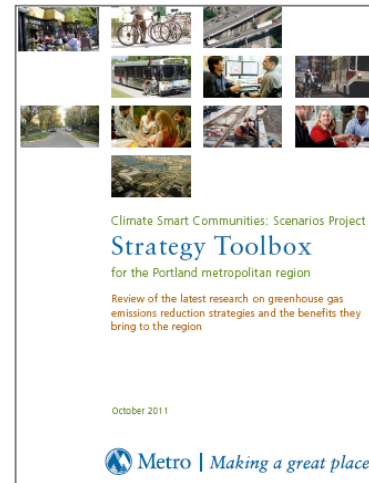
In addition, Metro evaluated a wide range of options for reducing greenhouse gas emissions by testing 144 different combinations of land use and transportation strategies to learn what it would take to meet the region's reduction target by 2035. Strategies we organized into six policy areas:

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

Each of these policy 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.

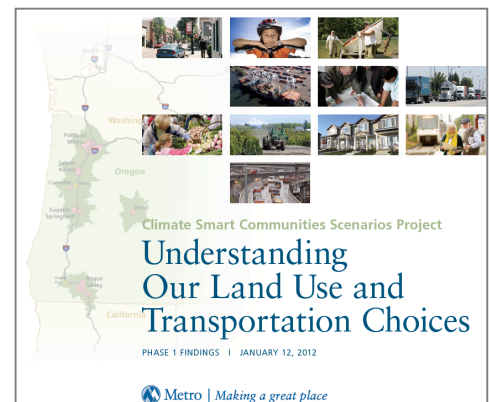
The initial scenario analysis found more than 90 of the 144 scenarios tested met or exceeded the target. The findings are summarized in *Understanding Our Land Use and Transportation Choices: Phase 1 Findings* (January 2012).

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



Strategy Toolbox

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



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.

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.¹ The policies tested included pay-as-you-drive insurance, use of technology to actively manage the transportation system, expanded transit service, user-based 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 [simplified](#) 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.² 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.

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

² 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.

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 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.



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.

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

Scenario A	RECENT TRENDS This scenario shows the results of implementing adopted plans to the extent possible with existing revenue.
Scenario B	ADOPTED PLANS This scenario shows the results of successfully implementing adopted land use and transportation plans and achieving the current RTP, which relies on increased revenue.
Scenario C	NEW PLANS & POLICIES 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 [the Portland metropolitan region is already a leader in planning for lower greenhouse gas emissions from transportation.](#) 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.

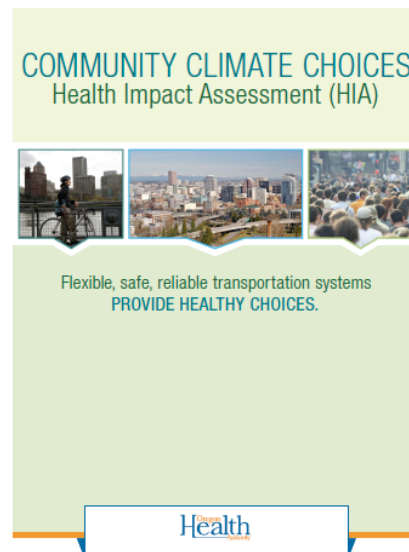
The analysis also demonstrated there are potentially significant long-term benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced congestion and delay and travel cost savings that 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.³

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.



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.

³ The Community Choices Health Impact Assessment is available to download at www.healthoregon.org/hia.

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.⁴

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.



Discussion guide for policymakers

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

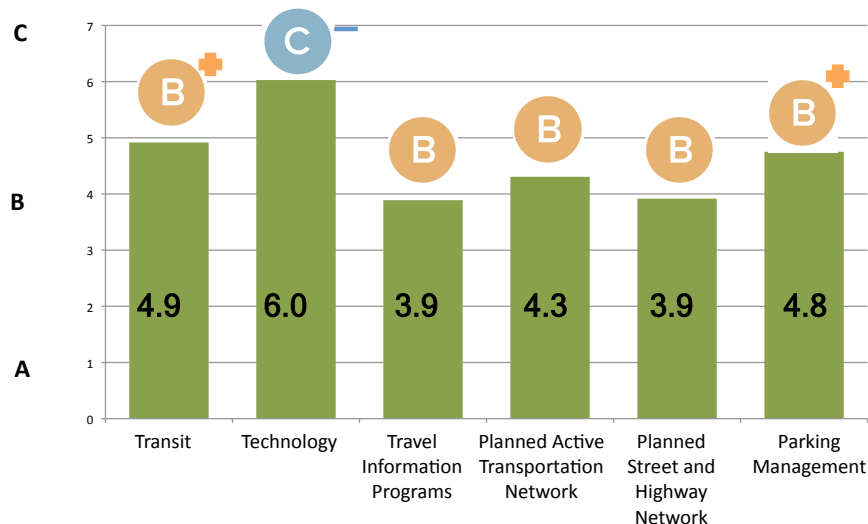
⁴ *Shaping the Preferred Approach: A Policymakers Discussion Guide* is available to download from the project website at www.oregonmetro.gov/climatescenarios

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):

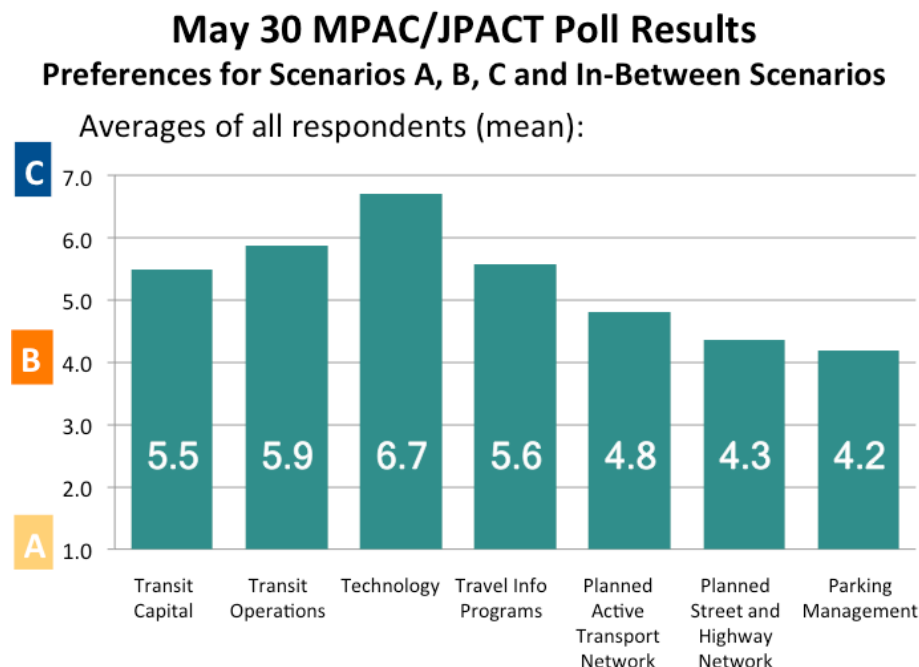


Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the straw poll results, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 12, a MTAC/TPAC workshop was held to begin shaping 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 [through Metro Ordinance No. 12-1292A](#).⁵
- **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 anticipated state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles⁶
- **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

⁵ The [adopted](#) 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.

⁶ 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.

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

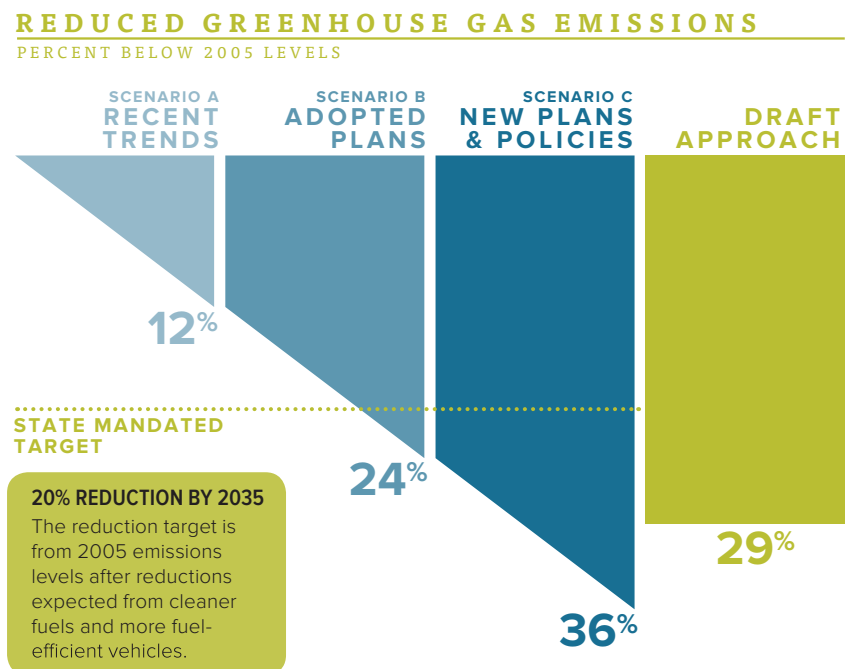


Figure 5. Estimated greenhouse gas emissions reduction from implementation of the draft approach

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.

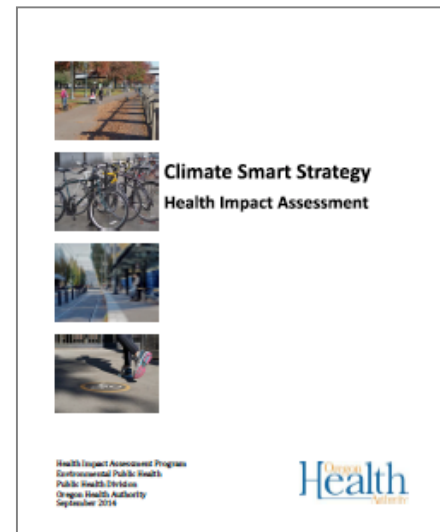
Staff also prepared cost estimates to implement the draft approach. At \$24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP (\$29 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$19 billion). The financially constrained 2014 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 [policies and strategies to guide implementation of the strategy and performance measures for tracking the region's progress on implementing the strategy. The 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.](#)
 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 [specific](#) 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 [provides an advisory menu of possible actions and](#) does not [require local governments, special districts, or state agencies to adopt](#) ~~mandate adoption of~~ any particular policy or action. [The toolbox includes specific action steps that, if taken, will help implement the broader policies and strategies identified in the Regional Framework Plan. It is intended to be a living document, subject to further review and refinement by local governments, ODOT, TriMet and other stakeholders as part of federally-required updates to the RTP to reflect new information and approaches to reducing greenhouse gas emissions.](#)

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 [consider](#) implementing the [actions recommended in the Toolbox of Possible Actions](#) in ~~ways that can be~~ locally tailored [ways](#).

3. **Draft Performance Monitoring Approach** identifies measures and aspirational targets that reflect what was assumed in the [analysis of the](#) strategy to evaluate and report on the region's progress toward implementing key components of the Climate Smart Communities Strategy. [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. The reporting will occur through](#) ~~scheduled federally required~~ updates to the RTP, ~~and scheduled updates to the~~ Urban Growth Report, and [through reporting](#) 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.

[For those interested in reviewing the draft documents and providing detailed comments, the public review documents were posted on the project web page at \[www.oregonmetro.gov/draftapproach\]\(http://www.oregonmetro.gov/draftapproach\). In response to these documents, Metro received 90 letters and emails from local governments, community based organizations and individuals. An online survey attracted nearly 2,400 people, who shared their thoughts on each of the core policy areas recommended in the overall strategy, providing a total of over 11,000 comments.](#)

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**. [Most of the comments received during this period were specific to implementation efforts, and will inform existing regional planning and decision-making processes, including Regional Transportation Plan updates, Regional Flexible Funds allocation processes, growth management decisions and corridor planning, as well as through local and state planning and decision-making processes. Comments proposing specific changes to the public review documents were summarized in log along with staff recommended changes for consideration by the Metro Council and regional technical and policy advisory committees in November and December.](#)

[On November 7, a joint meeting of the MPAC and JPACT was held to review the adoption package, public input, and staff recommended changes to the adoption package to respond to public comment. A facilitated discussion of each component of the adoption package provided an opportunity for both policy committees to discuss remaining issues and concerns to be considered prior to Metro Council final action. At the end of the meeting, both policy committees supported Metro staff continuing to work with the technical advisory committees to fine-tune the adoption package for their consideration in December.](#)

[The regional policy and technical committees continued to fine-tune their recommendations to the Metro Council in November and December.](#)

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 [continue 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.⁷

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.
- 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.

⁷ OAR 660-044-0040 and OAR 660-044-0045.

- 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. [Opportunity for further review and refinement of the toolbox by local governments, ODOT, TriMet and other stakeholders will be provided as part of the RTP update.](#)

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 14-1346B.



Metro Research Needs Assessment

SUBMITTED TO

Metro

Submitted by **PIVOT**

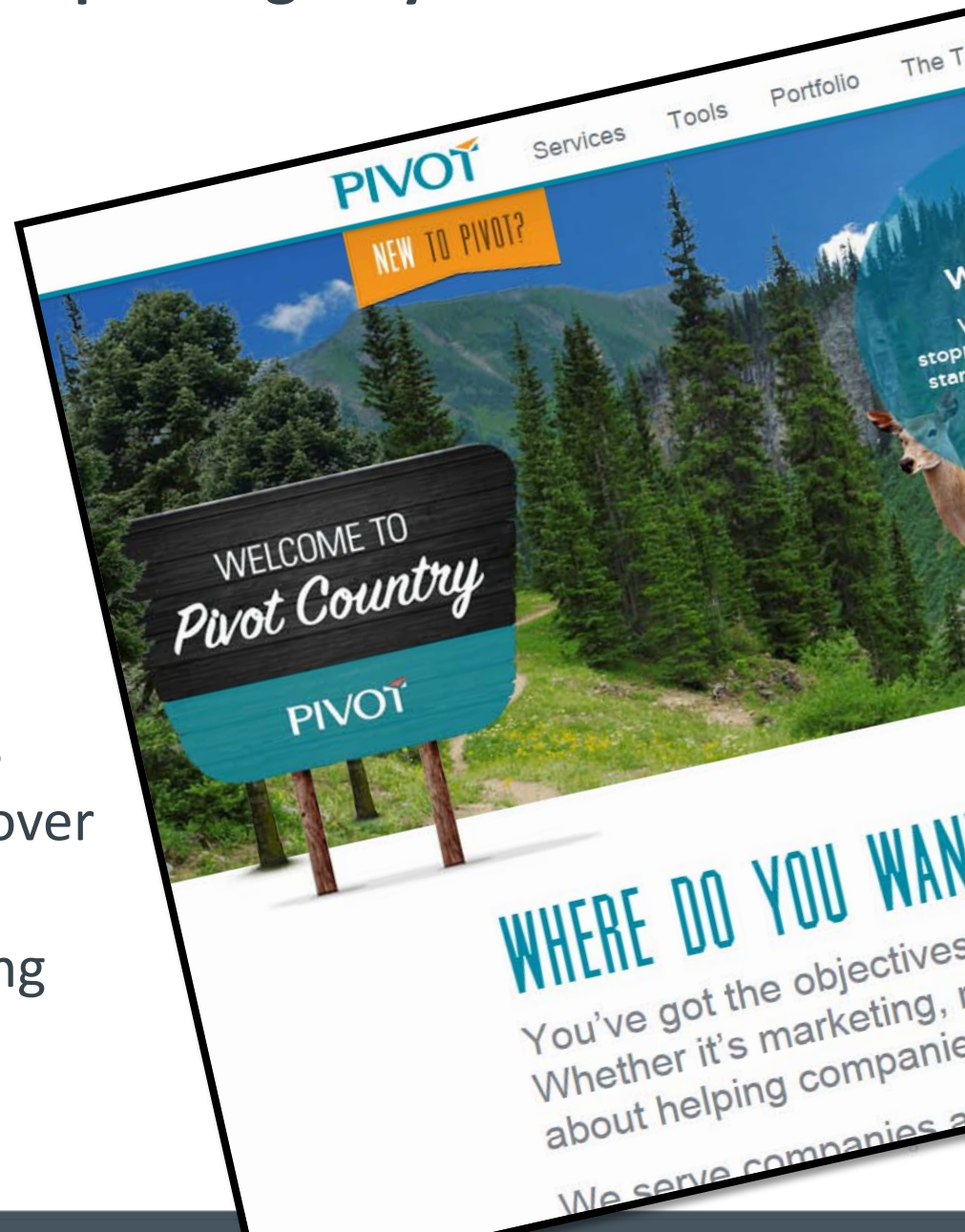
Oct/Nov 2014

➤ Pivot Group is a multi-discipline agency:

- Research division
- Marketing consulting
- Creative services
- Web development
- Training

➤ Key vitals:

- PDX Headquarters
- Founded in 2004
- Team of 30 professionals
- Very low employee turnover
- Very low client churn
- One of the fastest growing companies in Oregon



Sample Clients

Gartner

Alcatel • Lucent



pointb[®]
management consultants



Metaswitch
Networks

Eastern Oregon
Telecom

AUDIX[®]
MICROPHONES

LINGUAVA[™]

DOOR TO *grace*

M·J·Murdock
Charitable Trust

BLACK PARENT
INITIATIVE



How can Metro improve its Opinion Research and Online Engagement?

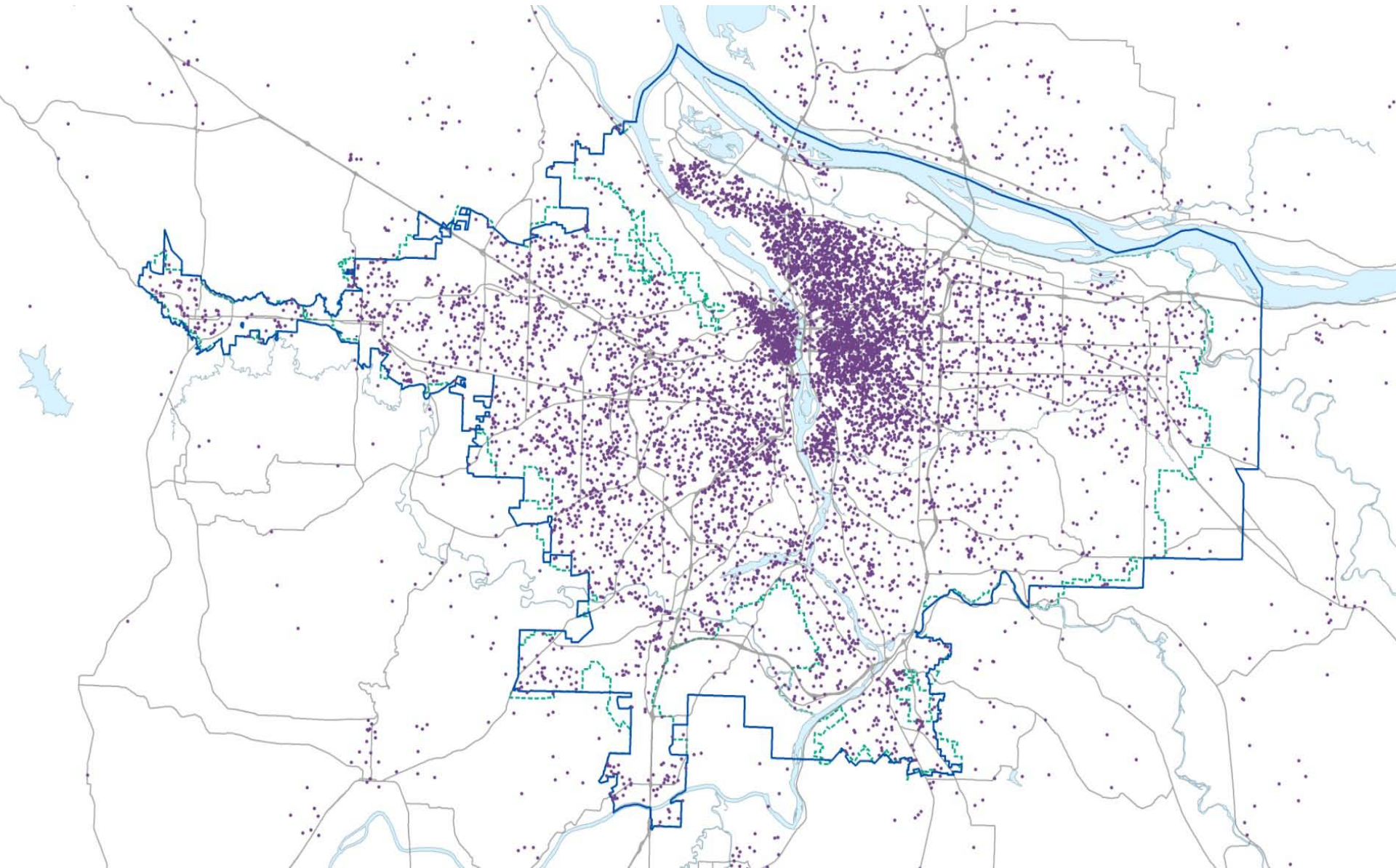


Background info: What is Opt In

- Opt In is an online research and tool
- Developed in 2011
- Cost efficient means to gain feedback on issues
- Currently has 24K members, 16.8K are considered “active”
- Survey issued to panel members about once a month on average



Opt In panel membership



Background info: What is Opt In

- Used by other agencies to conduct surveys: TriMet, Washington County and Clean Water Services to name a few
- 2013 Metro Audit on use, cost and representation of panel
- 2014 Needs assessment project in progress to shape future use and improvements of tool
- Other survey methods in use, alone or in conjunction with Opt In.



What did we hear? Top Findings:

- Opt In is a useful tool
- Panel make-up is chief concern
- Consensus to improve versus abandon Opt In



What did we hear? Top Findings:

- Good value: Opt In price point
- Openness to mathematical weighting
- Next steps regarding recommendations



What did we hear? Top Findings:

- Interest in best practices
- Shared visibility
- Shorter surveys
- Expanding mobile solutions



Discussion



Weighting

- All methodologies have drawbacks. Weighting results can help when the concern is accurate sampling.
- A weighted sample of 1,000 responses can be more accurate than an un-weighted, incorrect sample of 3,000
- **Example:** Suppose we heard from 300 men but only 200 women, but the population is truly 50/50. And 200 were on the west side and we had 300 on the east side yet the population is truly even divided between east and west. Is it better to re-weight or re-sample or re-survey?

