

Metro | Agenda

Meeting: Metro Technical Advisory Committee
Date: Wednesday, November 19, 2014
Time: 10:00 a.m. to noon
Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER Updates from the Chair	Information	John Williams, Chair	
	Citizen Comments to MTAC Agenda Items		All	
1 hr.	Climate Smart Communities Scenario Project: Final recommendation to MPAC on Ordinance No. 14-1346B (MPAC recommendation to Council on December 10) <i>Purpose: Provide MTAC with the opportunity to make final recommendation on draft legislation and staff recommended changes to public review materials (as described in Exhibit E).</i>	Recommendation	Kim Ellis, Metro	In packet
1 hr.	Community Planning & Development Grants <i>Purpose: Provide MTAC with the opportunity to make preliminary recommendations on the amendment of CET-CPDG Administrative Rules</i>	Discussion	Gerry Uba, Metro	In packet
Noon	Adjourn			

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2014 MTAC Tentative Agendas
Updated 11/13/14

December 3 MTAC meeting <ul style="list-style-type: none">• Community Planning & Development Grants Administrative Rules: MTAC recommendation to MPAC	December 17 MTAC meeting
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Parking Lot:

November/December 2014 – Travel Options topic plan

January 2015 – Tigard Tree Code presentation

Winter/Spring 2015 – Willamette Falls tour



DATE: November 14, 2014

TO: MTAC members and alternates, and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: MTAC Recommendation to MPAC Requested

PURPOSE

At the Nov. 19, 2014 meeting, MTAC will be asked to provide a recommendation to the Metro Policy Advisory Committee (MPAC) on Ordinance No. 14-1346B. The adoption package includes the following components:

Ordinance No. 14-1346B *(Nov. 14, 2014)*

Staff report to Ordinance No. 14-1346B *(Nov. 12, 2014)*

- **Exhibit A – Draft Climate Smart Communities Strategy** *(Sept. 15, 2014, as amended by Exhibit E; an updated draft will be available on Dec. 1)*
- **Exhibit B – Draft Regional Framework Plan Amendments** *(Nov. 14, 2014, as amended by Exhibit E)*
- **Exhibit C – Draft Toolbox of Possible Actions** *(updated draft as amended by Exhibit E will be available on Nov. 17)*
- **Exhibit D – Draft Performance Monitoring Approach** *(updated draft as amended by Exhibit E will be available on Nov. 17)*
- **Exhibit E – Summary of Recommended Changes** *(Nov. 14, 2014)*
- **Exhibit F – Short List of Climate Smart Actions For 2015 and 2016** *(Nov. 3, 2014)*

Attachments to Staff report to Ordinance No. 14-1346B

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

RECOMMENDATION TO MPAC REQUESTED

Recommendation to MPAC to recommend Metro Council adoption of Ordinance 14-1436B and its components.

PROPOSED DISCUSSION ITEMS

Exhibit E summarizes comments and recommended changes to the adoption package. On Nov. 7, JPACT and the Metro Policy Advisory Committee (MPAC) directed staff to continue working with TPAC and MTAC to fine-tune the adoption package for consideration by the policy committees in December.

Implementing that direction, staff recommends the following comments be further discussed prior MTAC making a recommendation to MPAC:

Discussion item #1 - Comments on Exhibit B (Regional Framework Plan amendments)

- Comments 17-21 and Comment 25 related to new Goal 11 in Chapter 2 of the Regional Framework Plan (*See pages 12-13 and page 15 of Exhibit E for recommended changes*)

Discussion item #2 - Comments on Exhibit C (Toolbox of Possible Actions)

- Comment 56, 59-61, related to adoption of the toolbox and ensuring language in the toolbox and ordinance adequately conveys the local control and flexibility intended, and that the toolbox is expected to evolve and change over time to reflect new information and approaches to reducing greenhouse gas emissions. (*See pages 29 and page 15 of Exhibit E and pages 4-5 of the Ordinance for recommended changes*)

In addition, members will be provided an opportunity identify other comments or adoption package components for discussion prior making a recommendation to MPAC. Members are requested to bring paper copies of any proposed amendments or changes for the record and to help with the discussion.

NEXT STEPS

On November 19 and 21, MTAC and TPAC will be asked to make a recommendation to MPAC and JPACT at their respective meetings. MPAC and JPACT will be requested to make final recommendations to the Metro Council on adoption of Ordinance 14-1346B on Dec. 10 and 11, respectively. The Metro Council will hold a second public hearing and consider the MPAC and JPACT recommendations on Dec. 18, 2014.

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

in response to feedback from Metro's policy advisory committees

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 toolbox is a living document that is expected to evolve and change over time to reflect new information and approaches for reducing greenhouse gas emissions. 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 federally-required the updates to the Regional Transportation Plan.](#)

in response to feedback from Metro's policy advisory committees

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~~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.

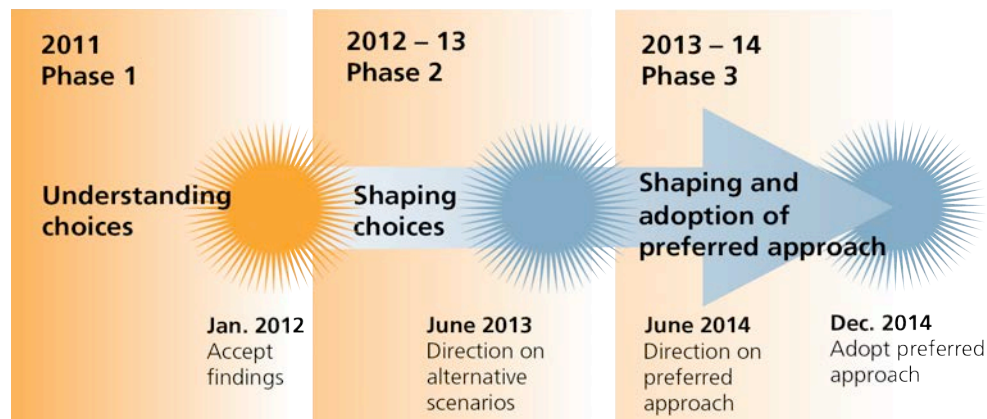
CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

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.

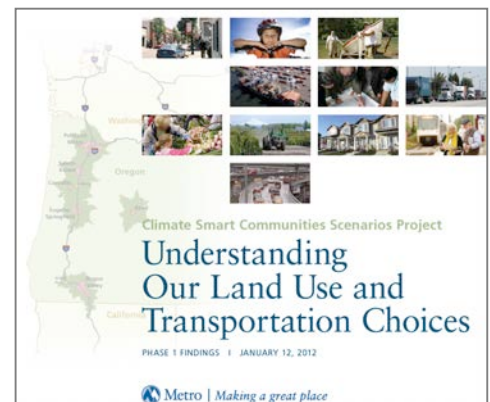
The initial scenario analysis found more than 90 of the 144 scenarios tested met or exceeded the target. The findings are summarized in *Understanding Our Land Use and Transportation Choices: Phase 1 Findings* (January 2012).

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.

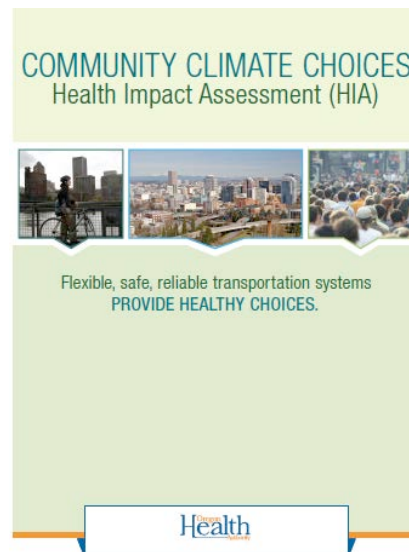
The analysis also demonstrated there are potentially significant long-term benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced congestion and delay and travel cost savings that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

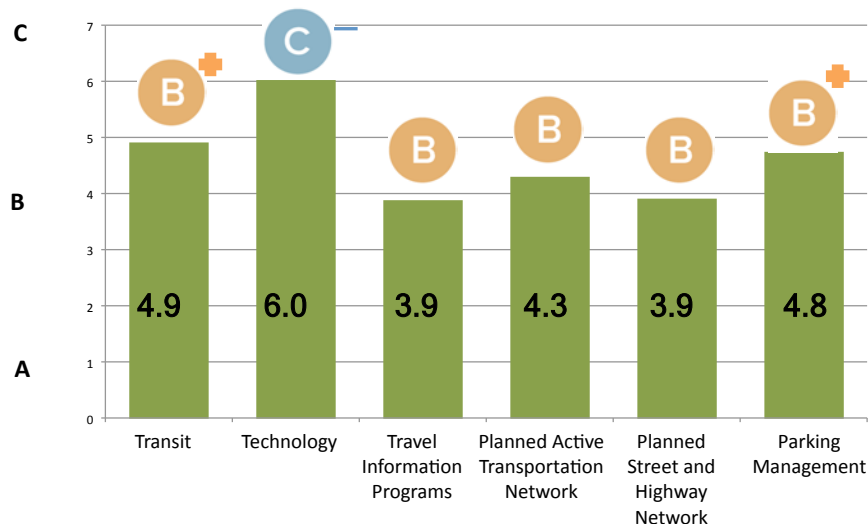
⁴ *Shaping the Preferred Approach: A Policymakers Discussion Guide* is available to download from the project website at www.oregonmetro.gov/climatescenarios

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):

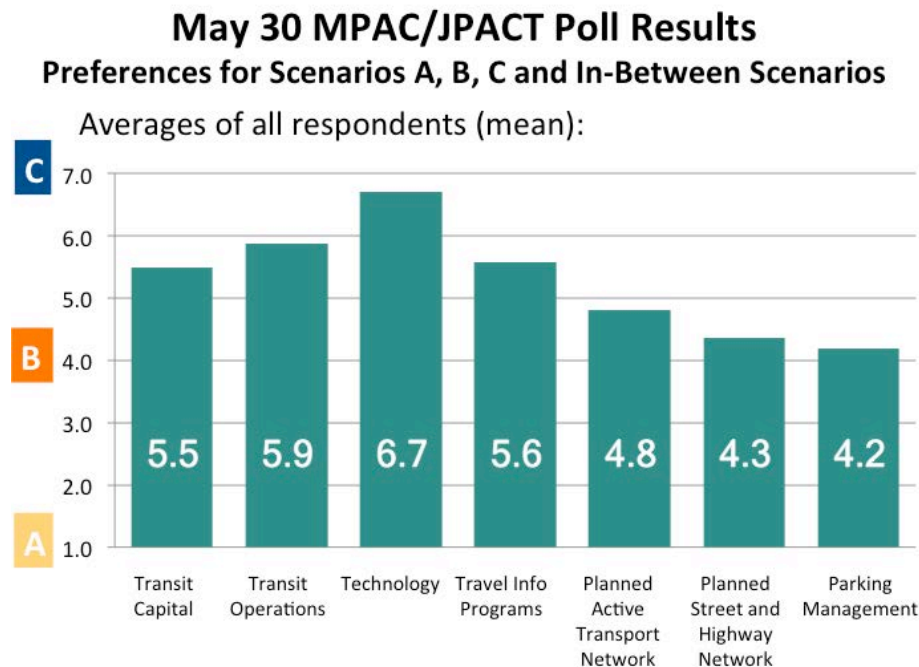


Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the straw poll results, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 12, a MTAC/TPAC workshop was held to begin shaping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

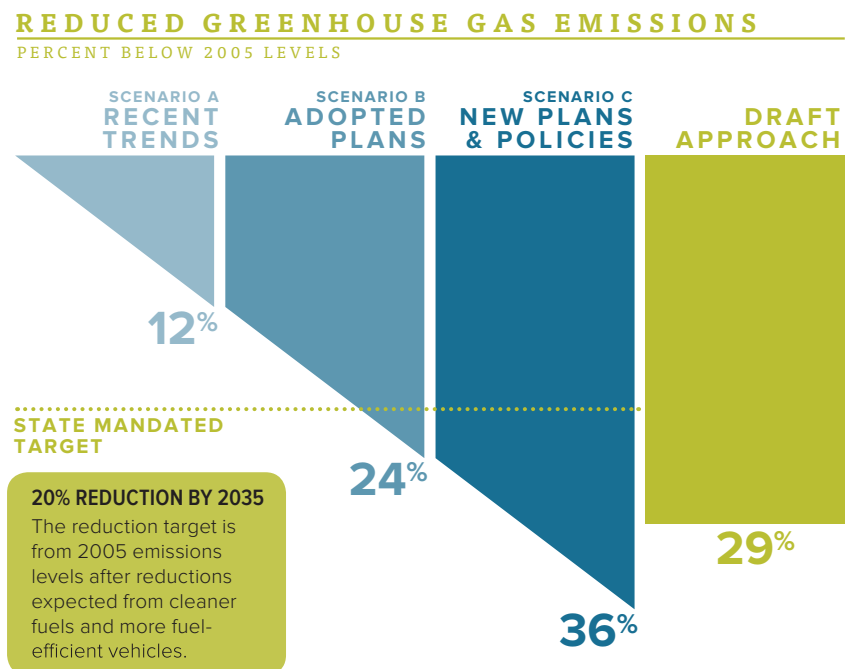


Figure 5. Estimated greenhouse gas emissions reduction from implementation of the draft approach

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.

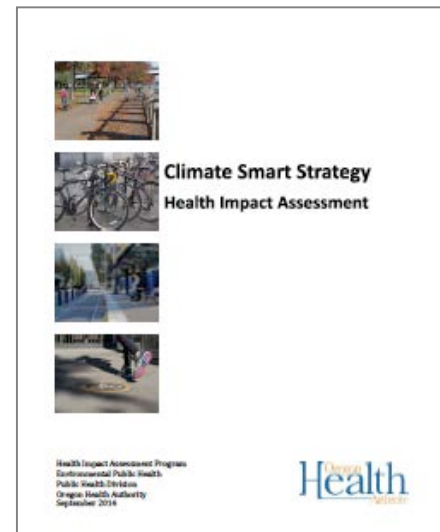
Staff also prepared cost estimates to implement the draft approach. At \$24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP (\$29 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$19 billion). The financially constrained 2014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

**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

Draft Climate Smart Strategy

Public Review Draft

September 15, 2014

**MAKING A
GREAT
PLACE**



About Metro

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

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

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

www.oregonmetro.gov/climatescenarios

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Metro Councilors

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Carlotta Collette, District 2

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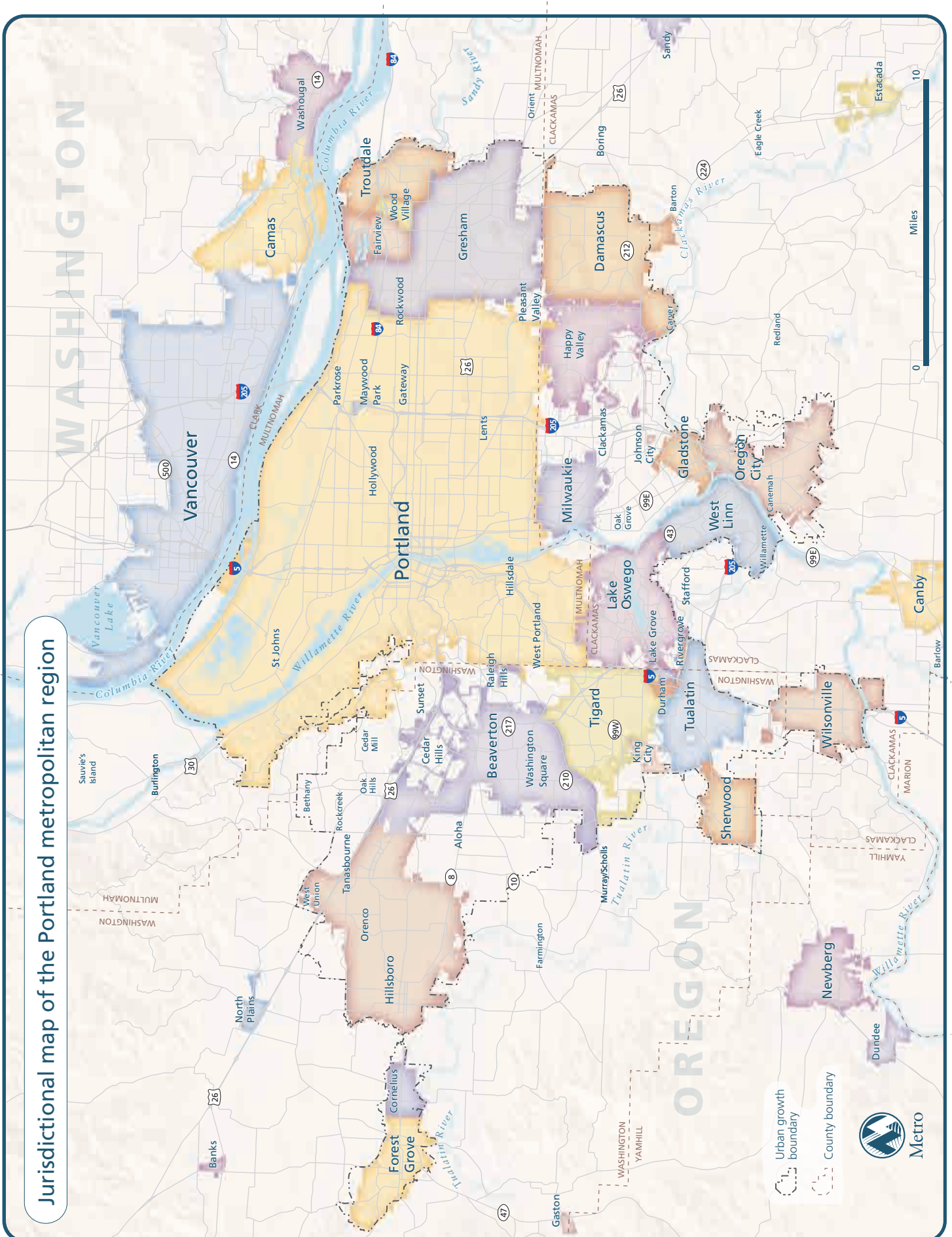
Auditor

Suzanne Flynn



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INTRODUCTION

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

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

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

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



ATTRIBUTES OF GREAT COMMUNITIES

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

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





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

oregonmetro.gov/draftapproach

ABOUT THE DRAFT APPROACH

The results are in and the news is good. After a four-year collaborative process informed by 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. The draft approach does more than just meet the target. Analyses shows it supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong economy.

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

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

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

WHAT IS THE DRAFT APPROACH?

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

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

POLICIES Regional Framework Plan (RFP) amendments

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

TOOLBOX OF POSSIBLE ACTIONS Recommended actions

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

PERFORMANCE MONITORING Recommended monitoring approach

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



EXPECTED BENEFITS OF THE DRAFT APPROACH

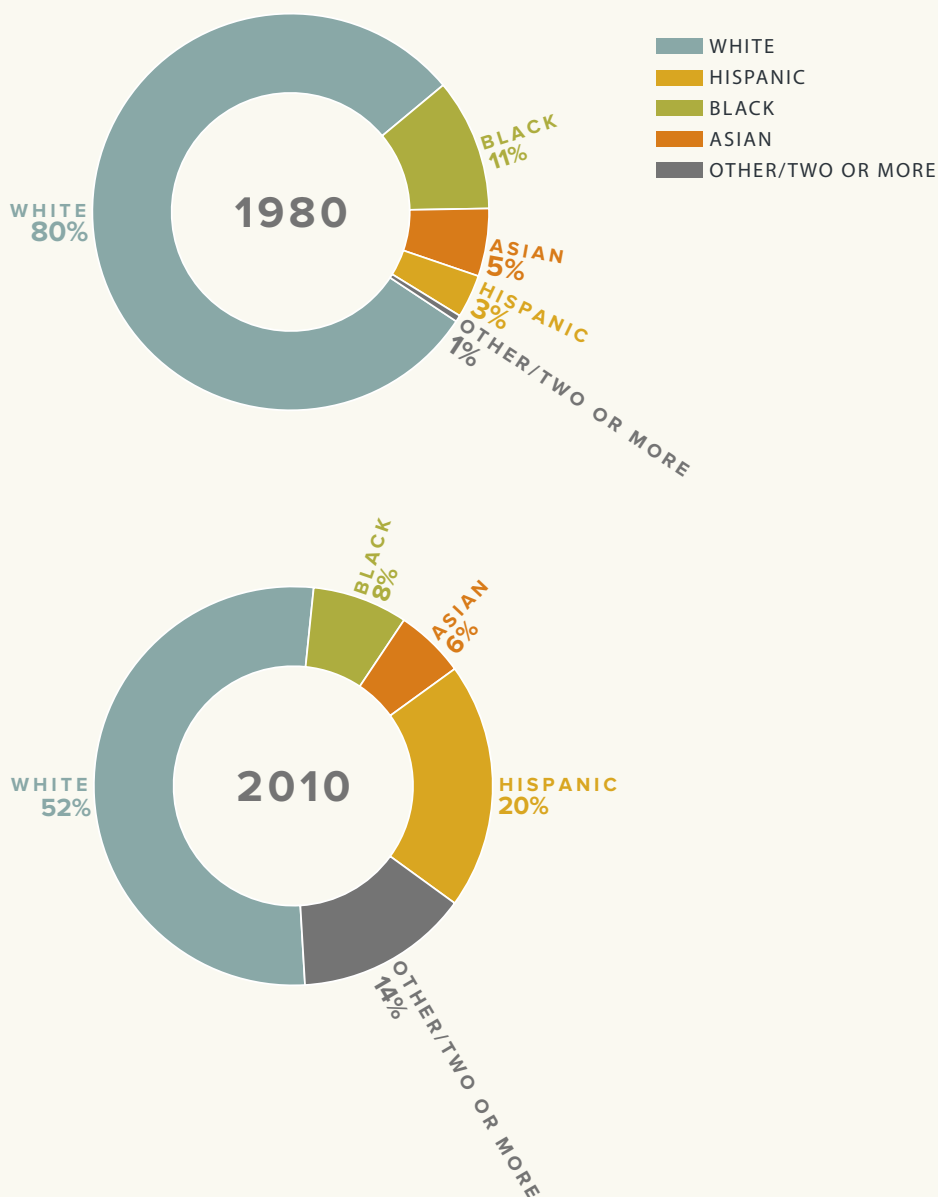
By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help reduce illness and save lives.
- Less air pollution also means fewer environmental costs. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods.
- Households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more. This allows people to spend money on other priorities, of particular importance to households of modest means.



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

RACE AND ETHNICITY IN THE PORTLAND METROPOLITAN REGION



REGIONAL CONTEXT

OUR REGION IS CHANGING

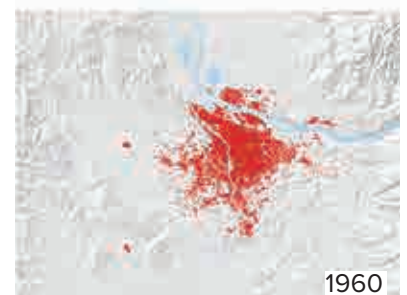
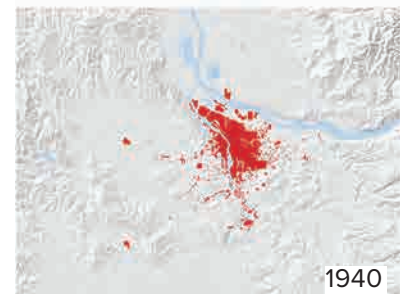
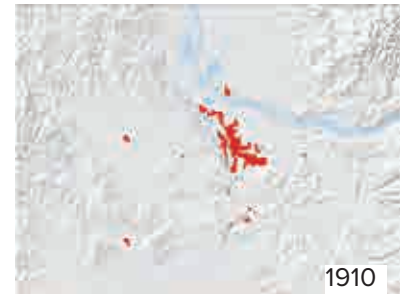
The Portland metropolitan region is an extraordinary place to call home. Our region has unique communities with inviting neighborhoods, a diverse economy and a world-class transit system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and wild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

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

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

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

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



PROJECT BACKGROUND

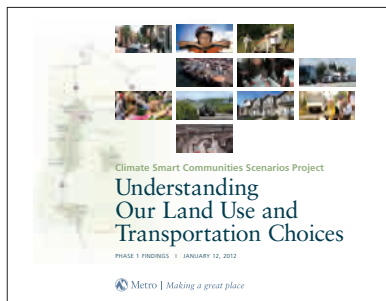
The region's charge from the state is to identify and adopt a preferred approach for meeting the target by December 2014. The choices we make today about how we live, work and get around will shape the future of the region for generations to come. The project is being completed in three phases – and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

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

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

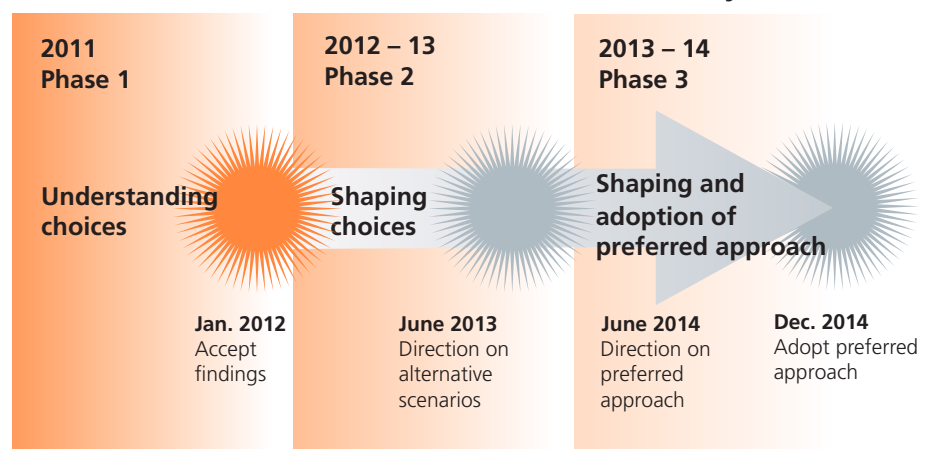
As part of the first phase, Metro staff researched strategies used to reduce emissions in communities across the region, nation and around the world. This work resulted in a toolbox describing the range of potential strategies, their effectiveness at reducing emissions and other benefits they could bring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

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



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

Climate Smart Communities Scenarios Project timeline



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

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

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

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



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

Three approaches that we evaluated in 2013

SCENARIO



Recent Trends

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

SCENARIO



Adopted Plans

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

SCENARIO

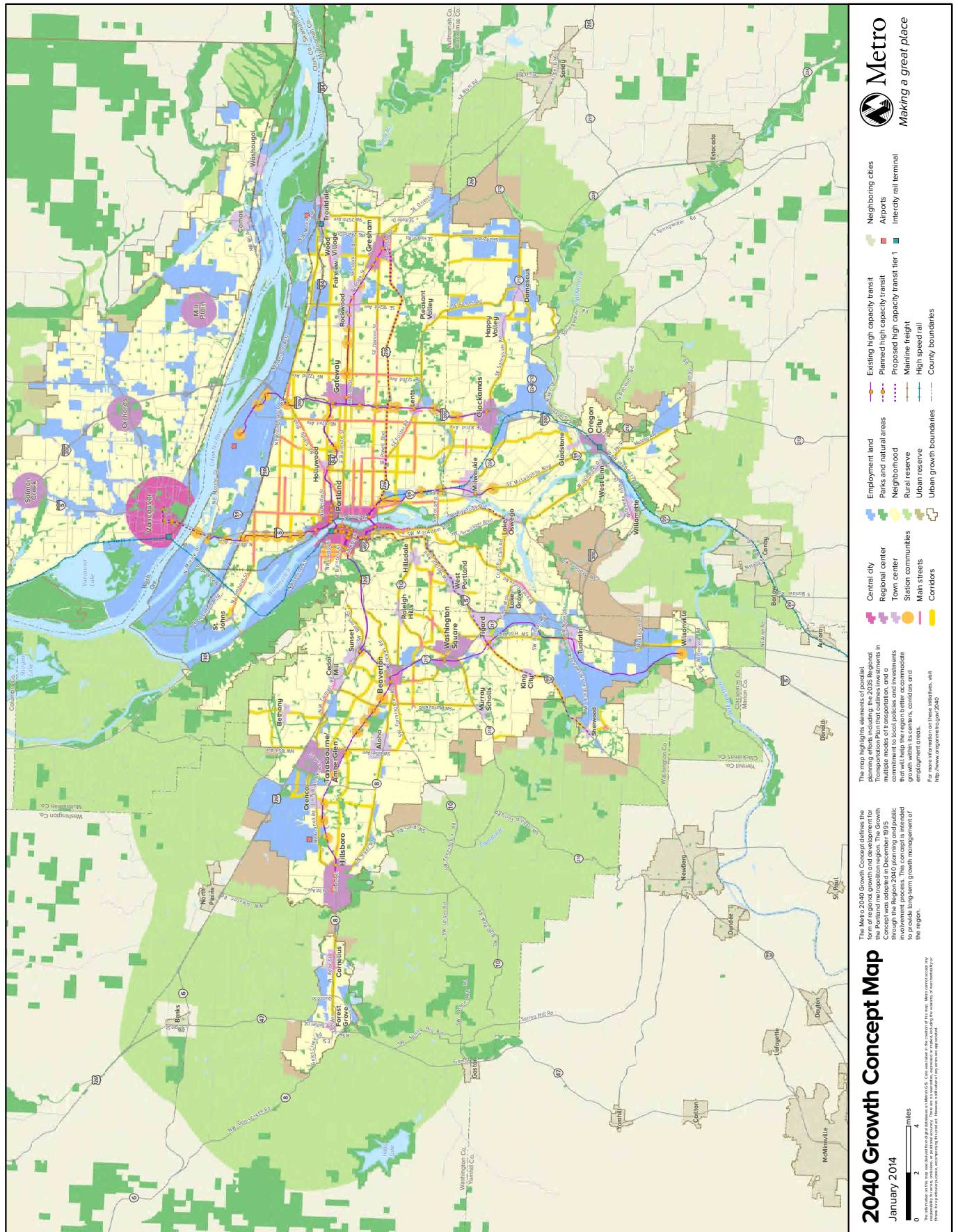


New Plans and Policies

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

OUR SHARED VISION: THE 2040 GROWTH CONCEPT

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



WHERE WE ARE TODAY

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

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

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

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

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



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

.....



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

OVERVIEW OF POLICY AREAS

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

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

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

EXPLANATION OF THE CLIMATE BENEFIT RATINGS

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

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

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



RELATIVE CLIMATE BENEFIT



ESTIMATED COST
TO IMPLEMENT BY 2035
(2014\$)

Capital \$4.4 billion

Operations \$8 billion

Make transit convenient, frequent, accessible and affordable

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

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

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

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

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

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

BENEFITS

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

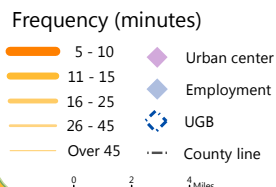
CHALLENGES

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

Exhibit A to Ordinance No. 14-1346B

**DRAFT
APPROACH**

DRAFT APPROACH
Transit service
Rush hour
(7-9am, 4-6pm)

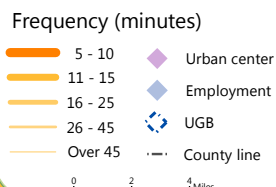


55% jobs
49% households
62% low-income households
Estimated jobs and households within ¼-mile of 15-minute or better service by 2035

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**
Metro

Date: 7/9/2014 - MRH

DRAFT APPROACH
Transit service
Daytime and evening
(9am-4pm, 6pm-close)



52% jobs
37% households
49% low-income households
Estimated jobs and households within ¼-mile of 15-minute or better service by 2035

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**
Metro

Date: 7/9/2014 - MRH

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



RELATIVE CLIMATE BENEFIT



ESTIMATED COST TO IMPLEMENT BY 2035 (2014\$)

\$2 billion

Make biking and walking safe and convenient

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

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

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

BENEFITS

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

CHALLENGES

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

Exhibit A to Ordinance No. 14-1346B

DRAFT APPROACH

663

Miles of bikeways, sidewalks and trails added by 2035

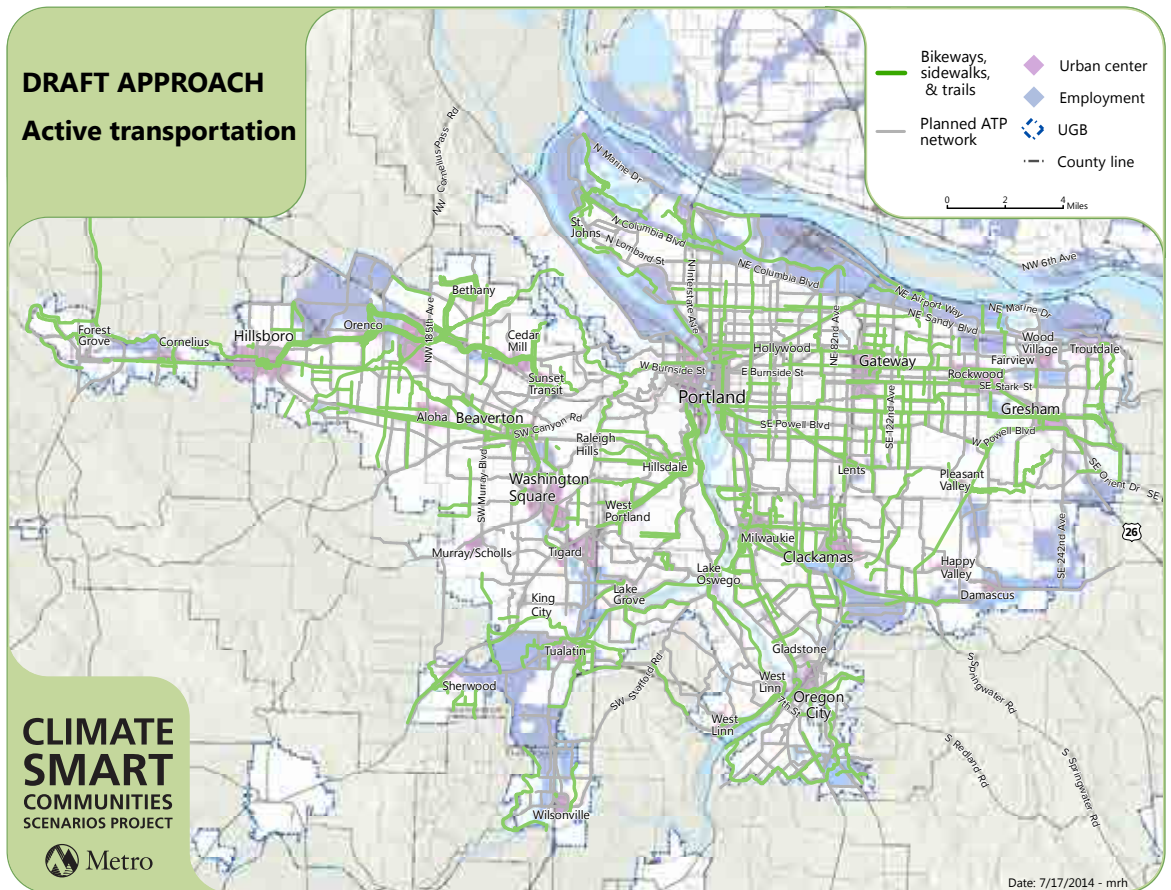
61

Estimated lives saved annually from increased physical activity by 2035

\$500 million

Estimated savings per year by 2035 from the lives saved each year

DRAFT APPROACH Active transportation



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



RELATIVE CLIMATE BENEFIT



ESTIMATED COST TO IMPLEMENT BY 2035 (2014\$)

Capital \$8.8 billion

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

Make streets and highways safe, reliable and connected

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

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

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

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

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

BENEFITS

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

CHALLENGES

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

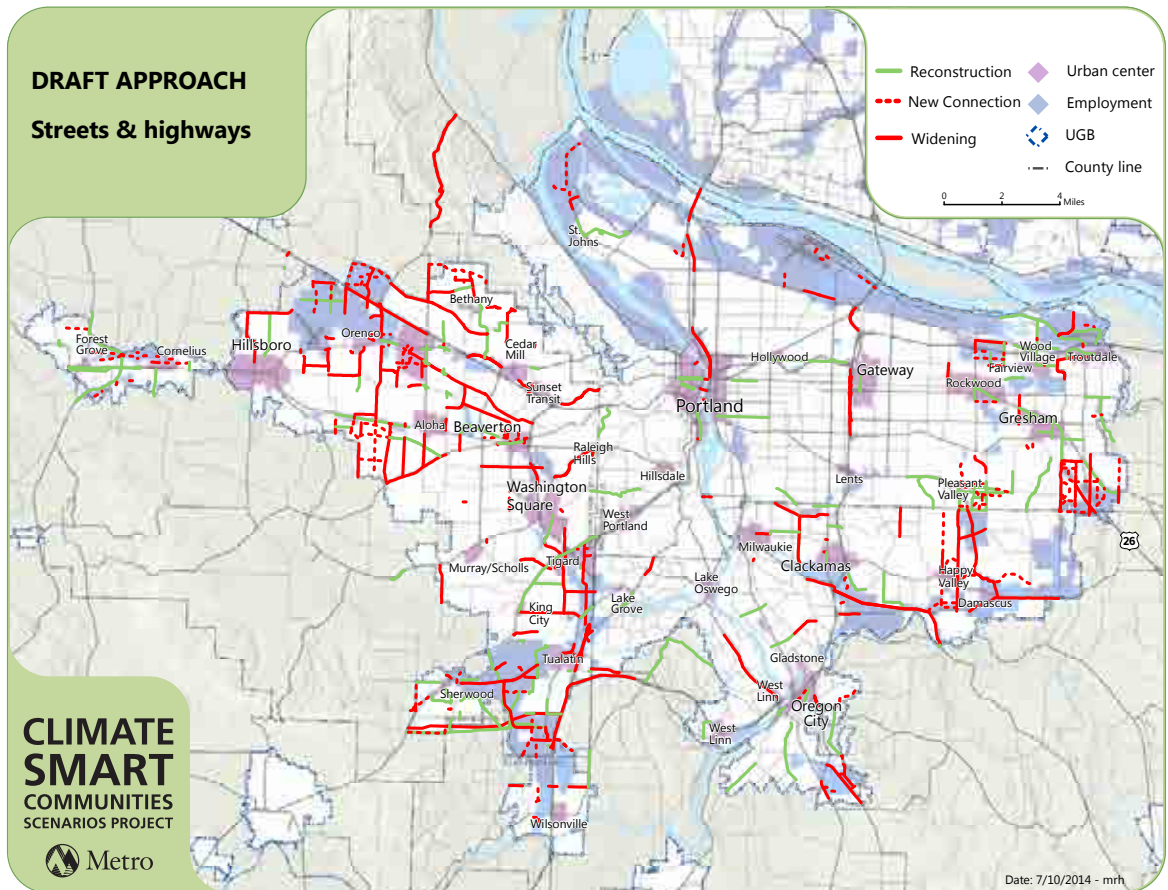
DRAFT APPROACH

52

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

386

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



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



RELATIVE CLIMATE BENEFIT



ESTIMATED COST TO IMPLEMENT BY 2035 (2014\$)

\$206 million

Use technology to actively manage the transportation system

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

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

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

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

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

BENEFITS

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

CHALLENGES

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

Exhibit A to Ordinance No. 14-1346B

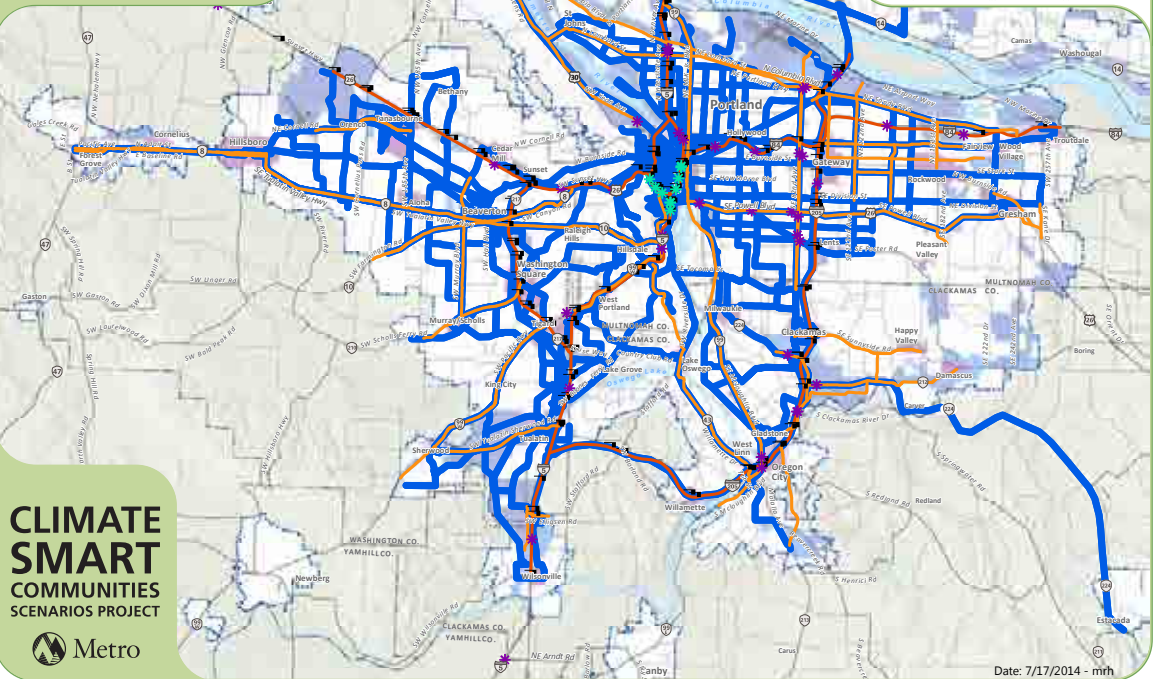
DRAFT APPROACH

.35% on arterials and freeways

Estimated delay
reduction by 2035

DRAFT APPROACH

Transportation system management and operations



**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**



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



RELATIVE CLIMATE BENEFIT



ESTIMATED COST TO IMPLEMENT BY 2035 (2014\$)

\$185 million

Provide information and incentives to expand the use of travel options

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

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

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

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

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

BENEFITS

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

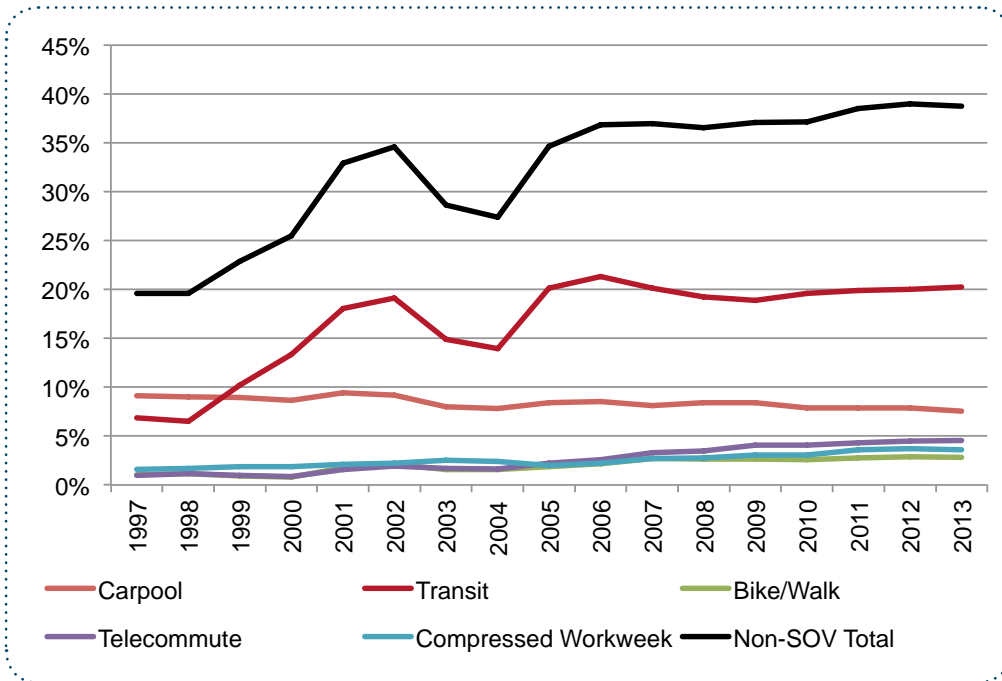
CHALLENGES

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

Exhibit A to Ordinance No. 14-1346B

EFFECTIVENESS OF EMPLOYER COMMUTER PROGRAMS (1997 – 2013)

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



EFFECTIVENESS OF COMMUNITY AND NEIGHBORHOOD PROGRAMS

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

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

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





RELATIVE CLIMATE BENEFIT

ESTIMATED COST
TO IMPLEMENT BY 2035
(2014\$)

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

Manage parking to make efficient use of land and parking spaces

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

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

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

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

BENEFITS

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

CHALLENGES

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

Low Carbon Fuel Standard In 2009, the Oregon legislature authorized the Environmental Quality Commission to develop low carbon fuel standards (LCFS) for Oregon. Each type of transportation fuel (gasoline, diesel, natural gas, etc.) contains carbon in various amounts. When the fuel is burned, that carbon turns into carbon dioxide (CO₂), which is a greenhouse gas. The goal is to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent below 2010 levels by 2022 and applies to the entire mix of fuel available in Oregon. Carbon intensity refers to the emissions per unit of fuel; it is not a cap on total emissions or a limit on the amount of fuel that can be burned. The lower the carbon content of a fuel, the fewer greenhouse gas emissions it produces.

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

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

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

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

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

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

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

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

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**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

Draft Regional Framework Plan Amendments

Recommended Draft

*This document reflects changes recommended in
Exhibit E to Ordinance No. 14-1346B*

November 14, 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 recommended changes (Updated November 14, 2014)

All of Chapter 1 of the Regional Framework Plan is provided for reference. Changes shown in ~~single strikethrough~~ and single underscore were included in the Sept. 15, 2014 public review draft. Changes shown in ~~double strikethrough~~ and double underscore reflect additional recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 1

Land Use

**REGIONAL FRAMEWORK PLAN
CHAPTER 1 LAND USE**

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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 support 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. [The policies in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light duty vehicles.](#)

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. Incent and 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.
- 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.)

1.2 Centers, Corridors, Station Communities and Main Streets

It is the policy of the Metro Council to:

- 1.2.1. Recognize that the success of the 2040 Growth Concept depends upon the success of the region's Centers, Corridors, Station Communities and Main Streets as the principal centers of urban life in the region. Recognize that each Center, Corridor, Station Community and Main Street has its own character and stage of development and its own aspirations; each needs its own strategy for success.
- 1.2.2. Work with local governments, community leaders and state and federal agencies to develop an investment strategy for Centers, Corridors, Station Communities and Main Streets with a program of investments in public works, essential services and community assets, that will enhance their roles as the centers of urban life in the region. The strategy shall:
 - a. Give priority in allocation of Metro's investment funds to Centers, Corridors, Station Communities and Main Streets;
 - b. To the extent practicable, link Metro's investments so they reinforce one another and maximize contributions to Centers, Corridors, Station Communities and Main Streets;
 - c. To the extent practicable, coordinate Metro's investments with complementary investments of local governments and with state and federal agencies so the investments reinforce one another, maximize contributions to Centers, Corridors, Station Communities and Main Streets and help achieve local aspirations; and
 - d. Include an analysis of barriers to the success of investments in particular Centers, Corridors, Station Communities and Main Streets.
- 1.2.3. Encourage employment opportunities in Centers, Corridors, Station Communities and Main Streets by:
 - a. Improving access within and between Centers, Corridors, Station Communities and Main Streets;
 - b. Encouraging cities and counties to allow a wide range of employment uses and building types, a wide range of floor-to-area ratios and a mix of employment and residential uses; and
 - c. Encourage investment by cities, counties and all private sectors by complementing their investments with investments by Metro.
- 1.2.4. Work with local governments, community leaders and state and federal agencies to employ financial incentives to enhance the roles of Centers, Corridors, Station Communities and Main Streets and maintain a catalogue of incentives and other tools

that would complement and enhance investments in particular Centers, Corridors, Station Communities and Main Streets.

- 1.2.5. Measure the success of regional efforts to improve Centers and Centers, Corridors, Station Communities and Main Streets and report results to the region and the state and revise strategies, if performance so indicates, to improve the results of investments and incentives.

1.3 Housing Choices and Opportunities

It is the policy of the Metro Council to:

- 1.3.1. Provide housing choices in the region, including single family, multi-family, ownership and rental housing, and housing offered by the private, public and nonprofit sectors, paying special attention to those households with fewest housing choices.
- 1.3.2. As part of the effort to provide housing choices, encourage local governments to ensure that their land use regulations:
 - a. Allow a diverse range of housing types;
 - b. Make housing choices available to households of all income levels; and
 - c. Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services [and frequent transit service](#).
- 1.3.3. Reduce the percentage of the region's households that are cost-burdened, meaning those households paying more than 50 percent of their incomes on housing and transportation.
- 1.3.4. Maintain voluntary affordable housing production goals for the region, to be revised over time as new information becomes available and displayed in Chapter 8 (Implementation), and encourage their adoption by the cities and counties of the region.
- 1.3.5. Encourage local governments to consider the following tools and strategies to achieve the affordable housing production goals:
 - a. Density bonuses for affordable housing;
 - b. A no-net-loss affordable housing policy to be applied to quasi-judicial amendments to the comprehensive plan;
 - c. A voluntary inclusionary zoning policy;
 - d. A transferable development credits program for affordable housing;
 - e. Policies to accommodate the housing needs of the elderly and disabled;
 - f. Removal of regulatory constraints on the provision of affordable housing; and

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- g. Policies to ensure that parking requirements do not discourage the provision of affordable housing.
- 1.3.6 Require local governments in the region to report progress towards increasing the supply of affordable housing and seek their assistance in periodic inventories of the supply of affordable housing.
- 1.3.7 Work in cooperation with local governments, state government, business groups, non-profit groups and citizens to create an affordable housing fund available region wide in order to leverage other affordable housing resources.
- 1.3.8 Provide technical assistance to local governments to help them do their part in achieving regional goals for the production and preservation of housing choice and affordable housing.
- 1.3.9 Integrate Metro efforts to expand housing choices with other Metro activities, including transportation planning, land use planning and planning for parks and greenspaces.
- 1.3.10 When expanding the Urban Growth Boundary, assigning or amending 2040 Growth Concept design type designations or making other discretionary decisions, seek agreements with local governments and others to improve the balance of housing choices with particular attention to affordable housing.
- 1.3.11 Consider incentives, such as priority for planning grants and transportation funding, to local governments that obtain agreements from landowners and others to devote a portion of new residential capacity to affordable housing.
- 1.3.12 Help ensure opportunities for low-income housing types throughout the region so that families of modest means are not obliged to live concentrated in a few neighborhoods, because concentrating poverty is not desirable for the residents or the region.
- 1.3.13 Consider investment in transit, pedestrian and bicycle facilities and multi-modal streets as an affordable housing tool to reduce household transportation costs to leave more household income available for housing.
- 1.3.14 For purposes of these policies, “affordable housing” means housing that families earning less than 50 percent of the median household income for the region can reasonably afford to rent and earn as much as or less than 100 percent of the median household income for the region can reasonably afford to buy.

(RFP Policy 1.3 updated 9/10/98, Metro Ord. 98-769; Policies 1.3, 1.3.1 through 1.3.7. updated, Metro Ord. 00-882C; RFP Policies 1.3.1 through 1.3.4, updated 2/05; RFP Policy 1.3 updated 4/25/07, Metro Ord. 06-1129B; and amended 12/16/10, Metro Ord. 10-1244B.)

1.4 Employment Choices and Opportunities

It is the policy of the Metro Council to:

- 1.4.1. Locate expansions of the UGB for industrial or commercial purposes in locations consistent with this plan and where, consistent with state statutes and statewide goals, an assessment of the type, mix and wages of existing and anticipated jobs within subregions justifies such expansion.
- 1.4.2. Balance the number and wage level of jobs within each subregion with housing cost and availability within that subregion [to encourage reductions in vehicle miles traveled and greenhouse gas emissions and make progress toward other quality of life measures](#). 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.
- 1.4.3. Designate, with the aid of leaders in the business and development community and local governments in the region, as Regionally Significant Industrial Areas those areas with site characteristics that make them especially suitable for the particular requirements of industries that offer the best opportunities for family-wage jobs.
- 1.4.4. Require, through the Urban Growth Management Functional Plan, that local governments exercise their comprehensive planning and zoning authorities to protect Regionally Significant Industrial Areas from incompatible uses.
- 1.4.5. Facilitate investment in those areas of employment with characteristics that make them especially suitable and valuable for traded-sector goods and services, including brownfield sites and sites that are re-developable.
- 1.4.6. Consistent with policies promoting a compact urban form, ensure that the region maintains a sufficient supply of tracts 50 acres and larger to meet demand by traded-sector industries for large sites and protect those sites from conversion to non-industrial uses.

(RFP Policy 1.4 updated 10/26/00, Metro Ord. 00-879A; and Policies 1.4.1 and 1.4.2 added 12/05/02, Metro Ord. 02-969B-06; Policies 1.4.1 through 1.4.2 updated and 1.4.3 and 1.4.4 added 2/05)

1.5 Economic Vitality

It is the policy of the Metro Council to:

- 1.5.1 Include all parts of the region in the region's economic development, including areas and neighborhoods which have been experiencing increasing poverty and social needs, even during periods of a booming regional economy.
- 1.5.2 Recognize that to allow the kinds of social and economic decay in older suburbs and the central city that has occurred in other larger and older metro regions is a threat to our quality of life and the health of the regional economy.
- 1.5.3 Ensure that all neighborhoods and all people have access to opportunity and share the benefits, as well as the burdens, of economic and population growth in the region.

- 1.5.4 Support economic vitality throughout the entire region, by undertaking the following steps:
- a. Monitoring regional and subregional indicators of economic vitality, such as the balance of jobs, job compensation and housing availability.
 - b. Facilitating collaborative regional approaches which better support economic vitality for all parts of the region if monitoring finds that existing efforts to promote and support economic vitality in all parts of the region are inadequate.
- 1.5.5 Promote, in cooperation with local governments and community residents, revitalization of existing city and neighborhood centers that have experienced disinvestment and/or are currently underutilized and/or populated by a disproportionately high percentage of people living at or below 80 percent of the region's median income.

1.6 Growth Management (Repealed, Ord. 10-1244B, 12/16/10)

(RFP Policy 1.6 updated 10/26/00, Metro Ord. 00-879A; RFP Policy 1.6 updated 2/05; RFP Policy 1.6 repealed 12/16/10.)

1.7 Urban and Rural Reserves

It is the policy of the Metro Council to:

- 1.7.1 Establish a system of urban reserves, sufficient to accommodate long-term growth, that identifies land outside the UGB suitable for urbanization in a manner consistent with this Regional Framework Plan.
- 1.7.2 Collaborate with Multnomah, Clackamas and Washington Counties and Neighbor Cities to establish a system of rural reserves to protect agricultural land, forest land and natural landscape features that help define appropriate natural boundaries to urbanization, and to keep a separation from Neighbor Cities to protect their identities and aspirations.
- 1.7.3 Designate as urban reserves, with a supply of land to accommodate population and employment growth to the year 2060, those lands identified as urban reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan.
- 1.7.4 Protect those lands designated as rural reserves on the Urban and Rural Reserves Map in Title 14 of the Urban Growth Management Functional Plan from addition to the UGB and from re-designation as urban reserves at least until the year 2060.
- 1.7.5 In conjunction with the appropriate county, cities and service districts, develop concept plans for urban reserves prior to their addition to the UGB. Provide technical, financial and other support to the local governments in order to:
- a. Help achieve livable communities [and reduce greenhouse gas emissions](#).
 - b. Identify the city or cities that will likely annex the area after it is added to the UGB.

- c. Identify the city or cities or the service districts that will likely provide services to the area after it is added to the UGB.
- d. Determine the general urban land uses, [key local and regional multi-modal transportation facilities](#) and prospective components of the regional system of parks, natural areas, open spaces, fish and wildlife habitats, trails and greenways.

1.7.6 Twenty years after the initial designation of the reserves, in conjunction with Clackamas, Multnomah and Washington Counties, review the designated urban and rural reserves for effectiveness, sufficiency and appropriateness.

(RFP Policy 1.7 updated 10/26/00, Metro Ord. 00-879A, RFP Policy 1.7 updated 2/05; RFP Policy 1.7 updated Ord. 10-1238A, 09/08/10.)

1.8 Developed Urban Land

It is the policy of the Metro Council to:

- 1.8.1 Identify and actively address opportunities for and obstacles to the continued development and redevelopment of existing urban land using a combination of regulations and incentives to ensure that the prospect of living, working and doing business in those locations remains attractive to a wide range of households and employers.
- 1.8.2 Encourage, in coordination with affected agencies, the redevelopment and reuse of lands used in the past or already used for commercial or industrial purposes wherever economically viable and environmentally sound.
- 1.8.3 Assess redevelopment and infill potential in the region when Metro examines whether additional urban land is needed within the UGB, and include the potential for redevelopment and infill on existing urban land as an element when calculating the buildable land supply in the region, where it can be demonstrated that the infill and redevelopment can be reasonably expected to occur during the next 20 years.
- 1.8.4 Work with jurisdictions in the region to determine the extent to which redevelopment and infill can be relied on to meet the identified need for additional urban land.
- 1.8.5 Initiate an amendment to the UGB, after the analysis and review in 1.8.3, to meet that portion of the identified need for land not met through commitments for redevelopment and infill.

(RFP Policy 1.8 updated 2/05.)

1.9 Urban Growth Boundary

It is the policy of the Metro Council to:

- 1.9.1 Establish and maintain an urban growth boundary to limit urbanization of rural land and facilitate the development of a compact urban form.

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- 1.9.2 Consider expansion of the UGB only after having taken all reasonable measures to use land within the UGB efficiently.
- 1.9.3 Expand the UGB, when necessary, from land designated Urban Reserves unless they cannot reasonably accommodate the demonstrated need to expand.
- 1.9.4 Not to expand the UGB onto lands designated Rural Reserves at least until the year 2060.
- 1.9.5 Consult appropriate Neighbor Cities prior to addition of land to the UGB in their vicinity.
- 1.9.6 Add land to the UGB only after concept planning for the land has been completed by the responsible local governments in collaboration with Metro unless participants cannot agree on the plan and addition of the land is necessary to comply with ORS 197.299.
- 1.9.7 Provide the following procedures for expansion of the UGB:
 - a. A process for minor revisions
 - b. A complete and comprehensive process associated with the analysis of the capacity of the UGB required periodically of Metro by state planning laws
 - c. A process available for expansion to accommodate non-residential needs between the state-required capacity analyses
 - d. An accelerated process for addition of land to accommodate an immediate need for industrial capacity.
- 1.9.8 Use natural or built features, whenever practical, to ensure a clear transition from rural to urban land use.
- 1.9.9 Ensure that expansion of the UGB enhances the roles of Centers, Corridors and Main Streets.
- 1.9.10 Determine whether the types, mix and wages of existing and potential jobs within subareas justifies an expansion in a particular area.
- 1.9.11 Conduct an inventory of significant fish and wildlife habitat that would be affected by addition of land, and consider the effects of urbanization of the land on the habitat and measures to reduce adverse effects, prior to a decision on the proposed addition.
- 1.9.12 Use the choice of land to include within the UGB as an opportunity to seek agreement with landowners to devote a portion of residential capacity to needed workforce housing as determined by the Urban Growth Report adopted as part of the UGB expansion process.
- 1.9.13 Prepare a report on the effect of the proposed amendment on existing residential neighborhoods prior to approving any amendment or amendments of the urban growth boundary in excess of 100 acres and send the report to all households within one mile of

the proposed UGB amendment area and to all cities and counties within the district. The report shall address:

- a. Traffic patterns and any resulting increase in traffic congestion, commute times and air quality.
- b. Whether parks and open space protection in the area to be added will benefit existing residents of the district as well as future residents of the added territory.
- c. The cost impacts on existing residents of providing needed public services and public infrastructure to the area to be added.

(RFP Policy Nos. 1.9.1 thru 1.9.4 updated to 1.9.1 thru 1.9.3, 10/26/00, Metro Ord. 00879A; RFP Policy 1.9.3 regarding Measure 26-29 updated 5/15/03, Metro Ord. 03-1003; RFP Policies 1.9 through 1.9.3 updated 2/05 and RFP Policies 1.9.4 through 1.9.11 added 2/05; RFP Policy 1.9.12 added 9/29/05, Metro Ord. 05-1077C, Exb. B, Amend. 3; and RFP Policy No. 1.9 updated 09/08/10, Metro Ord. 10-1238A, § 2.)

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 the most convenient, safe and enjoyable convenient transportation choice for short trips, encourages transit use and reduces auto dependence and related greenhouse gas emissions.
 - iii) Provides access to neighborhood and community parks, trails, schools, and walkways bikeways, and other recreation and cultural areas and public facilities.
 - 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.

- 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.)

1.11 Neighbor Cities

It is the policy of the Metro Council to:

- 1.11.1 Coordinate concept planning of Urban Reserves with Neighbor Cities Sandy, Canby, Estacada, Barlow, North Plains, Banks and Vancouver to minimize the generation of new automobile trips between Neighbor Cities and the Metro UGB by seeking appropriate ratios of dwelling units and jobs within the Metro UGB and in Neighbor Cities.
- 1.11.2 Pursue agreements with Neighbor Cities, Clackamas and Washington Counties and the Oregon Department of Transportation to establish "green corridors" along state highways that link Neighbor Cities with cities inside the Metro UGB in order to maintain a rural separation between cities, to protect the civic identities of Neighbor Cities, and to protect the capacity of those highways to move people and freight between the cities.
- 1.11.3 Coordinate with Vancouver, Clark County and the Southwest Washington Transportation Council through the Bi-State Coordinating Committee and other appropriate channels on population and employment forecasting; transportation; economic development; emergency management; park, trail and natural area planning; and other growth management issues.

(RFP Policy 1.11.3 updated 10/26/00, Metro Ord. 00-879A; RFP Policy 1.9 updated 2/05; and RFP Policy 1.11 updated 09/08/10, Metro Ord. 10-1238A, § 2.)

1.12 Protection of Agriculture and Forest Resource Lands. (Repealed, Ord. 10-1238A, 09/08/10, § 2)

(Policies 1.12.1 through 1.12.4 updated 9/22/04, Metro Ord. 04-1040B-01; RFP Policy 1.12 updated 2/05; and repealed Metro Ord. 10-1238A, § 2.)

1.13 Participation of Citizens

It is the policy of the Metro Council to:

- 1.13.1 Encourage public participation in Metro land use planning.
- 1.13.2 Follow and promote the citizen participation values inherent in the RFP and the Metro Citizen Involvement Principles.
- 1.13.3 Encourage local governments to provide opportunities for public involvement in land use planning and delivery of recreational facilities and services.

1.14 School and Local Government Plan and Policy Coordination

It is the policy of the Metro Council to:

- 1.14.1 Coordinate plans among local governments, including cities, counties, special districts and school districts for adequate school facilities for already developed and urbanizing areas.
- 1.14.2 Consider school facilities to be “public facilities” in the review of city and county comprehensive plans for compliance with the Regional Framework Plan.
- 1.14.3 Work with local governments and school districts on school facility plans to ensure that the Urban Growth Boundary contains a sufficient supply of land for school facility needs.
- 1.14.4 Use the appropriate means, including, but not limited to, public forums, open houses, symposiums, dialogues with state and local government officials, school district representatives, and the general public in order to identify funding sources necessary to acquire future school sites and commensurate capital construction to accommodate anticipated growth in school populations.
- 1.14.5 Prepare a school siting and facilities functional plan with the advice of MPAC to implement the policies of this Plan.

(RFP Policy 1.14.2 updated 11/24/98, Metro Ord. 98-789; RFP Policy 1.14.2 updated 12/13/01, Metro Ord. 01-929A; RFP Policy 1.14 updated 2/05.)

1.15 Centers (Repealed, Ord. 10-1244B, 12/16/10)

(RFP Policy 1.15 added 12/05/02, Metro Ord. 02-969B-06; RFP Policy 1.15 updated 2/05; RFP Policy 1.5 repealed 12/16/10.)

1.16 Residential Neighborhoods

It is the policy of the Metro Council to:

- 1.16.1 Recognize that the livability of existing residential neighborhoods is essential to the success of the 2040 Growth Concept.

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1.16.2 Take measures, in order to protect and improve the region's existing residential neighborhoods, by:

- a. Protecting residential neighborhoods from air and water pollution, noise and crime.
- b. Making community services accessible to residents of neighborhoods by walking, bicycle and transit, where possible.
- c. Facilitating the provision of affordable government utilities and services to residential neighborhoods.

1.16.3 Not require local governments to increase the density of existing single-family neighborhoods identified solely as Inner or Outer Neighborhoods.

(RFP Policy 1.16 added 12/05/02, Metro Ord. 02-969B-06, pursuant to Measure 26-29, enacted by the Metro Area voters on 5/21/02.)

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Staff recommended changes (Updated November 14, 2014)

All of Chapter 2 of the Regional Framework Plan is provided for reference. Changes shown in ~~single strikethrough~~ and single underscore were included in the Sept. 15, 2014 public review draft. Changes shown in ~~double strikethrough~~ and double underscore reflect additional recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 2 Transportation

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 in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light duty vehicles.

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 through system and demand management strategies, such as by expanding the use of technology to actively manage the transportation system, and 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 seniors~~, and ~~disabled people with disabilities and people with low income~~.
- 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 the most safe and convenient, safe and enjoyable transportation choices for short trips.
- Limit dependence on ~~any single mode of drive alone travel~~, and increasing the use of transit, bicycling, walking, ~~and~~ carpooling and vanpooling.
- Make streets and highways safe, reliable and connected; p~~P~~roviding 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 vehicle parking and land dedicated to vehicle 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 local, 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, youth, children, elders older adults and people with disabilities and people with low incomes, 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 ~~injury 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~~ It is the policy of the Metro Council to 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:

Objective 11.1 Land use and transportation integration

~~Continue to implementing the 2040 Growth Concept through regional plans and functional plans adopted by the Metro Council for local governments to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emissions travel options, such as bicycling, walking, and electric vehicles.~~

Objective 11.2 Clean fuels and clean vehicles

Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.

- ~~• Expanding the use of low carbon transportation options across the region by:~~

Objective 11.3 Regional and community transit network and access

Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income to make transit convenient, frequent, accessible and affordable.

Objective 11.4 Active transportation network

Making bicycling and walking safe the safest, and most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's network of bicycle and pedestrian networks that connect people to their jobs, schools and other destinations.

Objective 11.5 Transportation systems management and operations

~~Making the most of investments the region has already made in the transportation system~~

Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.

Objective 11.6 Transportation demand management

Implement programs, services and other tools that provide commuters, households, and businesses with and providing information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.

Objective 11.7 Parking management

Implement locally-defined approaches to management of parking in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options. Managing parking to make efficient use of vehicle parking and land dedicated to parking.

Objective 11.8 Streets and highways network

Investing strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.

- ~~• 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.~~

11.3 Objective 11.9 Metro actions

~~Take actions recommended in the regional climate strategy Toolbox of Possible Actions to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as:~~

~~Implement the 2040 Growth Concept through regional plans and functional plans.~~

- ~~i. Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy, including securing adequate funding for transportation and other investments needed to implement the strategy.~~
- ~~iii. 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 and other investments needed to implement the strategy.~~
- ~~iii. Provide technical assistance, best practices and grant funding to local governments and other business and community partners to encourage and support implementation of the strategy. and~~
- ~~iv. Report on the potential light vehicle greenhouse gas emissions impacts of Metro's major land use and transportation RTP policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions.~~
- ~~v. Monitor and measure the progress of local and regional efforts in meeting adopted targets for reducing greenhouse gas emissions from light vehicle travel as described in Chapter 7 of the Regional Framework Plan, 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 federally-required updates to the Regional Transportation Plan.~~

11.4 Objective 11.10 Partner actions

~~Encourage local, state and federal governments and special districts to take locally tailored consider implementing actions recommended in the climate strategy Toolbox of Possible Actions in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as:~~

- ~~i. Implement plans and zoning that focus higher density, mixed-use zoning and development near transit.~~
- ~~ii. Implement capital improvements in frequent bus corridors, such as dedicated bus lanes, stop/shelter improvements, and intersection priority treatments, to increase service performance.~~
- ~~iii. 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~~

iv. ~~Adopt “complete streets” policies and designs to support all users.~~

- ~~• invest in making new and existing streets “complete” and connected to support all users;~~

v. ~~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;~~

vi. ~~Implement safe routes to school and transit programs.~~

vii. ~~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~~

viii. ~~Develop and implement local climate action plans.~~

11.45 ~~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.~~

The following is a clean version of the updated Goal 11 (and objectives) to help readability:

Goal 11: Demonstrate leadership on climate change

It is the policy of the Metro Council to implement a regional strategy to meet adopted targets for reducing greenhouse gas emissions from light vehicle travel while creating healthy and equitable communities and a strong economy.

Objective 11.1 Land use and transportation integration

Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emissions travel options, such as bicycling, walking, and electric vehicles.

Objective 11.2 Clean fuels and clean vehicles

Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.

Objective 11.3 Regional and community transit network and access

Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.

Objective 11.4 Active transportation network

Make bicycling and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.

Objective 11.5 Transportation systems management and operations

Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.

Objective 11.6 Transportation demand management

Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.

Objective 11.7 Parking management

Implement locally-defined approaches to management of parking in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.

Objective 11.8 Streets and highways network

Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.

Objective 11. 9 Metro actions

Take actions recommended in the *Toolbox of Possible Actions* to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, such as:

- i. Work with local, state and federal governments, community and business leaders and organizations, and special districts to implement the strategy, such as securing adequate funding for transportation and other investments needed to implement the strategy.
- ii. Provide technical assistance, best practices and grant funding to local governments and other business and community partners to encourage and support implementation of the strategy.
- iii. Report on the potential light vehicle greenhouse gas emissions impacts of Metro's major land use and transportation policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions.
- iv. Monitor and measure the progress of local and regional efforts in meeting adopted targets for reducing greenhouse gas emissions from light vehicle travel as described in Chapter 7 of the Regional Framework Plan, 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 federally-required updates to the Regional Transportation Plan.

Objective 11.10 Partner actions

Encourage local, state and federal governments and special districts to consider implementing actions recommended in the *Toolbox of Possible Actions* in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, such as:

- i. Implement plans and zoning that focus higher density, mixed-use zoning and development near transit.
- ii. Implement capital improvements in frequent bus corridors, such as dedicated bus lanes, stop/shelter improvements, and intersection priority treatments, to increase service performance.
- iii. Complete gaps in pedestrian and bicycle access to transit.
- iv. Adopt "complete streets" policies and designs to support all users.
- v. Integrate multi-modal designs in road improvement and maintenance projects to support all users.
- vi. Implement safe routes to school and transit programs.
- vii. Prepare community inventory of public parking spaces and usage.
- viii. Develop and implement local climate action plans.

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Staff recommended changes (Updated November 14, 2014)

All of Chapter 7 of the Regional Framework Plan is provided for reference. Changes shown in ~~double strikethrough~~ and double underscore reflect recommended changes to respond to comments received during the comment period and subsequent discussions by Metro's regional advisory committees.

Chapter 7 Management

Exhibit B to Ordinance No. 14-1346B
REGIONAL FRAMEWORK PLAN
CHAPTER 7 MANAGEMENT

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Chapter 7 Management

Introduction

Any plan put into effect is only a set of policies or actions based on what is known at the time. Actual conditions can and do change. Accordingly, any plan which is intended to be useful over a period of time must include ways of addressing new circumstances. To this end, this chapter includes policies and processes that will be used to keep the Regional Framework Plan (Plan) abreast of current conditions and a forward thinking document.

In addition, this Plan includes disparate subjects, ones that, while interconnected, at times suggest conflicting policy actions. This chapter describes the ways in which such conflicts can be resolved.

The policies included in Chapters 1-6 of this Plan are regional goals and objectives consistent with ORS 268.380(1). Many of these policies were originally adopted and acknowledged as the Regional Urban Growth Goals and Objectives and have been superseded by the policies of this Plan. The specific policies included in this Plan are neither a comprehensive plan under ORS 197.015(5), nor a functional plan under ORS 268.390(2).

Policies

7.1 Citizen Participation

It is the policy of the Metro Council to:

- 7.1.1 Develop and implement an ongoing program for citizen participation in all aspects of the regional planning effort.
- 7.1.2 Coordinate such a program with local programs to support citizen involvement in planning processes and avoid duplicating the local programs.
- 7.1.3 Establish a Metro Committee for Citizen Involvement to assist with the development, implementation and evaluation of its citizen involvement program and to advise the Metro Council regarding ways to best involve citizens in regional planning activities.
- 7.1.4 Develop programs for public notification, especially for, but not limited to, proposed legislative actions that ensure a high level of awareness of potential consequences as well as opportunities for involvement on the part of affected citizens, both inside and outside of Metro's boundaries.

7.2 Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation

It is the policy of the Metro Council to:

- 7.2.1 Work with the Metro Policy Advisory Committee (MPAC), consistent with the Metro Charter.
- 7.2.2 Choose the composition of MPAC according to the Metro Charter and according to any changes approved by majorities of MPAC and the Metro Council.
- 7.2.3 Ensure that the composition of MPAC reflects the partnership that must exist among implementing jurisdictions in order to effectively address areas and activities of metropolitan concern and includes elected and appointed officials and citizens of Metro, cities, counties, school districts and states consistent with Section 27 of the Metro Charter.
- 7.2.4 Appoint technical advisory committees as the Metro Council or MPAC determines a need for such bodies, consistent with MPAC By-laws.
- 7.2.5 Perform, with the Joint Policy Advisory Committee on Transportation (JPACT), the functions of the designated Metropolitan Planning Organization as required by federal transportation planning regulations.
- 7.2.6 Develop a coordinated process for JPACT and MPAC, to assure that regional land use and transportation planning remains consistent with these goals and objectives and with each other.

7.3 Applicability of Regional Framework Plan Policies

It is the policy of the Metro Council to:

- 7.3.1 Ensure that all functional plans adopted by the Metro Council are consistent with the policies of this Plan.
- 7.3.2 Guide Metro's management of the UGB through standards and procedures that are consistent with policies in Chapters 1-6 of this Plan. These policies do not apply directly to site-specific land use actions, such as amendments of the UGB.
- 7.3.3 Apply the policies in Chapters 1-6 of this Plan to adopted and acknowledged comprehensive land use plans as follows:
 - a. Components of this Plan that are adopted as functional plans, or other functional plans, shall be consistent with these policies.
 - b. The management and periodic review of Metro's acknowledged UGB Plan, shall be consistent with these policies.
 - c. Metro may, after consultation with MPAC, identify and propose issues of regional concern, related to or derived from these policies, as recommendations but not requirements, for consideration by cities and

counties at the time of periodic review of their adopted and acknowledged comprehensive plans.

- 7.3.4 Apply the policies of this Plan to Metro land use, transportation and greenspace activities as follows:
- a. The UGB, other functional plans, and other land use activities shall be consistent with these policies.
 - b. To the extent that a proposed action may be compatible with some policies and incompatible with others, consistency with this Plan may involve a balancing of applicable goals, sub-goals and objectives by the Metro Council that considers the relative impacts of a particular action on applicable policies.
- 7.3.5 Adopt a periodic update process of this Plan's policies.
- 7.3.6 Require MPAC to consider the regular updating of these policies and recommend based on the adopted periodic update process.
- 7.3.7 Seek acknowledgement of the Plan, consistent with ORS 197.015(16).

7.4 Urban Growth Boundary Management Plan

It is the policy of the Metro Council to:

- 7.4.1 Manage the UGB consistent with Metro Code 3.01 and the policies of this Plan and in compliance with applicable statewide planning goals and laws.

7.5 Functional Plans

It is the policy of the Metro Council to:

- 7.5.1 Develop functional plans that are limited purpose plans, consistent with this Plan, which addresses designated areas and activities of metropolitan concern.
- 7.5.2 Use functional plans as the identified vehicle for requiring changes in city and county comprehensive plans in order to achieve consistence and compliance with this Plan.
- 7.5.3 Adopt policies of this Plan as functional plans if the policies contain recommendations or requirements for changes in comprehensive plans and to submit the functional plans to LCDC for acknowledgment of their compliance with the statewide planning goals.
- 7.5.4 Continue to use existing or new functional plans to recommend or require changes in comprehensive plans until these Plan components are adopted.
- 7.5.5 Continue to develop, amend and implement, with the assistance of cities, counties, special districts and the state, state-required functional plans for air,

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water and transportation, as directed by ORS 268.390(1) and for land use planning aspects of solid waste management, as mandated by ORS Ch. 459.

- 7.5.6 Propose new functional plans from one of two sources:
 - a. MPAC may recommend that the Metro Council designate an area or activity of metropolitan concern for which a functional plan should be prepared.
 - b. The Metro Council may propose the preparation of a functional plan to designate an area or activity of metropolitan concern and refer that proposal to MPAC.
- 7.5.7 Use the matters required by the Metro Charter to be addressed in this Plan to constitute sufficient factual reasons for the development of a functional plan under ORS 268.390 and make the adoption of a functional plan subject to the procedures specified above.
- 7.5.8 Ensure the participation of MPAC in the preparation of the functional plan, consistent with the policies of this Plan and the reasons cited by the Metro Council.
- 7.5.9 Require that MPAC review the functional plan and make a recommendation to the Metro Council after preparation of the Plan and broad public and local government consensus, using existing citizen involvement processes established by cities, counties and Metro.
- 7.5.10 Resolve conflicts or problems impeding the development of a new functional plan and complete the functional plan if MPAC is unable to complete its review in a timely manner.
- 7.5.11 Hold a public hearing on the proposed functional plan and afterwards either:
 - a. Adopt the proposed functional plan.
 - b. Refer the proposed functional plan to MPAC in order to consider amendments to the proposed plan prior to adoption.
 - c. Amend and adopt the proposed functional plan.
 - d. Reject the proposed functional plan.
- 7.5.12 Adopt functional plans by ordinance and include findings of consistency with this Plans policies.
- 7.5.13 Ensure that adopted functional plans are regionally coordinated policies, facilities and/or approaches to addressing a designated area or activity of metropolitan concern, to be considered by cities and counties for incorporation in their comprehensive land use plans.

- 7.5.14 Review any apparent inconsistencies if a city or county determines that a functional plan requirement should not or cannot be incorporated into its comprehensive plan, by the following process:
- a. Metro and affected local governments notify each other of apparent or potential comprehensive plan inconsistencies.
 - b. After Metro staff review, MPAC consults the affected jurisdictions and attempt to resolve any apparent or potential inconsistencies.
 - c. MPAC may conduct a public hearing and make a report to the Metro Council regarding instances and reasons why a city or county has not adopted changes consistent with requirements in a regional functional plan.
 - d. The Metro Council reviews the MPAC report and holds a public hearing on any unresolved issues. The Council may decide either to:
 - i. Amend the adopted regional functional plan.
 - ii. Initiate proceedings to require a comprehensive plan change.
 - iii. Find there is no inconsistency between the comprehensive plan(s) and the functional plan.
 - iv. Grant an exception to the functional plan requirement.

7.6 Periodic Review of Comprehensive Land Use Plans

It is the policy of the Metro Council to:

- 7.6.1 Require MPAC, at the time of LCDC-initiated periodic review of comprehensive plans of cities and counties in the region, to assist Metro with the identification of the Plan elements, functional plan provisions or changes in functional plans adopted since the last periodic review as changes in law to be included in periodic review notices.
- 7.6.2 Encourage MPAC, at the time of LCDC-initiated periodic review of comprehensive plans in the region, to provide comments during the review on issues of regional concern.

7.7 Implementation Roles

It is the policy of the Metro Council to:

- 7.7.1 Recognize the inter-relationships between cities, counties, special districts, Metro, regional agencies and the State, and their unique capabilities and roles in regional planning and the implementation of this Plan.

7.7.2 Recognize the role of the cities to:

- a. Adopt and amend comprehensive plans to conform to functional plans adopted by Metro.
- b. Identify potential areas and activities of metropolitan concern through a broad-based local discussion.
- c. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.
- d. Participate in the review and refinement of these goals and objectives.

7.7.3 Recognize the role of counties to:

- a. Adopt and amend comprehensive plans to conform to functional plans adopted by Metro.
- b. Identify potential areas and activities of metropolitan concern through a broad-based local discussion.
- c. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.
- d. Participate in the review and refinement of these goals and objectives.

7.7.4 Recognize the role of Special Service Districts to:

- a. Assist Metro, through a broad-based local discussion, with the identification of areas and activities of metropolitan concern and the development of strategies to address them, and participate in the review and refinement of these goals and objectives. Special Service Districts will conduct their operations in conformance with acknowledged comprehensive plans affecting their service territories

7.7.5 Recognize the role of School Districts to:

- a. Advise Metro regarding the identification of areas and activities of school district concern.
- b. Cooperatively develop strategies for responding to designated areas and activities of school district concern.
- c. Participate in the review and refinement of these goals and objectives.

7.7.6 Recognize the role of the State of Oregon to:

- a. Advise Metro regarding the identification of areas and activities of metropolitan concern.

- b. Cooperatively develop strategies for responding to designated areas and activities of metropolitan concern.
- c. Review state plans, regulations, activities and related funding to consider changes in order to enhance implementation of the Plan and functional plans, and employ state agencies and programs to promote and implement these goals and objectives and the Regional Framework Plan.
- d. Participate in the review and refinement of these goals and objectives.

7.7.7 Recognize the role of Metro to:

- a. Identify and designate areas and activities of metropolitan concern.
- b. Provide staff and technical resources to support the activities of MPAC within the constraints established by Metro Council.
- c. Serve as a technical resource for cities, counties, school districts and other jurisdictions and agencies.
- d. Facilitate a broad-based regional discussion to identify appropriate strategies for responding to those issues of metropolitan concern.
- e. Adopt functional plans necessary and appropriate for the implementation of the Regional Framework Plan.
- f. Coordinate the efforts of cities, counties, special districts and the state to implement adopted strategies.
- g. Amend the Future Vision for the region, consistent with Objective 9. (See Ordinance No. 95-604A "For the Purpose of Adopting a Future Vision for the Region," adopted June 15, 1995.)

7.8 Performance Measures

It is the policy of the Metro Council to:

- 7.8.1 Develop performance measures designed for considering the policies of this Plan in consultation with MPAC and the public.
- 7.8.2 Use state benchmarks for performance measures to the extent possible or develop, in consultation with MPAC and the Metro Committee for Citizen Involvement, new performance measures.
- 7.8.3 Measure performance for Chapters 21-6 of this Plan by using several different geographies, including by region, jurisdiction, 2040 design type and market area.

7.8.4 Include the following performance measures for Chapters 21-6 of this Plan:

- a. Vacant land conversion;
- b. Housing development, density, rate and price;
- c. Job creation;
- d. Infill and redevelopment;
- e. Environmentally sensitive lands;
- f. Price of land;
- g. Residential vacancy rates;
- h. Access to open spaces;
- i. ~~Transportation measures~~ Vehicle miles traveled;
- j. Motor vehicle, bicycle and pedestrian fatal and serious injury crashes;
- k. Transit revenue hours;
- l. Transit affordability;
- m. Transit ridership;
- n. Access to transit;
- o. Travel time reliability in regional mobility corridors, including incident response clearance times;
- p. Air quality, including PM 2.5 and ozone precursors.

7.8.5 Direct these measures to be ~~completed~~ reported every two years.

7.8.6 In addition, to the measures identified in 7.8.4, monitor the following performance measures as part of federally-required updates to the Regional Transportation Plan to assess whether key strategies or actions that make up the regional strategy for reducing greenhouse gas emissions from light-duty vehicles are being implemented:

- 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 employer-based commuter programs;

f. household participation in individualized marketing programs;

g. bicycle and pedestrian miles traveled;

h. bikeways, sidewalks and trails completed.

- 7.8.67 Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment ~~in order to allow adjustments soon after any problem arises and so that relatively stable conditions can be maintained.~~

7.9 Monitoring and Updating

It is the policy of the Metro Council to:

- 7.9.1 Review this Plan and all functional plans every seven years, or at other times as determined by the Metro Council after consultation with or upon the advice of MPAC.
- 7.9.2 Involve a broad cross-section of citizen and jurisdictional interests, and MPAC consistent with Policy 7.1 Citizen Participation, of this Plan in any review and amendment process.
- 7.9.3 Provide for broad public and local government review of proposed amendments prior to final Metro Council action.
- 7.9.4 Determine whether amendments to adopted this Plan, functional plans or the acknowledged regional UGB are necessary. If amendments prove to be necessary, the Metro Council will:
- a. Act on amendments to applicable functional plans.
 - b. Request recommendations from MPAC before taking action.
 - c. Include date and method through which proposed amendments will become effective if adopted.
 - d. Consider amendments to the UGB under UGB amendment procedures in the Metro Code.
- 7.9.5 Inform, in writing, any affected cities and counties of any amendment to this Plan or a functional plan, including amendments that are advisory in nature, that recommend changes in comprehensive land use plans, and that require changes in plans, and the effective date of amendments.

7.10 Environmental Education

It is the policy of the Metro Council to:

- 7.10.1 Provide education to the community on the principles and foundation of this Plan in order to maintain it as a living document and to ensure that the citizens of the region understand the decision making mechanisms, the principles that guide sound planning and the effect of decisions and changes on the livability of the community.
- 7.10.2 Provide an unbiased source of environmental education that does not advocate for one viewpoint, that invites and involves diverse viewpoints and that gives everyone opportunities to participate in all aspects of the learning process.
- 7.10.3 Ensure that education for this Plan is enriched by and relevant to all points of view.
- 7.10.4 Develop and implement an ongoing partnership with cultural, environmental and educational organizations to keep abreast of current conditions and maintain this Plan as a forward-looking document.
- 7.10.5 Coordinate with local programs for supporting education that involves citizens in the analysis of critical environmental issues related to regional growth and environmental quality in order to help citizens gain awareness, knowledge and skills to make connections between the issues of regional growth and the creation of livable communities.
- 7.10.6 Provide citizens with the information needed and the opportunity to:
 - a. Analyze critical environmental issues related to regional growth.
 - b. Understand the effects of their choices on the urban and natural systems used to manage growth, natural areas and transportation, process waste and provide water and energy.
 - c. Engage in decisions which affect the livability of their communities.
 - d. Take actions which reflect the region's plan.
 - e. Cooperatively develop strategies with citizens to provide regional environmental education.
 - f. Identify cultural, environmental and educational organizations which currently provide education about issues related to livable communities.
 - g. Identify sites and facilities that currently and potentially provide education about issues related to livable communities.
 - h. Function as a clearinghouse for educational organizations and facilitate educational partnerships in the community.
- 7.10.7 Enable individuals and communities to challenge and discuss the rural and urban systems and policies responsible for creating livable communities in order to achieve the policies of this Plan.

**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

Available on November 17, 2014

Draft Toolbox of Possible Actions (2015-20)

Recommended Draft

*This document reflects changes recommended in
Exhibit E to Ordinance No. 14-1346B*

November 17, 2014

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**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

Available on November 17, 2014

Draft Performance Monitoring Approach

Recommended Draft

*This document reflects changes recommended in
Exhibit E to Ordinance No. 14-1346B*

November 17, 2014

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CLIMATE
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SCENARIOS PROJECT

Summary of recommended changes

*Recommended changes in response to
comments received from Sept. 15 – Oct. 30,
2014 and during Nov. 7, 2014 MPAC/JPACT
meeting*

November 14, 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.

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Auditor

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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 and Nov. 7 MPAC/JPACT meeting)

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. The Short List of Actions for 2015 and 2016 (Exhibit F) was developed from Exhibit C by TPAC and MTAC for consideration by MPAC, JPACT and the Metro Council.

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. 14-1346B.

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	

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	
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.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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
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.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<p><i>Amend Exhibit A as follows:</i></p> <p>Clarify the transit element allows for local or supplemental service such as the South Metro Area Regional Transit (SMART) district and the GroveLink service in Forest Grove to complement regional transit service.</p> <p>In this example, Ride Connection partnered with TriMet and the city of Forest Grove to operate this supplemental local service. The service need was identified through TriMet's Westside Service Enhancement Plan effort and past planning by the City of Forest Grove. TriMet will continue working with local governments, businesses and other partners to develop a SEP for other parts of the region that identify and prioritize opportunities to improve bus service as well as pedestrian and bike access to transit. SEP recommendations will be addressed as part of the next update to the RTP.</p> <p>More information about the SEPs can be found at future.trimet.org</p>
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>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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>
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>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
16	Climate Smart Strategy (Exhibit A)	<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>	11/7/14	<p><i>This comment was addressed in part in the staff recommendation on Comments # 3-5 in this section of Exhibit E.</i></p> <p><i>Based on the November 7 discussion, staff recommends amending Exhibit A to include a discussion on funding-related implementation</i></p>
17	Climate Smart Strategy (Exhibit A)	Remove greenhouse gas emissions reduction star ratings from document	Jim Bernards, Clackamas County Commissioner	11/7/14	<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. The ODOT model used for the Climate Smart Communities analysis (and that ODOT used for their Statewide Transportation Strategy) accounts for the 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.</p> <p>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>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
18	Climate Smart Strategy (Exhibit A)	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	11/7/14	<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>
19	Climate Smart Strategy (Exhibit A)	Strategy 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	11/7/14	<p><i>This is addressed in part in the staff recommendation on Comment #14 in this section of Exhibit E. Additional context on the region’s approach to managing congestion is provided below 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. 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.</p>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
					<p>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> <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. 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>
20	Climate Smart Strategy (Exhibit A)	Add implementing local transportation system plans to toolbox and strategy	Paul Savas, Clackamas County Commissioner	11/7/14	<p><i>Amend toolbox(Exhibit B) as requested and amend Exhibit A to more clearly describe that local transportation system plans (and local land use plans) are components of the Climate Smart Strategy.</i></p> <p><i>See also recommendation on Comment #63 in the Exhibit C section.</i></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 Communities and Main Streets."	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 safesafest, most and convenient <u>and enjoyable 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>

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#	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>

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#	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	<i>Amend as requested. See recommendation on Comment #21 in this section.</i>
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><i>Amend to read as follows:</i></p> <p>"Objective 11.10 Partner actions Encourage local, state and federal governments and special districts to consider implementing actions recommended in the <i>Toolbox of Possible Actions</i> in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, such as:</p> <ul style="list-style-type: none"> i. implement plans and zoning that focus higher density, mixed-use zoning and development near transit. ii. complete gaps in pedestrian and bicycle access to transit. iii. implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance. iv. adopt "complete streets" policies and designs to support all users. v. integrate multi-modal designs in road improvement and maintenance projects to support all users. vi. implement safe routes to school and transit programs. vii. prepare community inventory of public parking spaces and usage. viii. develop and implement local climate action plans."

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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	<p><i>Amend as requested. See recommendation on comment #21 on Exhibit B in this section.</i></p> <p>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.</p>
21	Regional Framework Plan Amendments (Exhibit B)	<p>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."</u></p>	Metro staff in consultation with DLCD staff	10/23/14	<p><i>Amend as requested. In addition amend policy 7.8.6 to read as follows:</i></p> <p>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."</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>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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.
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	<i>Amend Exhibit B, Chapter 1, page 10, Policy 1.10.1, as follows:</i> "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> "
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 <u>and frequent transit service.</u> "	Staff recommendation on Comment #4 in Exhibit C section	10/30/14	<i>Amend as recommended.</i>
25	Regional Framework Plan Amendments (Exhibit B)	Too much detail included in the Chapter 2 Regional Framework Plan amendments, compared to existing goals and objectives Strike all toolbox related bullets listed in Chapter 2, Policy 11.3	Susie Lahsene, Port of Portland Paul Savas, Clackamas County Commissioner	11/7/14	<i>This is addressed in part in the staff recommendation on Comment #17-19 and 21 in this section of Exhibit E.</i> <i>Based on further consideration of MPAC and JPACT's Nov. 7 discussion, staff is prepared additional amendments to Chapter 2 (Transportation) of the Regional Framework Plan to list the key strategies of the Climate Smart Strategy, and possible Metro actions and partner actions as objectives. The changes are reflected in the updated Exhibit B (dated 11/14/14)</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
26	Regional Framework Plan Amendments (Exhibit B)	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	11/7/14	<p><i>This is addressed in part in the staff recommendation on Comment #23 in this section 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 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."</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	Regional Framework Plan Amendments (Exhibit B)	Language needs to call out incentivizing the kind of development needed to support implementation	Mayor Doug Neeley, City of Oregon City	11/7/14	<i>This is addressed in the recommendation on Comment #1 on in this section of Exhibit E.</i>
28	Regional Framework Plan Amendments (Exhibit B)	<p>Amend Policy 1.7.5(a) and (d) of Chapter 1 of the Regional Framework Plan to reflect that planning for new urban areas can also help further the region's efforts in reducing greenhouse gas emissions:</p> <p>"a. Help achieve livable communities and reduce greenhouse gas emissions."</p> <p>"d. Determine the general urban land uses, key local and regional multi-modal transportation facilities and prospective components of the regional system of parks, natural areas..."</p>	Metro staff	11/14/14	<i>Amend as requested. See recommendation on Comment #58 in the Exhibit C section of this document.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
29	Regional Framework Plan Amendments (Exhibit B)		Metro staff	11/14/14	<p>Amend page 1 of Chapter 1 and Chapter 2 of the Regional Framework Plan to add the following sentence:</p> <p><u>"The policies in this chapter are also a key component of the regional strategy to reduce per capita greenhouse gas emissions from light duty vehicles."</u></p> <p>This change further clarifies that the existing (and amended) policies in this Plan are a key part of the region's strategy for meeting OAR 660-044.</p>

End of comments and recommended changes to Exhibit B

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#	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 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 and income levels and expand opportunities for households of modest means to live closer to work, services and transit." This change will be reflected in Metro, local government and special district actions. In addition, 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.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<p>Amend toolbox as follows:</p> <p><u>"Leverage Metro and the region's public investments to maintain and create affordable housing options in areas served with frequent transit service."</u></p> <p>Amend Framework Plan, Chapter 1, page 4, Policy 1.3.2(c) as follows:</p> <p>Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services <u>and frequent transit service.</u></p> <p>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.</p>
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	<p>Amend as follows:</p> <p><u>"Support increased funding for affordable housing, particularly along corridors with frequent transit service."</u></p>
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	<p><i>No change to Exhibit C recommended. See also recommendation on Comment #11 in this section.</i></p> <p>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.</p>
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	<p><i>Amend as requested as follows:</i></p> <p>Add a new action that reads <u>"Implement the Climate Smart Communities Strategy in the 2018 RTP."</u></p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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 advance implementation of local land use plans, and 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, " Consider Use 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>
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> "

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<p><i>Amend page 2 of the toolbox of actions to list these as possible actions in the near-term.</i></p> <p>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.</p>
15	Toolbox of Possible Actions (2015-20) (Exhibit C)	<p>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></p>	Safe Routes to School National Partnership	10/28/14	<p><i>Amend existing toolbox language as follows:</i></p> <p>"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."</p> <p>Add new special district action that reads, <u>"Expand and sustain Youth Pass program, including expanding routes and frequency along school corridors."</u></p>
16	Toolbox of Possible Actions (2015-20) (Exhibit C)	<p>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></p>	Drive Oregon, City of Wilsonville	10/28/14, 10/30/14	<p><i>Amend to add the following new actions given that some transit vehicles do weigh less than 10,000 pounds:</i></p> <p><u>"Support transit partners in seeking federal grant funds for electric and other low-carbon alternative fuel buses;"</u></p> <p><u>"Seek increased state funding for electric and other low-carbon alternative fuel buses;"</u> and</p> <p><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></p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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 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>
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	<i>Amend as follows:</i> 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>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<p><i>Amend as follows, under Metro actions:</i></p> <p><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></p> <p>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.</p>
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	<p><i>Amend as follows:</i></p> <p><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></p>
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	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>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.</p>
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	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>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.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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 " <u>Adopt a vision zero strategy to eliminate all traffic fatalities</u> " 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>
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	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<i>Amend as requested.</i>
31	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, providing information and incentives policy, add new actions to integrate promotion of efficient vehicles and fuel choices in the promotion of other travel options: <u>"Clarify that e-bikes are part of the reg</u>	Drive Oregon	10/28/14	<i>Amend as requested.</i>
32	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action to commit a larger portion of funds to expand travel options that will include grade-school populations and school staff through education and encouragement programs such as Safe Routes to School.	Safe Routes to School National Partnership	10/28/14	<i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i> This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
33	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action to link completion of transportation and parking demand management initiatives to scoring criteria for infrastructure funding opportunities, e.g., regional flexible funds, ConnectOregon, and the Oregon Statewide Transportation Improvement Program.	Safe Routes to School National Partnership	10/28/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>The toolbox already includes separate actions to link system and transportation demand management to capital investments. In addition, this comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
34	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, provide information and incentives, add new action on integrating use of new people mover services (Lyft, Uber, Car2Go) into urban transportation strategies.	Angus Duncan	10/2/14	<p><i>Amend as follows:</i></p> <p>add new action "<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

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
					updating the region's funding strategy, considering any new actions taken at the local, state and federal levels.
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 major 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>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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.
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	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> Consultation with DLCD and ODOT staff have confirmed the toolbox is a necessary component of the adoption package. The toolbox contains policies and strategies intended to achieve the target and is, therefore, a necessary part of the overall preferred strategy for meeting the target under OAR-660-0040(3)(c). The toolbox does not mandate local adoption of any particular policy or action, and serves as a starting point for the region to begin implementation of the CSC strategy. As such, the toolbox reflects near-term actions that can be taken in the next 5 years, recognizing that medium and longer term actions will be identified through the next scheduled update to the RTP. Staff has recommended refinements to the toolbox to respond to specific comments received during the comment period. Adoption of the toolbox directs staff to include the toolbox in the RTP appendix as a starting point for further refinement during the next RTP update. Adoption of the toolbox in Ordinance 14-1346 directs staff to incorporate the toolbox into the technical appendix of the RTP, recognizing more work is needed during the RTP update to identify medium and longer-term implementation actions. A comparison of the STS and toolbox will be developed at that time.
57	Toolbox of Possible Actions (2015-20) (Exhibit C)	Define unfamiliar terms in the toolbox, such as Vision Zero Strategy and EcoRule, to provide more clarity on the actions being recommended.	City of Hillsboro	10/30/14	<i>Amend as requested.</i> Include a glossary of terms, using the glossary in Exhibit A as a starting point.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<p><i>Amend as requested.</i></p> <p><i>In addition, amend Policy 1.7.5(a) and (d) of Chapter 1 of the Regional Framework Plan as follows:</i></p> <p>"a. Help achieve livable communities <u>and reduce greenhouse gas emissions.</u>"</p> <p>"d. Determine the general urban land uses, <u>key local and regional multi-modal transportation facilities</u> and prospective components of the regional system of parks, natural areas..."</p>
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>
60	Toolbox of Possible Actions (2015-20) (Exhibit C)	Remove the toolbox from the adoption package, adopt by separate resolution and/or delay adoption to allow more time for review and refinement.	Mayor Willey, City of Hillsboro Keith Mays, Washington County Citizen Mayor Tim Knapp, Cities of Clackamas County Marilyn McWilliams, Washington County Special Districts Lise Glancy, Port of Portland Jeff Gudman, City of Lake Oswego	11/7/14	<p><i>This is addressed in part in the staff recommendation on Comment #56 in this section of Exhibit E.</i></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 <u>advisory menu of</u> possible actions and does not mandate adoption of <u>require local governments, special districts, or state agencies to adopt</u> 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</u> the toolbox of possible actions in that can be locally tailored <u>ways</u>; and</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
61	Toolbox of Possible Actions (2015-20) (Exhibit C)	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	11/7/14	<p><i>This comment was addressed in part in staff recommendation on Comment #56 in this section of Exhibit E.</i></p> <p><i>Based on November 7 discussion, staff also recommends the following changes be made:</i></p> <p>Amend toolbox introduction to better reflect language included in ordinance adopting the Climate Smart Strategy and supporting staff report.</p>
62	Toolbox of Possible Actions (2015-20) (Exhibit C)	Add glossary to toolbox to improve clarity	Jim Bernards, Clackamas County Commissioner	11/7/14	<p><i>This comment was addressed in the staff recommendation on Comment #58 on in this section of Exhibit E.</i></p>
63	Toolbox of Possible Actions (2015-20) (Exhibit C)	Add implementing local transportation system plans to toolbox and strategy	Paul Savas, Clackamas County Commissioner	11/7/14	<p><i>Amend toolbox as requested and amend Exhibit A to more clearly describe that local transportation system plans (and local land use plans) are components of the Climate Smart Strategy.</i></p> <p><i>See also recommendation on comment #20 in in the Exhibit A section.</i></p>

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>
19	Performance Monitoring Approach (Exhibit D)	Add measure to track congestion	Paul Savas, Clackamas County Commissioner	11/7/14	<p><i>No change needed.</i></p> <p>The draft performance monitoring approach includes travel time reliability in regional 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.</p> <p>The Regional Mobility Atlas will be updated as part of the next RTP update. The 2010 atlas can be viewed online at /www.oregonmetro.gov/mobility-corridors-atlas</p>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
20	Performance Monitoring Approach (Exhibit D)	Add jobs/housing balance measure	Mayor Tim Knapp, Cities of Clackamas County	11/7/14	<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 approach. 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.</p> <p>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 performance are more useful than measures of jobs/housing balance.</p>

End of comments and recommended changes to Exhibit D

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
Comments on Short List of Actions (Exhibit F)					
1	Short List of Actions for 2015 and 2016	Add congestion pricing as a potential demonstration project in the short list of actions	Paul Savas, Clackamas County Commissioner	11/7/14	<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.</p> <p>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>
Comments on Short List of Actions (Exhibit F)					

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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 activity centers</i>

	<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.


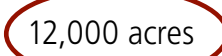


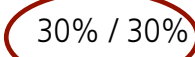

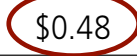


DRAFT

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.




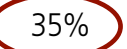
		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans	Scenario C New plans and policies
Strategy					
Community design	Households in mixed use areas (percent)	26%	36%	 37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	 12,000 acres	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 (RTP Financially Constrained)	 9,400 (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

		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% 	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30% 	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20% 	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 (RTP Financially Constrained)	46/409 105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	
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.

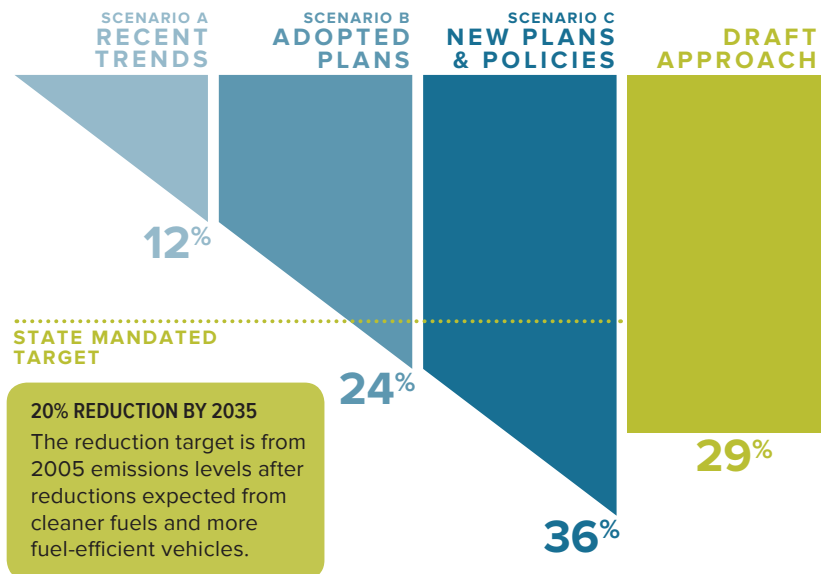
The region has identified a draft approach that does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong regional economy.

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?

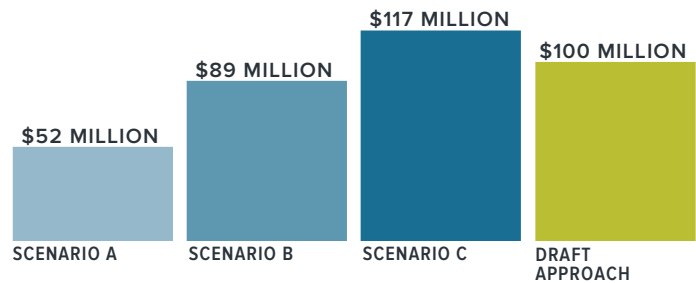
By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

- 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\$)

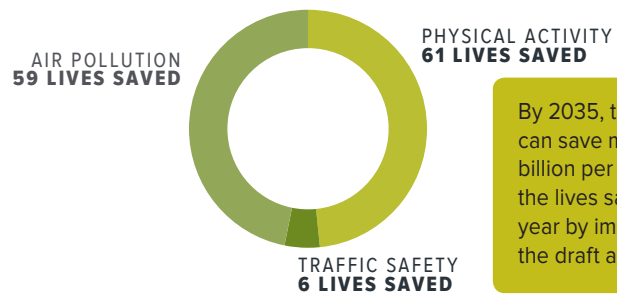


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. By 2035, the region can save \$100 million per year from implementing the draft approach.



More physical activity and less air pollution provide most health benefits

LIVES SAVED EACH YEAR BY 2035

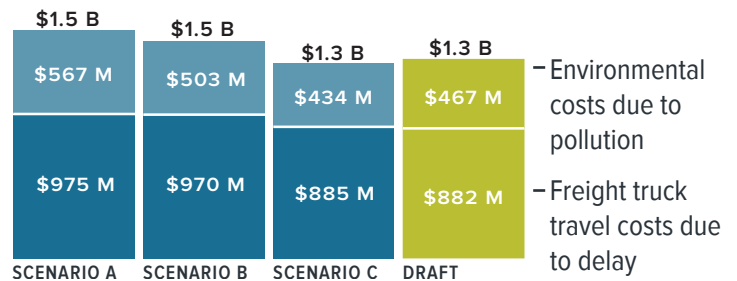


By 2035, the region can save more than \$1 billion per year from the lives saved each year by implementing the draft approach.



Our economy benefits from reduced emissions and delay

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

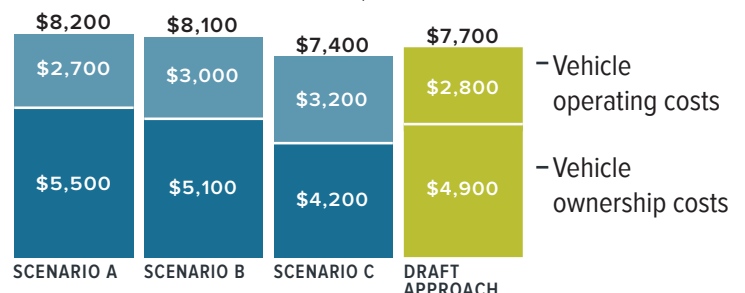


Cumulative savings calculated on an annual basis. The region can expect to save \$2.5 billion by 2035, compared to A, by implementing the draft approach.



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.

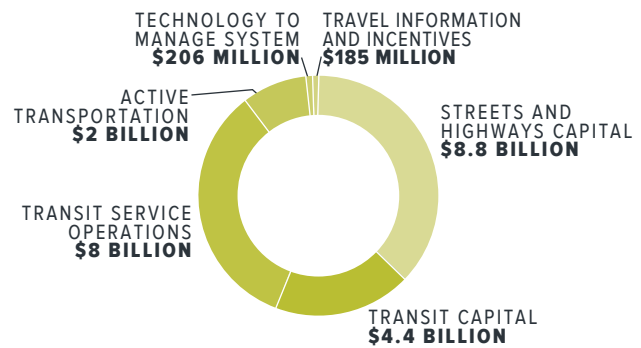
As shown in the chart to the right, investment levels assumed in the draft approach are similar to those in the adopted financially constrained RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce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



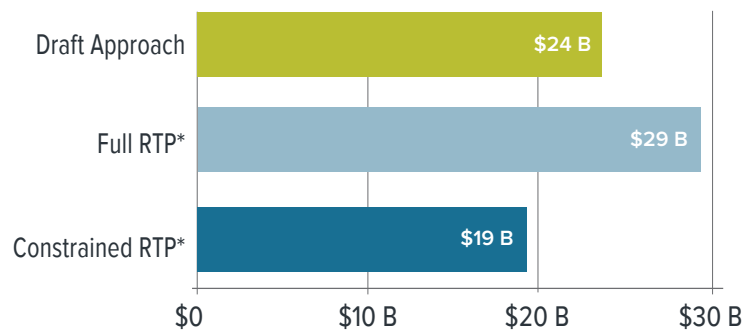
How much would we need to invest by 2035?



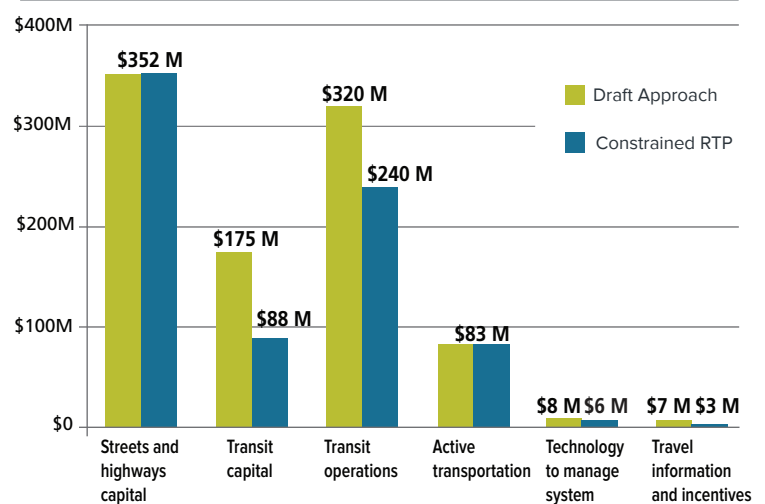
Investment costs are in 2014\$. The total cost does not include road-related operations, maintenance and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are \$12 billion through 2035.



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

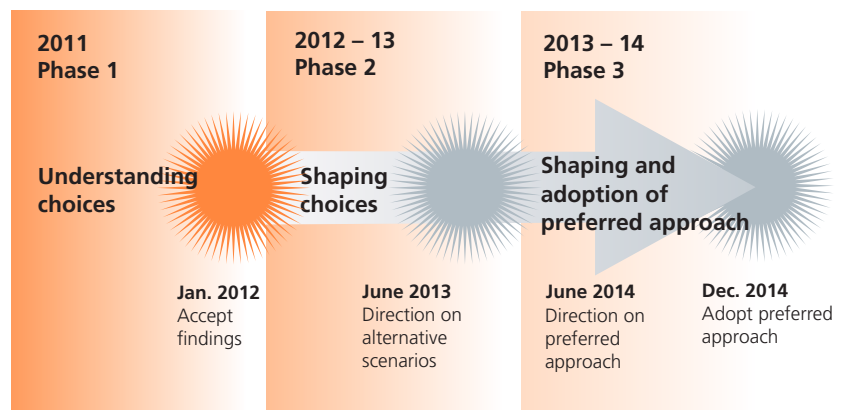
December 2014 MPAC and JPACT make recommendation to Metro Council

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 comment report

Sept. 15 to Oct. 30, 2014

Nov. 12, 2014 - DRAFT

**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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Visit the project website for more information about the Climate Smart Communities Scenarios Project at www.oregonmetro.gov/climatescenarios.

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Executive summary

During this comment period, participants were invited to comment on the draft approach, including potential changes in related policies, which were released on Sept. 15, 2014.

Direct responses to the draft approach

For those interested in reviewing the draft documents and providing detailed comments, the following were posted to the project web page at www.oregonmetro.gov/draftapproach:

- overview of the draft approach
- key results from the draft approach
- draft Regional Framework Plan amendments
- draft toolbox of possible actions
- draft performance monitoring approach.

In response to these documents, Metro received 90 letters and emails from local governments, community based organizations and individuals.

Responses to the online comment tool

To hear from a wider audience, Metro also commissioned Pivot Group, LLC to create an online questionnaire to gather feedback on seven of 10 Climate Smart policy areas. Metro received 2,347 responses to the questionnaire.

For each policy, respondents were asked if there should be more investment in that area and then asked what should be considered as communities and the region implement these policies. Of respondents to these questions:

1. 83 percent support more investment in making transit convenient, frequent, accessible and affordable. Top requests for things to consider were to:
 - provide more frequent, reliable transit service to reduce travel times
 - expand the transit network to provide greater access to transit stops
 - improve safety and access at station locations.
2. 83 percent support more investment in making biking and walking safe and convenient. Top requests for things to consider were to:
 - invest in a comprehensive system of sidewalks and bike lanes
 - separate modes for safety
 - focus on safety for walkers and bikers – and drivers too.
3. 76 percent support more investment in making streets and highways safe, reliable and connected.
 - prioritize investing in safety for all modes
 - focus on maintaining and repairing existing roads, highways and bridges
 - prioritize improvements to vehicular travel over other modes to help reduce congestion.
4. 85 percent support more investment in technology to actively manage the transportation system. Top requests for things to consider were to:
 - prioritize investments that improve traffic flow
 - make sure it is cost effective
 - not prioritize technology.

5. 68 percent support more investment in providing information and incentives to expand the use of travel options. Top requests for things to consider were that:
 - there is already enough information available about travel options
 - it is more important to fund system improvements than to spend money on education and marketing
 - investments to educate travelers about non-single occupancy vehicle options are supported.
6. 72 percent support implementation of policies to manage parking to make efficient use of land and parking spaces. Top requests for things to consider were to:
 - provide more parking, free parking and fewer parking meters
 - increase cost of parking and remove on-street parking
 - provide more park and ride lots and parking management tools that support non-single occupancy vehicle modes.
7. 83 percent support more investment in the maintenance of existing transportation infrastructure and new improvements to accommodate a growing region. Top requests for things to consider were to:
 - use funding efficiently and ensure that users pay for the transportation they use in a fair way
 - prioritize maintenance and widening of roads to make auto travel efficient
 - prioritize investment in transit.

Staff recommendation

Comments addressing specifics of the draft documents are documented in the summary of recommended changes, available at the end of this report. The summary provides the comments and staff responses and recommendations for changes for the draft strategy, Regional Framework Plan amendments, toolbox of possible actions, and performance monitoring approach to be deliberated by Metro advisory committees and the Metro Council for action before the end of the year.

Comments received during this period specific to implementation efforts 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 local and state planning and decision-making processes.

Project staff expects to provide more detailed information gathered during this comment period in spring 2015 to other Metro staff as well as city, county and regional agency staff and policymakers to further inform these implementation efforts.

Introduction

The Climate Smart Communities Scenarios Project responds to a state mandate to the Portland metropolitan region 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 project engaged community, business, public health and elected leaders in a discussion to shape a Climate Smart Communities Strategy that accommodates expected growth, meets the state mandate, and supports local and regional plans for downtowns, main streets and employment areas.

Working together over the last four years, community, business and elected leaders have been shaping a strategy to meet the state goal while creating healthy and equitable communities and a strong economy.

Phase 1: Understanding our land use and transportation choices (January 2011 to January 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.

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 (January 2012 to October 2013)

This phase focused on shaping and evaluating future choices for supporting community visions and meeting the state greenhouse gas emissions reduction target. Metro conducted a sensitivity analysis of the policy areas tested during Phase 1 to better understand the greenhouse gas emissions reduction potential of individual strategies within each policy area.

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. Metro 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.

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.

Phase 3: Development and selection of a preferred land use and transportation scenario (October 2013 to December 2014)

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 would 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.

In February 2014, the Metropolitan Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (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 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:

- make transit convenient, frequent, accessible and affordable
- use technology to actively manage the transportation system

Discussion guide for policymakers

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



- 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.

Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the results of the joint MPAC/JPACT meeting, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 30, another joint meeting of the MPAC and JPACT was held to review additional cost information, public input and recommendations from technical advisory committees on a draft approach for testing.

Metro staff worked with the project's technical work group over the summer to

develop modeling assumptions to reflect the draft approach. Metro completed the evaluation in August, 2014. Analysis shows the draft approach, if implemented, achieves a 29 percent per capita reduction in greenhouse gas emissions. 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, helping to 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.

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

On Sept.15, 2014, Metro staff launched an online survey and released the results of the analysis and the draft strategy and implementation recommendation for review and comment through Oct. 30, 2014.

Summary of engagement

Promotion

The comment period was promoted through postings on the Metro newsfeed and project website and email notification to the Opt In panel, Climate Smart Communities Scenarios Project interested persons list (700+ subscribers), and Metro planning department's ePlanning news list (3,000+ subscribers). Notices were also disseminated through the Office of Neighborhood involvement (2,000 subscribers), Washington County community planning organizations system (17,000+ subscribers), Clackamas County citizen participation organizations system (200+ subscribers), Multnomah County Office of Citizen Involvement and Metro's Public Engagement Network. Ads were placed in the Beaverton Valley Times, Gresham Outlook and Portland Observer.

Participants of the community leaders meeting, addressed below, were asked to communicate knowledge of draft approach to their networks to encourage participation in public comment period. This was especially important to project staff to encourage participation by historically underrepresented populations.

Outreach elements

During the Sept. 15 through Oct. 30 comment period, Metro received comments via email, letter, a community leaders meeting and an online questionnaire.

Opportunity to offer detailed comments on the draft approach

For those interested in reviewing the draft documents and providing detailed comments, the following were posted to the project web

page at

www.oregonmetro.gov/draftapproach:

- overview of the draft approach
- key results from the draft approach
- draft Regional Framework Plan amendments
- draft toolbox of possible actions
- draft performance monitoring approach.

Metro received 90 letters and emails in response to these documents, including comments from:

- 1000 Friends of Oregon
- Bicycle Transportation Alliance
- Citizens' Climate Lobby
- City of Happy Valley
- City of Hillsboro
- City of Wilsonville
- Clackamas County Board of Commissioners
- Coalition for a Livable Future
- Drive Oregon
- Oregon Health Authority
- Oregon Environmental Council
- Safe Routes to School National Partnership
- Transportation Justice Alliance
- Urban Greenspaces Institute.

Community leaders meeting

As part of the public comment period and ongoing efforts to ensure community members have meaningful opportunities to inform the regional decision-making process, Metro convened community leaders working on issues related to equity, environment, public health, housing and transportation to discuss the draft Climate Smart strategy and implementation recommendations for

reducing greenhouse gas emissions and creating great communities.

The Oct. 1 meeting brought together community leaders who have been involved in past Climate Smart Communities Scenarios Project engagement activities, and provided an opportunity for participants to ask questions and provide direct input on the draft strategy and implementation recommendations. The meeting also served to activate the community leaders to communicate knowledge of draft approach to their networks to encourage participation in public comment period.

Meeting participants:

- Samuel Diaz, 1000 Friends of Oregon
- Chris Hagerbaumer, Oregon Environmental Council
- Andrea Hamburg, Oregon Health Authority
- Duncan Hwang, Asian Pacific American Network of Oregon
- Nicole Iroz-Elardo, Oregon Health Authority
- Lisa Frank, Bicycle Transportation Alliance
- Jared Franz, OPAL Environmental Justice Oregon
- Mary Kyle McCurdy, 1000 Friends of Oregon
- Pam Pham, 1000 Friends of Oregon
- Cora Potter, Ride Connection
- Kari Scholoshauer, Safe Routes to School
- Chris Smith, Portland Transport
- Steve White, Oregon Public Health Institute
- Elizabeth Williams, Coalition for a Livable Future

Online questionnaire

To hear from a wider audience, Metro also commissioned Pivot Group, LLC to create an online questionnaire to gather feedback on seven of 10 Climate Smart policy areas.

Since a result of prior work on the project prioritized the policy areas to be addressed in the strategy, the goal with this questionnaire was twofold: to assess the sentiment of the region on investment levels for those policy area investment levels by asking, “Should your community and our region invest more in...” and to inform the work ahead by asking, “What should be considered when implementing this policy area?” The results on levels of investments confirm the prioritization that happened in spring 2014 and provide a rich body of suggestions as regional, county and city staff and policymakers look toward implementation in 2015 and beyond.

To encourage participation and provide policymakers valuable feedback, the questionnaire was designed to:

1. allow people to respond from their experiential knowledge instead of needing to review paragraphs of explanation about the plan and process before answering questions
2. be short enough for folks to want to complete
3. ask questions where the input received can be used to inform decisions on the table.

For each of the seven policy areas, participants were asked a yes or no question on whether more investment should be made in that area and then asked for their thoughts on what should be considered when implementing that policy. Participants were

only shown detail on the policy area when they chose to review that information.

Metro received 2,347 responses to the questionnaire. In comparison, similar outreach in spring 2014 garnered 1,225 responses to its online questionnaire.

Summary of comments

Direct responses to the draft approach

Metro received 90 emails and letters in response to the draft approach, Regional Framework Plan amendments, toolbox of possible actions and performance monitoring and reporting approach.

Comments addressed support or critique of the general approach and specifics of the draft documents. These are documented in the summary of recommended changes, available at the end of this report. The summary provides the comments and staff responses and recommendations for changes for the draft strategy, Regional Framework Plan amendments, toolbox of possible actions, and performance monitoring and reporting approach to be deliberated by Metro advisory committees and the Metro Council for action before the end of the year.

Community leaders meeting

The discussion at the community leaders meeting addressed many topics, from how public input is used to the importance of addressing climate change and the role of Metro in the region in leading or enforcing policies that address issues of land use and transportation. Regarding the policy areas of the draft strategy, comments included:

- We are really good at implementing some parts of adopted plans and not completing other parts such as the Regional Active Transportation Plan.
- Space and compact growth need to be addressed. Parking is an inefficient use of our land. Changing policies on parking is the new frontier in land use and

transportation and can leverage behavior change.

- We need to demonstrate that this is possible so others will join us – our region's actions alone won't make a difference.
- We should build out the full Regional Active Transportation Plan to realize benefits, and then focus on transit.
- Parking brings up a couple of things, including a need for the dense efficient use of urban space and a conversation on how we develop buildings.
- Vulnerable communities cannot adapt as costs continue to climb.
- Leadership on climate change policy area needs more teeth; it needs to include specific actions of what Metro is doing or will do to lead on addressing climate change.

Comments regarding the draft performance monitoring approach included:

- The number of miles one travels actively is as important as vehicle miles traveled from a health perspective. Daily vehicle and pedestrian miles are important to track.
- Household cost burden needs to be added to housing *and* transportation.
- Household utility expenses should also be tracked.
- Measurement of fatalities should be called out in the walk/bike section.
- Affordability is part of the transit policy but there is no measurement for it.
- Residential units and jobs in the urban growth boundary should be broken down into sub-targets.
- "Make progress" and "Secure funding" are not measurable goals.

A complete summary of the meeting is available at the end of this report. Comments received during the meeting are also included in the summary of recommended changes, which provides the comments and staff

responses and recommendations for changes to the draft documents to be deliberated by Metro advisory committees and the Metro Council.

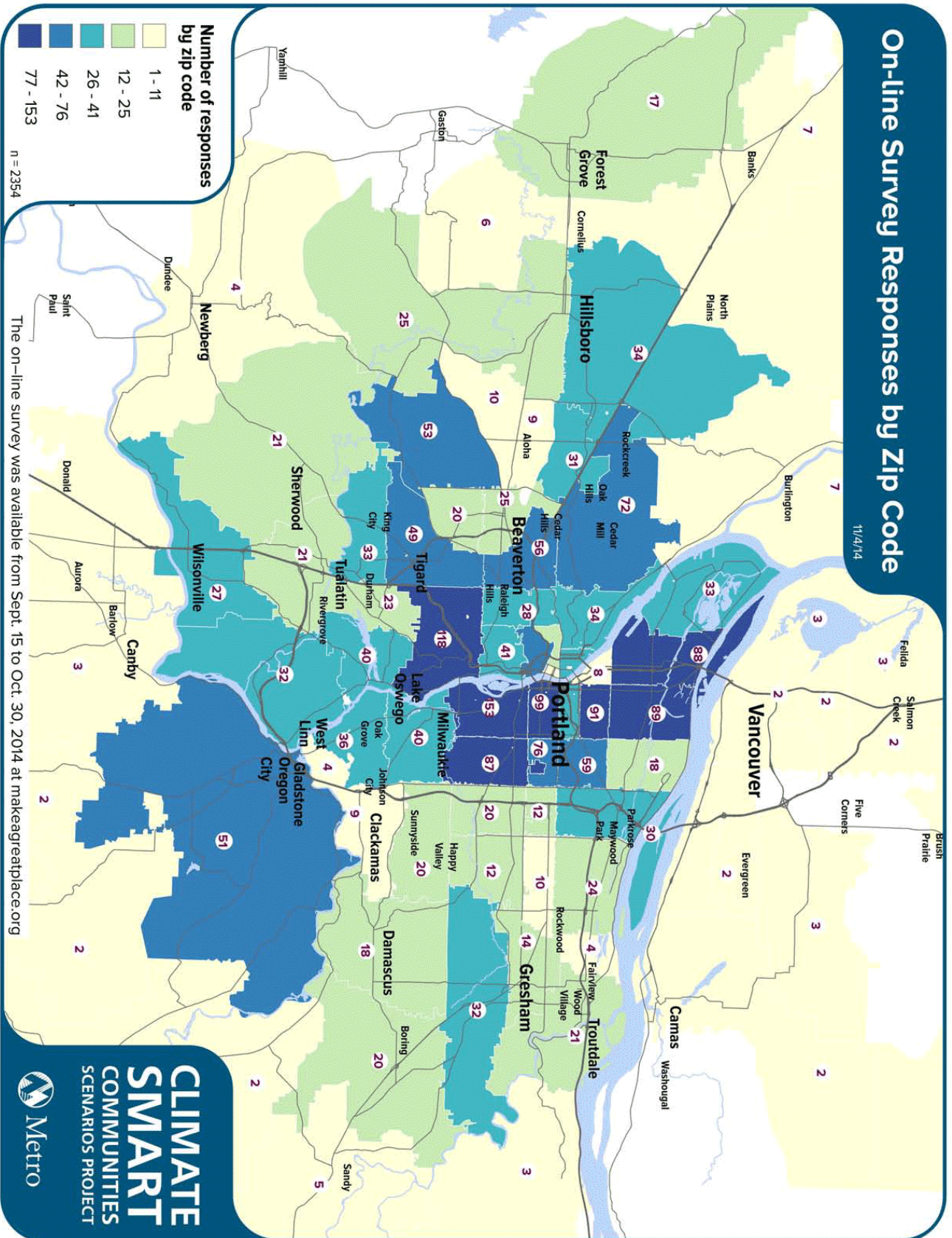
Online questionnaire

Who participated?

A total of 2,184 surveys were collected from residents of the Portland metropolitan area. An additional 163 responses were received from participants who live outside the region, which were not including as part of this summary information compiled and reported by Pivot Group.

	Count	Percent	Regional population
County			
Multnomah	1359	62%	49%
Washington	480	22%	34%
Clackamas	345	16%	17%
Out of region	163	–	–
Education			
High school degree or less	26	1%	n/a
Some college/technical/community college/2 year degree	282	13%	n/a
College degree/4 year degree	774	36%	n/a
Post graduate	1072	50%	n/a
Length of time in the community			
Fewer than 6 years	300	14%	n/a
6 to 10 years	367	17%	n/a
11 to 20 years	496	23%	n/a
More than 20 years	994	46%	n/a
Age			
20 years or younger	2	<1%	(18-20) 6%
21 to 35 years	302	14%	26%
36 to 50 years	649	30%	28%
51 to 65 years	765	36%	25%
66 years or older	432	20%	14%
Ethnicity			
African	1	<1%	n/a
African American/Black	19	<1%	4%
American Indian/Native American or Alaskan Native	44	2%	2%
Asian or Pacific Islander	44	2%	8%
Hispanic/Latino	47	2%	12%
Slavic	17	<1%	n/a
White/Caucasian	1749	82%	83%
Middle Eastern	15	<1%	n/a
No Response	299	14%	–
Other			6%

Ethnicity numbers reflect the option of selecting more than one race/ethnicity.



Travel options

Policies one through three delve into various travel options available in the region. Respondents gave their opinion regarding future investments in the areas of regional transit, biking and walking, and road systems to better meet the public's transportation needs.

Policy 1. Invest more in making transit convenient, frequent, accessible and affordable?

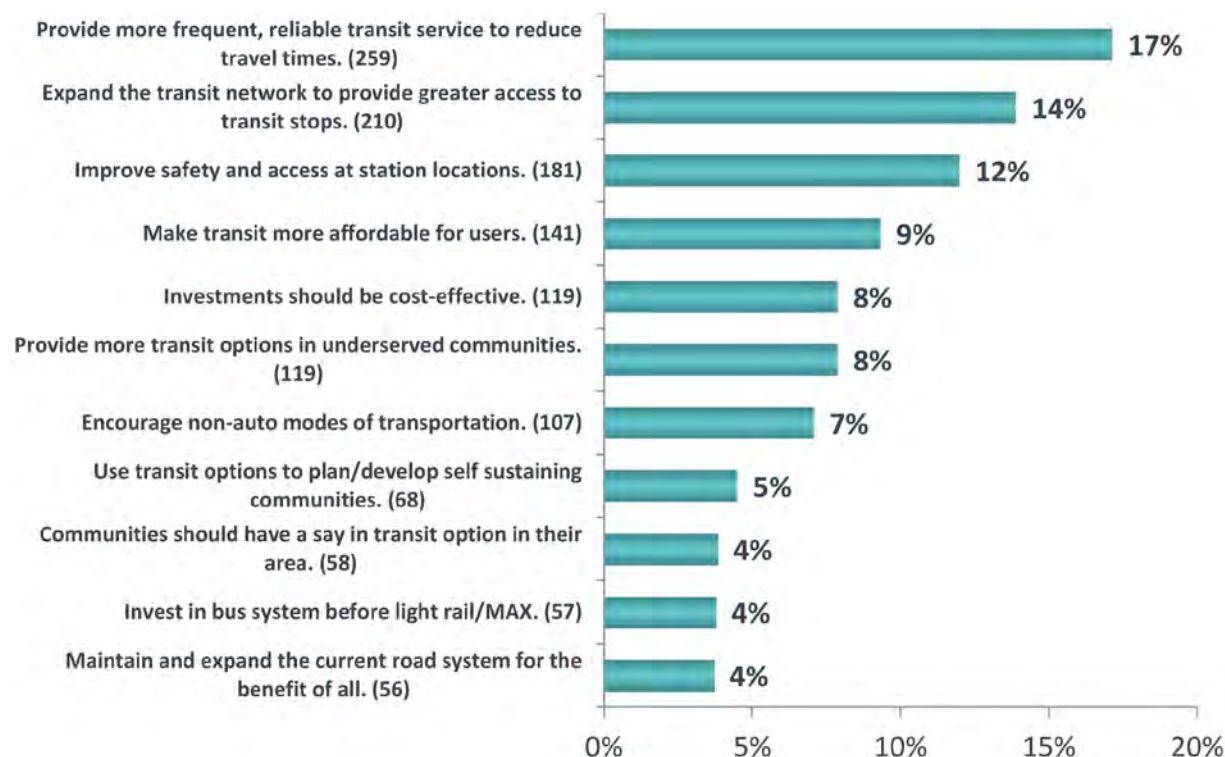
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
Yes	1812 83%	1213 90%	360 75%	239 69%	278 91%	1512 82%	1541 89%	137 81%
No	362 17%	139 10%	118 25%	105 31%	26 9%	324 18%	199 11%	32 19%
No response	10	7	2	1	0	10	9	0

Eighty-three percent of respondents support additional investment into the region's transit system. Seventeen percent of respondents were opposed to more investment.



- At 90 percent, respondents who live in Multnomah County are significantly more likely to support additional investment, followed by Washington County at 75percent. Clackamas County residents expressed the least amount of interest in additional investment at 69 percent.
- Ninety-two percent of younger respondents (respondents under 36) support additional investment into the region's transit system. Comparatively, 82 percent of respondents age 36 to 50 support more investment.

Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



While some respondents view a need for free – or nearly free – transit, virtually all agree on the need for an affordable and accessible transit system. People want value when traveling and select options that reflect that. In addition, pricing needs to be appropriately reduced for low income users that cannot afford transit.

There are many factors considered for improving transit. Most respondents determined the speed of transit trips and frequency need to be addressed. They expressed the need for competitive travel times compared to vehicle travel and greater frequency, during off hours and weekends in particular. In addition, the transfer times for transit need to be more realistic to make the service more practical for users.

Many people suggest improved biking and walking paths to stations to increase safety. Safe and easy access to stations is a concern because people want to feel at ease when using transit at all hours or with family. Encouraging non-auto transportation is supported, but no clear directive is provided. Here, people are more focused on messaging than action. Single occupancy vehicle users should be informed of the affects of transportation, especially concerning environmental issues. Many places do not currently have access to light rail and/or limited bus access, from the suburbs of Portland, to rural areas and beyond.

Some expressed a need to not only provide service in underserved areas, but to provide robust transit options to those with limited income and resources. Improving or expanding service to low income communities is a common priority. Low income individuals need transit options and respondents here want equality amongst communities in order to assist this issue.

Value is stressed when considering investment on transit, particularly as it relates to cost effectiveness. Some suggest shifting emphasis to the bus transit system and reducing investment in light rail. They are aware of the cost difference between bus and light rail, and see the value in improving the bus system.

Policy 2. Invest more in making biking and walking safe and convenient?

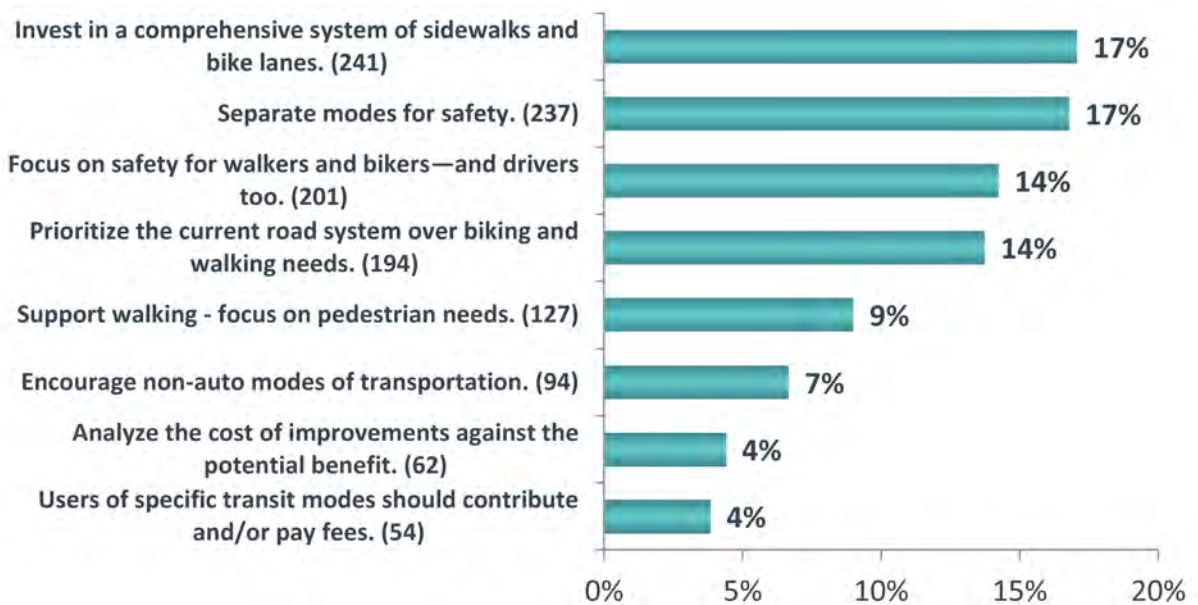
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
Yes	1811 83%	1200 89%	372 78%	239 70%	283 93%	1505 82%	1529 88%	138 82%
No	363 17%	152 11%	107 22%	104 30%	21 7%	331 18%	211 12%	31 18%
No response	10	7	1	2	0	10	9	0

Eighty-three percent of respondents support additional investment in making biking and walking safe and convenient. Seventeen percent of respondents were opposed to more investment.



- At 89 percent, respondents who live in Multnomah County are significantly more likely to support additional investment, followed by Washington County at 78 percent. Clackamas county residents expressed the least amount of interest in additional investment at 70 percent.
- Younger respondents (respondents under 36) were more likely to support additional investment into biking and walking safety, with 93 percent supporting investment compared to 82 percent of respondents age 36 to 50.

Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



There is a common feeling that sharing the road with various travel users can be dangerous. There was a demand for improvements to make the roads a safer environment for everyone. Some felt that there should be different roads for the different transportation users, while others felt that facilities especially designed for walkers and bicyclists would not be used unless they were a direct route to where that person was traveling. Sharing the road was thought to be the most cost effective solution, but would require both motorists and cyclists to abide by the rules of the road. Bike users need to learn basic safety techniques so they are more visible and careful when sharing the road, and motorists need to be regularly reminded if they are traveling on a major bike thoroughfare.

Most people believe there is a balance between space used for driving and space used for biking or walking. While respondents feel that roads should not lose much space for bike lanes, they still support biking and walking space in moderation. There are location specific needs for biking lanes, and respondents want to see that lanes are only implemented when needed.

Some people are looking to have bike lanes separated from heavy traffic as much as possible. Current lanes are not safe enough to encourage use from the general public. This theme is pushing safer intersections and routes to provide better overall conditions for users. There is a need to not only improve existing walkways but to expand the infrastructure for easy accessibility. Bike lanes are still a priority; however, there is less emphasis on lanes being fully separated from traffic and focusing more on extension of the network.

Pedestrians are considered underserved by respondents. They believe bike usage has enough support and would like to see greater intersection safety for walking. Focusing on walkway

investment would allow safer travel for pedestrians, encouraging people to feel more confident in their safety when walking.

Policy 3. Invest more in making streets and highways safe, reliable and connected?

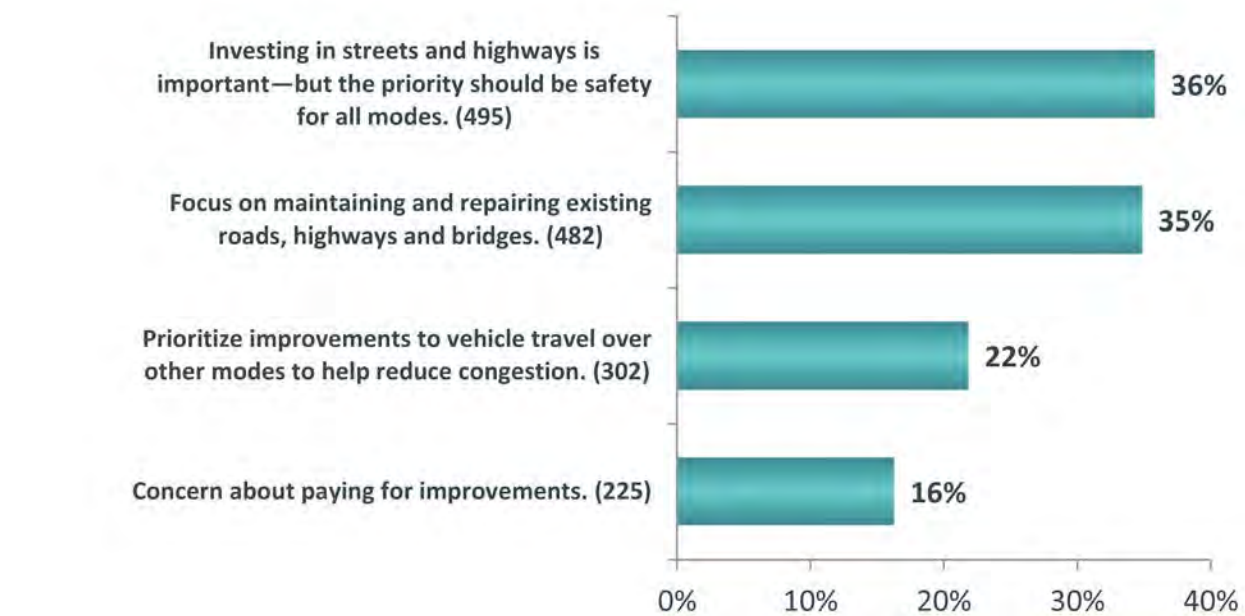
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
Yes	1629 76%	946 71%	403 84%	280 82%	171 56%	1430 79%	1299 75%	124 73%
No	527 24%	392 30%	75 16%	60 18%	133 44%	388 21%	425 25%	45 27%
No response	28	21	2	5	0	28	25	0

At 76 percent, additional investment in streets and highways was less popular overall compared to other policy areas.

- Respondents in both Washington and Clackamas counties were more in favor of additional investment in this area, at 84 percent and 82 percent respectively, compared to 71 percent of Multnomah County respondents.
- No significant difference was detected between ethnicities or education levels.



Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



There is support for additional investment toward the roads and highways of the region. Many of the respondents who support additional investment would like the focus to be on repairing and

maintaining current thoroughfares, while some residents are interested in adding new, connected roadways and highways to create alternate travel routes. Respondents believe these options will contribute to a safer environment for travelers.

“Maintain what we have” was emphasized by many people. They consider current infrastructure to be sufficient and want focus to be shifted toward maintenance of roads. Widening of roads was a primary concern from many people; they did not want to see investment spent here. Simple maintenance, such as repairing potholes is a necessity.

Many respondents are nervous about the potential tax increase that would result from investment in this area. They want to be confident that their money is being spent on long term solutions, and not short term “patch” work. They expect that various developers should be considered before simply choosing the lowest priced offer. Many propose a higher fuel tax or taxation of private vehicles to assist with the expenses.

Improving traffic flow is a primary concern. They understand that car travel is the primary means of transportation and that investment here aides a utilitarian approach. Expansion of freeway lanes is expected to reduce congestion the most, although there is a voice for improving traffic signal timing to contribute to better traffic flow.

There are many people that are satisfied with current investment or consider the present system adequate. They believe further investment will increase issues and support investment in this area only when necessary.

Optimization of systems and programs

Policies four, five and six explore improving efficiency of the travel system through technology, public information and parking management. Respondents gave their opinion regarding future investments in these areas to better meet the public’s needs.

Policy 4. Invest more in technology to actively manage the transportation system?

		County			Age Group		Ethnicity	
	Total	Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
Yes	1842	1174	390	278	254	1560	1508	136
	85%	87%	82%	82%	84%	86%	87%	83%
No	314	168	85	61	50	258	219	28
	15%	13%	18%	18%	16%	14%	13%	17%
No response	28	17	5	6	0	28	22	5

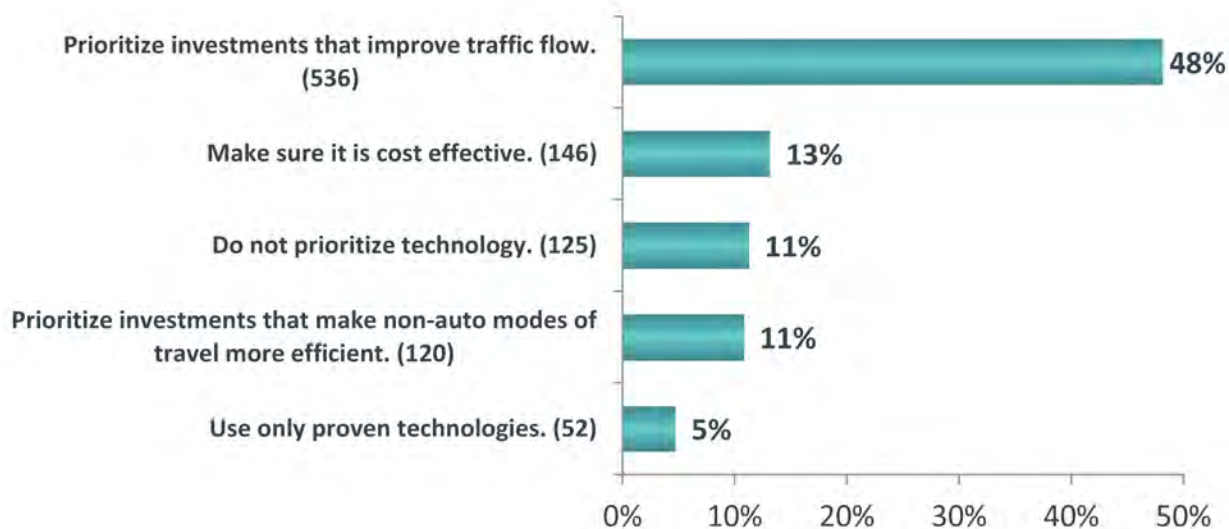
Eighty-five percent of respondents support the use of technology to wisely manage the transportation system. This is the highest rated policy area.

- Support was high for respondents located in all counties, with the highest in Multnomah at 87 percent, followed by Washington and Clackamas counties, each at 82 percent.



- A significant difference was not detected between age groups, ethnicities or education levels.

Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



Signs and reader boards on freeways are seen as expensive and useless by many respondents. Without having potential alternative routes to take with information provided, the signs provide no assistance to travelers. Many expressed an opinion that technology as a resource lacks value and the ability to significantly improve the system.

Others believe that technology that improves traffic flow is an asset and warrants investment. They support the use of smartphone applications to alert travelers regarding traffic. This option is seen as cost effective and scalable to a large audience. Improved timing of traffic signals is a revisited theme here. Some people add that pedestrian signals should make road vehicles more aware of when crosswalks are in use.

People support technology investment in this theme, but want decision making to focus on value. They are skeptical that all investments are necessary or a realistic expense. Most people prefer investment to be spent on specific areas of need, while restricting investment on overdeveloped areas. They also want established technology used, rather than investing in new, unproven technology.

There was a call for utilizing technology tools to improve transit. These respondents believe investment belongs with transit, not traffic flow. Traffic is seen as a motivation to switch to mass transit and things, such as timing traffic signals, are not useful expenditures.

Policy 5. Invest more in providing information and incentives to expand the use of travel options?

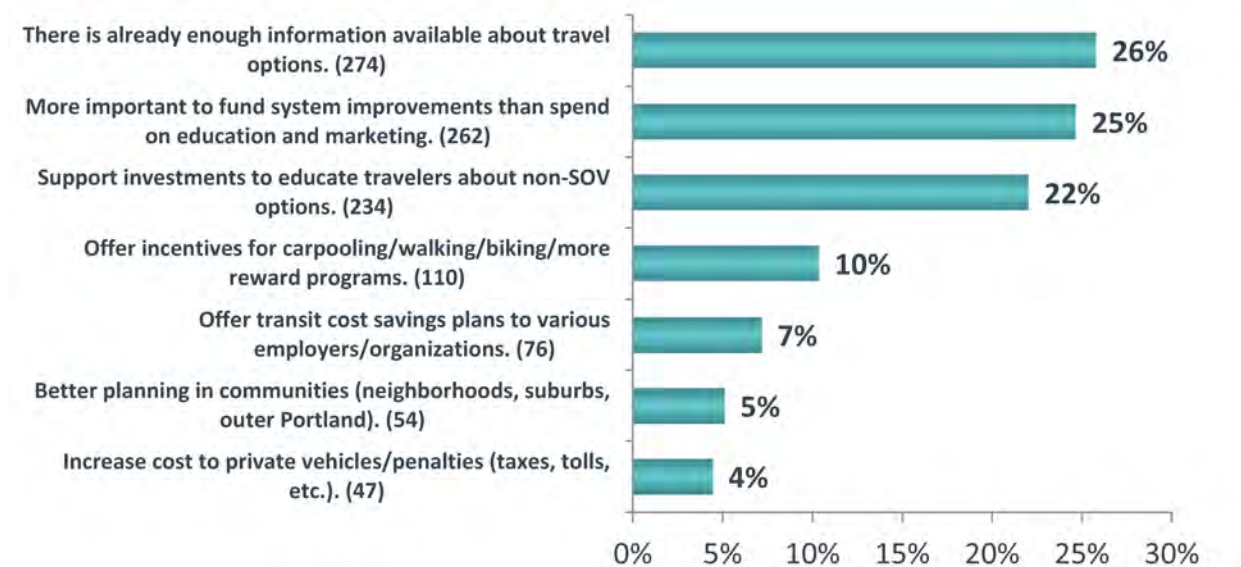
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
Yes	1456	992	267	197	231	1206	1257	115
	68%	74%	56%	58%	76%	66%	73%	69%
No	698	346	209	143	71	612	466	51
	32%	26%	44%	42%	24%	34%	27%	31%
No response	30	21	4	5	2	28	26	3

Overall, at 68 percent, respondents were supportive of additional investment in providing information and incentives to promote alternative travel options, but less supportive of this than other policy areas



- Multnomah County residents were far more likely to offer additional support to this area, with 74 percent giving a positive response compared to 56 percent in Washington County and 58 percent in Clackamas County.
- Other groups who expressed higher support of this policy include those who are under 36 years of age (76 percent compared to 66 percent for those 36 and older) and those who have a high school diploma compared to respondents with some post-secondary education (81 percent compared to 68 percent).

Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



Policy 6. Implement policies to manage parking to make efficient use of land and parking spaces?

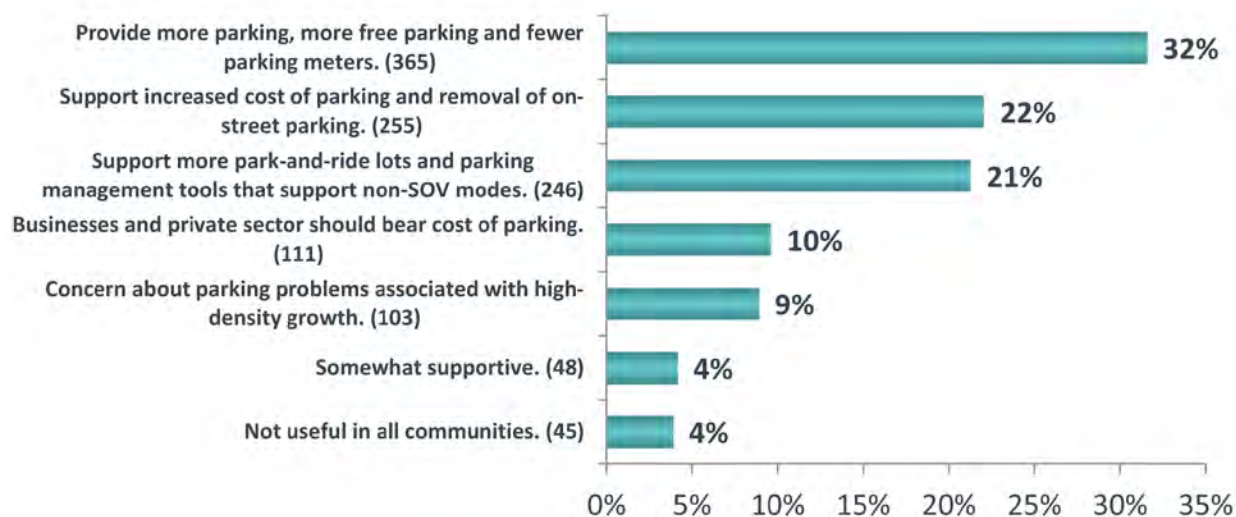
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
Yes	1539 72%	993 75%	320 68%	226 67%	218 72%	1306 73%	1312 77%	110 66%
No	591 28%	329 25%	152 32%	110 33%	83 28%	490 28%	394 23%	57 34%
No response	54	37	8	9	3	50	43	2

Seventy-two percent of respondents support the implementation of parking policies.

- Multnomah County residents were more likely to support parking policies, with 75 percent providing a positive response compared to 68 percent and 67 percent of Washington and Clackamas residents, respectively.
- Significant differences were not detected between various age groups, ethnicities or education levels.



Respondents were asked what should be considered when considering implementation in this area. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



Most people desired greater efficiency from current parking options. These considerations ranged from smaller parking spaces, less/better regulated handicap spaces and extended free parking spaces. Efficiency of parking structures in particular was requested. Many want to focus on building structures taller or underground to increase capacity. Lastly, many commented that the lack of parking hurt businesses in the area. Several people mention that they explicitly avoid Portland due to parking issues.

Educating the public that parking isn't "free" was a recurring comment. People here expect the price of parking to be increased and want the removal on-street parking. They want heavy users of parking to bear the cost of parking and not have it subsidized. Having less parking and higher rates is expected to discourage vehicle traffic, which they feel will help alleviate congestion in dense areas.

Respondents see privatization as a more efficient means to provide for the area's varied parking demands. In general, having government manage this resource is not desired. As well, businesses in dense areas are expected to provide parking for their customers or suffer lower traffic from consumers. It is also generally seen as the business community's responsibility to share their parking spaces when not in use to help increase utility.

There is wide support for investment in park-and-ride lots. Many comment that the current lots are over utilized and are in need of expansion, in particular the Sunset Transit Center. The opinions are balanced between building more parking structures and adding locations. In addition, some people are concerned about safety issues and see the implementation of security guards as a necessity.

Density related issues are a primary concern for parking. Respondents requested that developers be required to provide parking for apartment complexes. The consensus was that the lack of parking at these structures only adds to on-street parking congestion and people are adamant to alleviate these issues with future planning of apartments. Many referred to Northwest Portland as the hub of future density issues.

Transportation investment overall

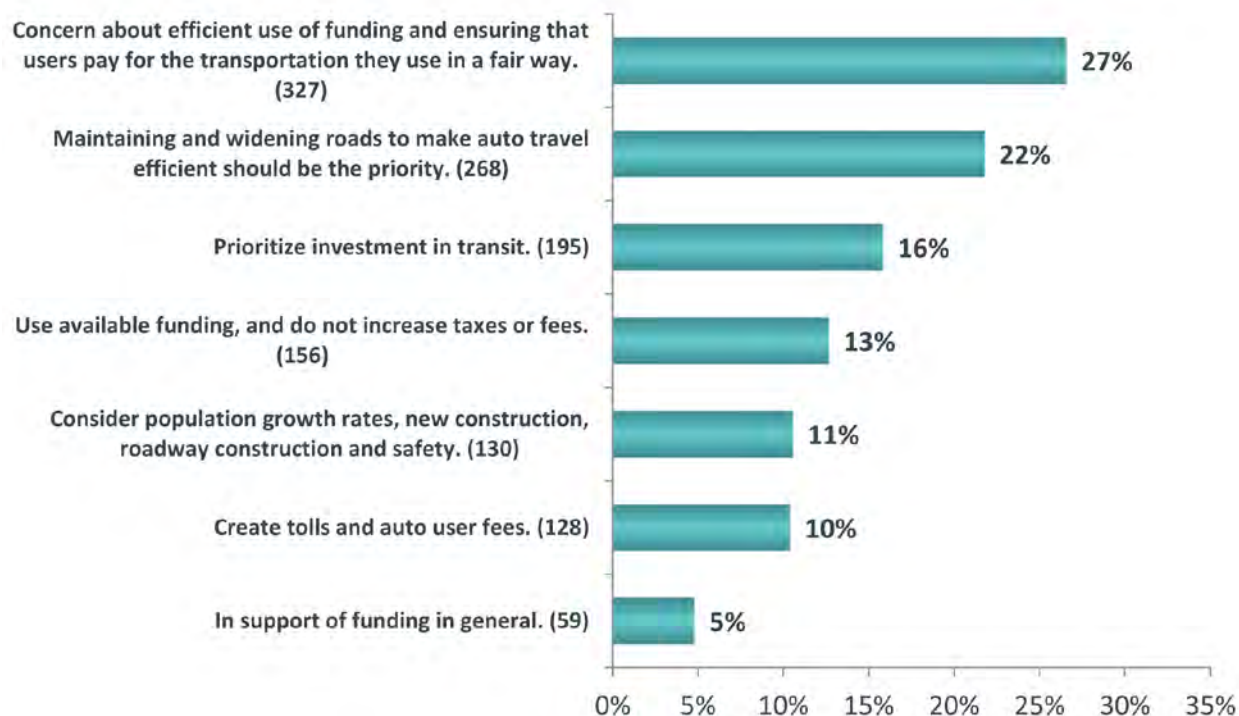
Policy 7. Invest more in the maintenance of existing transportation infrastructure and new improvements to accommodate a growing region?

	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
Yes	1773 83%	1131 85%	374 79%	268 79%	259 85%	1496 83%	1485 86%	141 84%
No	375 17%	205 15%	100 21%	70 21%	44 15%	316 17%	235 14%	27 16%
No response	36	23	6	7	1	34	29	1

Eighty-three percent of respondents support investment into the maintenance of current infrastructure and planning for growth. More Multnomah County residents were supportive of funding for this policy area than other respondents (85percent compared to 79percent for Washington and Clackamas counties, respectively).



Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



The primary issue identified when considering investing in this area was how the funds would be used and distributed among the various travel options. There is a common opinion that depending on where certain funds are collected, those funds should be earmarked for specific uses. A common example given was using gas tax monies for non-road improvements. While some did not agree with how the funds were being allocated to different programs and projects, others felt that funds were not being used wisely and questioned the management of expensive transportation projects.

Maintenance of current roadways was identified as a top priority. Respondents, with various perspectives, generally felt that road maintenance should be mandatory. Opinions began to branch, however, when discussing the need to widen or expand roadways. Many felt that investing in the transit system would serve more of the population as public transit is adopted by more residents, while others felt that additional investment should go to expanding roadways since at this time more people drive than ride transit vehicles.

When it comes to funding transportation projects many opinions were expressed. Some felt it was only fair that users pay for the maintenance and expansion of each transportation mode. This was true not only for those who thought that drivers should pay to maintain the road system but also for those who want the transit system to be more self-sustaining and to require licenses for bicycles. Concern was also expressed about the ineffectiveness of the gas tax as more and more fuel efficient vehicles are on the road.

While some respondents did not necessarily want to encourage growth in the region by making forward thinking improvements, many respondents felt improvement was necessary to maintain a workable transportation system.

Message to policymakers

A final question gave participants the opportunity to provide one message regarding the Climate Smart strategy to policy makers. Due to the volume of responses, these results are still being compiled and will be communicated to the advisory committees and Metro Council during their deliberation process.

Further informing implementation

The Climate Smart Strategy will be implemented through 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, rather than a specific Climate Smart implementation program.

Comments received during this period will inform these implementation efforts. Project staff expects to provide more detailed information gathered during this comment period in spring 2015 to other Metro staff as well as city, county and regional agency staff and policymakers for additional consideration.

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 historically underrepresented communities – are meaningfully engaged in regional planning, decision-making, and on-going implementation activities. 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.

As a large portion of Metro's implementation responsibilities will be carried out through the next Regional Transportation Plan, staff will begin scoping the work plan and engagement for the next scheduled update to the RTP in 2015. The scoping effort will engage local governments, community and business leaders and the networks they represent. 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 Scenarios Project and the 2014 RTP update.

Public comment notices

Summary of recommended changes *as of Nov. 3, 2014*

This log reflects staff recommendations that are subject to review and refinement by Metro's technical and policy advisory committees. Recommendations may be changed or refined through the advisory committee and adoption process.

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

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

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

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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 " <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."	Mayor Neeley, MPAC member	10/22/14	Amend as requested.
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- <u>and bicycle</u> -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	Amend as requested.
3	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(ii) - revise to read "Makes bicycling and walking <u>the most</u> convenient <u>and</u> safe <u>and enjoyable transportation choice for short trips</u> , encourages transit use and reduces auto dependence and related greenhouse gas emissions" for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
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, <u>and</u> walkways, <u>bikeways</u> and other recreation and cultural areas and public facilities" for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
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, <u>schools</u> , <u>and</u> 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	Amend as requested.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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 <u>and low incomes.</u> " for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
7	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 10th bullet to read, "Make walking and bicycling <u>the most safe and convenient, safe and enjoyable transportation choices for short trips.</u> " for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
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 ing the use of transit, bicycling, walking, carpooling and vanpooling." to provide more clarity.	Metro staff	10/22/14	Amend as requested.
9	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 4, revise objective 2.1 to read, "Provide for reliable and efficient multi-modal <u>local</u> , regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities." to recognize importance of local travel and accessibility.	Metro staff	10/22/14	Amend as requested.
10	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 5, revise objective 3.3 to read, "Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low incomes, 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	Amend as requested.
11	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Delete last bullet on demonstrating leadership on climate change given it is repetitive with the goal statement.	MTAC	10/15/14	Amend as requested.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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 " <u>Making bicycling and walking the safest, most and convenient and enjoyable transportation choice for short trips</u> and for all ages and abilities by completing <u>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>
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</p>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
					<p>"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>
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><i>See comment 18 and comment 19 in this section for recommended changes.</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, 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	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
19	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.3 – retain but shorten the list of example actions and revise the language to read, "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..."	MPAC members	10/22/14	<p><i>Amend as follows:</i></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>
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	<p><i>Amend as requested. See recommendation on comment #21 on Exhibit B in this section.</i></p> <p>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.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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.
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	<i>Amend Exhibit B, Chapter 1, page 10, Policy 1.10.1, as follows:</i> "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> "

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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 <u>and frequent transit service.</u> "	Staff recommendation on on Comment #4 in Exhibit C section	10/30/14	<i>Amend as recommended.</i>
End of comments and recommended changes to Exhibit B					

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#	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.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<p>Amend toolbox as follows:</p> <p><u>"Leverage Metro and the region's public investments to maintain and create affordable housing options in areas served with frequent transit service."</u></p> <p>Amend Framework Plan, Chapter 1, page 4, Policy 1.3.2(c) as follows:</p> <p>Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services <u>and frequent transit service."</u></p> <p>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.</p>
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	<p>Amend as follows:</p> <p><u>"Support increased funding for affordable housing, particularly along corridors with frequent transit service."</u></p>
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	<p><i>No change to Exhibit C recommended. See also recommendation on Comment #11 in this section.</i></p> <p>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.</p>
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	<p><i>Amend as requested as follows:</i></p> <p>Add a new action that reads <u>"Implement the Climate Smart Communities Strategy in the 2018 RTP."</u></p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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, " Consider <u>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>
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>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	Amend as follows: 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	Amend page 2 of the toolbox of actions to list these as possible actions in the near-term. 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	Amend existing toolbox language as follows: "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>
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	Amend to add the following new actions given that some transit vehicles do weigh less than 10,000 pounds: <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>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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>
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	<i>Amend as follows:</i> 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>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<p><i>Amend as follows, under Metro actions:</i></p> <p><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></p> <p>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.</p>
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	<p><i>Amend as follows:</i></p> <p><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>"</p>
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	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>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.</p>
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	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>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.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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 " <u>Adopt a vision zero strategy to eliminate all traffic fatalities</u> " 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 are part of the regional toolkit of travel options;"</u> <u>Encourage regional carsharing services to increase their use of electric vehicles and other clean fuel alternatives;"</u> <u>"Integrate promotion of workplace charging into employer-based outreach programs that encourage transit, walking, bicycling and carpooling;"</u> and <u>"Integrate education about vehicle and fuel efficiency into public awareness strategies such as eco-driving promotion."</u>	Drive Oregon	10/28/14	Amend as requested.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></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>
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>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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>
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	<p><i>Amend as follows:</i></p> <p>add <u>"and linking parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing."</u></p> <p><i>See also recommendations on Comments #35 and #36 in this section.</i></p>
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	<i>Amend as requested.</i>
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	<i>Amend as requested.</i>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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.
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	Amend as requested.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	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.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	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	<p><i>Amend as follows:</i></p> <p><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></p> <p>See also recommendation on comments #20 and #21 in Exhibit B section.</p>
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	<p><i>No change recommended to Exhibit C.</i></p> <p>These sources of emissions are outside of the scope of the Climate Smart Strategy.</p>
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	<p><i>No change recommended to Exhibit C.</i></p> <p>This is beyond the scope of the project.</p>
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>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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	<p><i>No change recommended to Exhibit C.</i></p> <p>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.</p>
56	Toolbox of Possible Actions (2015-20) (Exhibit C)	<p>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></p>	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>

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
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>
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					

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	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.

Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	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

Community leaders meeting summary



COMMUNITY LEADERS MEETING SUMMARY

October 1, 2014 | 1 to 3 p.m. | Metro Council Chamber | 600 NE Grand Avenue, Portland OR

BACKGROUND AND PURPOSE

The Climate Smart Communities Scenarios Project responds to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035.

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

As part of the public comment period and ongoing efforts to ensure community members have meaningful opportunities to inform the regional decision-making process, Metro convened community leaders working on issues related to equity, environment, public health, housing, and transportation to discuss the draft Climate Smart Strategy and implementation recommendations for reducing greenhouse gas emissions and creating great communities.

The Oct. 1 meeting brought together community leaders who have been involved in past Climate Smart Communities engagement activities, and provided an opportunity for participants to ask questions and provide direct input on the draft strategy and implementation recommendations. The meeting also served to activate the community leaders to communicate knowledge of draft approach to their networks to encourage participation in public comment period.

A summary of the input provided at the meeting follows.

Meeting participants:

Samuel Diaz, 1000 Friends of Oregon
Chris Hagerbaumer, Oregon Environmental Council
Andrea Hamburg, Oregon Health Authority
Duncan Hwang, Asian Pacific American Network of Oregon
Nicole Iroz-Elardo, Oregon Health Authority
Lisa Frank, Bicycle Transportation Alliance
Jared Franz, OPAL Environmental Justice Oregon
Mary Kyle McCurdy, 1000 Friends of Oregon
Pam Pham, 1000 Friends of Oregon
Cora Potter, Ride Connection
Kari Schollosshauer, Safe Routes to School
Chris Smith, Portland Transport
Steve White, Oregon Public Health Institute
Elizabeth Williams, Coalition for a Livable Future

Metro Council:

Councilor Carlotta Collette

Facilitator:

Noelle Dobson, Metro Planning and Development Department

Metro Staff:

Kim Ellis, Planning and Development Department
Peggy Morell, Communications
Lake Strongheart McTighe, Planning and Development Department
Craig Beebe, Communications
Laura Dawson Bodner, Planning and Development Department

WELCOME

Metro Councilor Carlotta Collette thanked participants for their investment of time over the last two years of the project, and acknowledged the value of their feedback and outreach they've done with their networks about the project. She said the Climate Smart Communities (CSC) team produced a draft Climate Smart Strategy that is currently under public review, and is seeking additional feedback from communities. She reported the online survey received over 1,000 responses in the first two weeks of the public comment period and called on the leaders to activate their organization's networks to participate and weigh in.

ICEBREAKER AND INTRODUCTIONS

Noelle Dobson introduced herself and started the meeting with an icebreaker and introductions. She acknowledged the many different Metro engagement activities that most people in the group had already participated in, including the Regional Transportation Plan, Regional Active Transportation Plan, Southwest Corridor Plan, Powell-Division Transit Project, Equity Strategy and Climate Smart Communities. She identified this group as primarily community leaders who were familiar with the Climate Smart project, and explained the purpose of the icebreaker was to highlight connections between Climate Smart and other Metro projects and programs and to acknowledge them for their ongoing participation and input on Metro's activities.

Noelle then asked participants to introduce themselves and explain why the Climate Smart work is important to them or their organizations. Comments included:

- Public health
- Work across sectors
- Multiple benefits
- Alignment with my organization's goals
- Make funding happen
- Improves how we live, work and play
- Maintain livable communities
- Accessible to all incomes and abilities
- Engage the broader community
- Create model for other regions in Oregon
- Culturally relevant outcomes
- Voice for impacted communities
- System-wide impact
- Ensure policy turns into action
- Moral imperative to address climate change
- Hear our voices
- Model of state, regional and local partnerships
- Use low-tech tools
- Align regional and local models and planning

SETTING THE CONTEXT FOR THE MEETING

Noelle stated that the objective for this meeting was to make it easier for participants to provide comments during the public comment period, and ensure they have the information needed to do so. She asked that participants listen to each other, become familiar with the public review documents, activate their networks to weigh in, use their connections to policymakers, and strategize ways to ensure that policymakers receive community input.

Noelle reviewed the agenda and explained that the focus of this meeting would be on three components of the draft strategy: the draft toolbox of actions, the proposed monitoring approach and funding. She announced that the timeline to completion, decision-making process and next steps would be provided by Kim Ellis, the project manager. She asked that people share information with other community leaders who were not able to attend today's meeting.

Question: Could staff provide information about the survey? This organization sent out the link to the survey. Feedback themes included:

- What are the goals of the survey?
- How will the information be used?
- Will information be carried over into the implementation phase?
- How will the survey impact the approach chosen?

Noelle said the team would respond to questions about the survey later in the meeting.

Noelle explained that input from past discussion groups with community and business leaders has been documented in summary reports and provided to Metro's policy advisory committees and the Metro Council. The 2012 scorecard on equity, environment and public health workshops helped shape the evaluation criteria that were used in 2012-13 to assess scenarios tested to date and inform the health impact assessment completed by the Oregon Health Authority. Nicole explained the past discussions about implementation led to a reframing of the policy areas that are reflected in the draft Climate Smart Strategy under public review today. Noelle described additional public involvement opportunities the project provided in 2014 that helped to further shape the draft strategy, including an online survey, stakeholder interviews, discussion groups, public opinion research and a panel presentation at the April 11 joint meeting of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). This input helped inform what MPAC and JPACT recommended be included in the draft approach on May 30 and the draft toolbox of actions staff had since developed to guide implementation. Noelle also explained that in August, an early draft toolbox of actions and the draft monitoring approach were shared with Transportation Justice Alliance and their input was reflected in the public review drafts.

Noelle said that a summary of this meeting will go into the public comment record and a copy will be sent to meeting participants. She asked that organizations submit formal public

comments. All comments will be summarized into a public comment report that will be provided to Metro's policy advisory committees and the Metro Council in November.

OVERVIEW OF TIMELINE, DRAFT CLIMATE SMART STRATEGY AND DECISION-MAKING PROCESS

Kim Ellis thanked everyone for their comments and involvement to date. She reviewed the project timeline and upcoming decision milestones. Kim explained that Metro is required by the Department of Land Conservation and Development (DLCD) to complete this work by the end of the year. On December 18, the Metro Council will consider recommendations on the draft approach by MPAC and JPACT. She said the Climate Smart Communities team has been working with the committees throughout this process and the last of three joint MPAC/JPACT meetings will be held in November to consider refinements based on technical committee feedback, this group's feedback and other public comments.

She described the four documents that are currently subject to public review:

1. *The Draft Climate Smart Strategy* provides an overview of the 10 policy areas. Examples include information and incentives to use travel options, expanding transit service, completing more of the active transportation network, and using technology for traffic signal timing, etc. The strategy assumes certain levels of investment from the 2014 Regional Transportation Plan (RTP), and identifies the need to secure additional funding to support implementation.
2. *The Draft Regional Framework Plan Amendments* identify refinements to existing regional policies that guide how Metro conducts land use and transportation planning and other activities. The amendments focus on integrating the key elements of the strategy and including greenhouse gas reduction as a consideration in future planning and decision-making.
3. *The Draft Toolbox of Possible Actions* identifies possible near-term actions (within the next 5 years) that the region, agencies, special districts, local governments and the state can take to begin implementation. She explained some actions are already underway, but there are also new actions partners are encouraged to consider. Kim explained the actions are intended to be a menu of options that allows local flexibility in how and when they are implemented. Actions range from advocating on legislative proposals and seeking new funding to updating parking policies and making investments to complete the active transportation network. The next Regional Transportation Plan update will build on these actions to identify medium- and long-term actions.
4. *The Draft Performance and Monitoring Approach* proposes an approach for tracking the region's progress on implementing the key elements of the strategy adopted by the Metro Council. Kim explained the intent is to build on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements.

Kim said the process remains on track to be completed by the end of the year with a final Metro Council action scheduled for Dec. 18. She reiterated that MPAC and JPACT will be asked to make their recommendations to the Metro Council in December. The Metro Council will hold public hearings on October 30 and on December 18.

Question: Are the comments received to date positive or negative?

Kim responded that there is general support for the ten policy areas and for the recommended levels of investment but concern remains about funding. At the beginning of the process, there was fear around potential new regulations that might be needed to meet the target, but the analysis found the region can meet the target if we are able to fully implement adopted local and regional plans. She explained some people do not believe in climate change and others don't consider this work a priority. Kim said it has been a priority for policymakers to shape a draft approach that meets the target and provides actions that can be tailored and are flexible to support community plans and visions.

Kim noted that there is no pushback on investing in the different areas; there is a recognition the region needs to be investing more in transportation infrastructure across all policy areas. She explained that MPAC and JPACT have asked staff to identify 3-5 priority actions that Metro, local governments, special districts and the state can work on together to begin implementation in 2015 and 2016. She described the criteria identified by Metro's technical advisory committees – the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). She also explained that given the voluntary nature of the toolbox of actions, questions remain on how the region can demonstrate their commitment to each other to take action as well as demonstrate to the state that we are following through with implementation.

Kim explained that the online survey from last spring indicated that support exists for the level of investment recommended by MPAC and JPACT. Early results from the fall online survey that is part of the public comment period seem to validate this support. One of the largest concerns is policy area number 8 (securing adequate funding).

Question: What are the demographics of survey respondents?

Peggy Morell responded that the summary report on the public comment period will include demographic information. The survey captures age, zip code, race and gender. Questions are framed in a way that any person could answer them based on their experience living and traveling in the region, without specific knowledge of the previous project work completed to date. Peggy explained the survey addresses seven of the ten policy areas – focusing on the investment areas.

Noelle added that the team can continue to learn from community leaders about best practices for future survey development and encouraged participants to share any feedback they have on the survey design.

Group questions and discussion – Noelle

Noelle introduced the discussion by asking the group to prioritize the policy areas in order to identify which ones the group will discuss in more detail in the next agenda item. She asked each person to indicate their top two choices, which she noted on the flipchart using dots.

Results:

- Policy 3: Make biking and walking (and walking to transit) safe and convenient – 6 dots
- Policy 2: Make transit frequent, accessible and affordable – 5 dots
- Policy 2 and 3: People who voted ‘on the line’ between these two policies – 4 dots
- Policy 7: Manage parking and efficient use of space – 4 dots
- Policy 10: Demonstrate leadership on climate change – 3 dots
- Policy 9: Support Oregon’s transition to low carbon fuels, fuel efficient vehicles – 1 dot
- Policy 6: Information and incentives to expand travel options – 1 dot
- Policy 1: Implement 2040 Growth Concept and Plans – 1 dot
- Policy 8: Secure adequate funding – 1 dot
- Policies 4 (Make streets and highways safe, reliable and connected) and 5 (use technology to actively manage the transportation system) received no votes

Comments:

- We are really good at implementing some parts of adopted plans, and not completing other parts such as the active transportation plan.
- Technology will happen anyway, so we should focus our discussion on the other policy areas.
- The leadership in climate change policy: there is the question of who makes the decision on who gets the benefits. How can we bring more voices to the table?
- Space and compact growth need to be addressed. Parking is an inefficient use of our land. Changing policies on parking is the new frontier in land use and transportation and can leverage behavior change.
- We need to demonstrate that this is possible so others will join us – our region’s actions alone won’t make a difference.
- We should build out the full active transportation plan to realize benefits, and then focus on transit.
- Parking brings up a couple of things, including a need for the dense efficient use of urban space and a conversation on how we develop buildings.
- Vulnerable communities cannot adapt as costs continue to climb.
- Leadership on climate change policy area needs more teeth; it needs to include specific actions of what Metro is doing or will do to lead on addressing climate change.

OVERVIEW OF DRAFT TOOLBOX OF ACTIONS

Kim provided an overview of the draft toolbox of actions. She explained the document contains a menu of immediate actions for the next 5 years (near term 2017-2020). She noted we are seeking actions that will advance implementation by addressing barriers. She added many are actions that local government partners and others are already taking. There are more than 200 actions listed. Feedback to date includes determining actions that will give us quick immediate

results in order to show progress, as there is a desire to go beyond what is happening already. She asked the group to identify actions that are missing and which actions are most important to their organizations and networks.

Kim asked the group to think about potential criteria for identifying priority actions. She provided these examples: (actions should) produce high return on investment (significant greenhouse gas emission reduction), provide multiple community benefits beyond greenhouse gas (GHG) reduction, be achievable although may require a political lift, and require collaboration among multiple partners. She said we need early wins as a region to move more actions forward. We need to reflect a whole range of interests while achieving climate targets.

Group questions and discussion

Noelle asked the group: Which policy actions need to be elevated to the short list?

Comments:

- It is not true that these have to be entirely voluntary. Metro should use as a filter its own expenditures and whether or not they achieve Climate Smart Communities goals and reduce greenhouse gases. This idea can fall under leadership in climate change and also under funding for transportation. I would like Metro to take this on as its own guiding principle.
- "Lead by example" is something that Metro could do to elevate policy actions.
- Create impact by using existing small pots of money to help achieve goals.
- Lack of brownfields development holds communities back. Brownfields are underutilized and also have equity implications. Tie underutilized parking management into brownfields redevelopment actions.
- What are near-term projections, for example, for building projects? We need to know what is available and upcoming.
- Brownfields is a priority for the City of Portland. The City is being challenged to meet industrial land supply.
- Support and restore local control of policies and programs through legislative actions. Get rid of inclusionary zoning ban, think about housing investments that will serve the people who live there, make sure there is an equitable impact.
- Equity and health benefits came up frequently, but if we cannot guarantee affordable housing it is all for not.
- This is about implementing 2040. The analysis recommends keeping the urban growth boundary (UGB) tight and building inside the boundary. This is critical to achieve this goal. When you expand the UGB, emissions increase as people drive longer distance. Help people understand the connection, that how far they drive influences climate change.
- We have to serve those who are transit-dependent. Move some of the actions from shorter term to immediate.
- Research best practices now. Do that ahead of the investments.
- Change verb from *consider* ridership demographics to *use* ridership demographics.

- Link where people are living with accessible, frequent transit.
- Under 2040, don't use the verb *support*; it is not strong enough. Language is squishy.
- Metro needs to research organizations or regions who "do it right."

Question: how will suggestions regarding language amendments be used?

Kim explained the public comment process, including the use of a comment log. She said that staff will make a recommendation on what to do with suggested changes. Staff recommendations are then forwarded to the technical committees for approval/recommendation to the policy committees.

Comments:

- We need to support local decisions while holding them to a certain standard, including housing/jobs balance and equitable development.
- Define Metro's role and include language on "Metro's job is to direct and guide."
- The goal should be to have affordable housing everywhere; the current language is unclear.
- It is a challenge getting care workers to Lake Oswego. We have an opportunity to move beyond transit shuttles. The travel burden is put on people who live far from their work. Workers need to spend less time traveling and have access to good school districts.
- Housing and transportation are symbiotic. We have to talk about both to make good decisions.
- The language we choose matters. This document looks a whole lot like NEPA. It needs to be more prescriptive. Use stronger language than *consider*.
- Increasing transit mode share is a good idea, but it will not necessarily show increased ridership. We have to make transit cost-competitive for choice riders and ridership will tell us how well the region is accomplishing that objective.
- We have a lower transit mode share now than at the beginning of the century. I would like a bigger conversation of what transit spending choices are made.

OVERVIEW OF DRAFT PERFORMANCE MONITORING APPROACH

Noelle asked the group to offer suggestions on the monitoring document.

Comments:

- We often speak of mode split, but the number of miles one travels actively is as important as vehicle miles traveled from a health perspective. Daily vehicle and pedestrian miles are important to track.
- Are there data points that came out of the HIAs (health impact assessments) that should be tracked? Information used was based on the travel demand model – advise Metro to track that and meet what the draft model states.
- Add household cost burden to housing *and* transportation.
- Household utility expenses should also be tracked.
- Measurement of fatalities should be called out in the walk/bike section.
- Specific measures should be tracked. Daily miles matter in biking and walking. There should be a target and a measurement of when all bike lanes and sidewalks are completed.
- Affordability is part of the transit policy but there is no measurement for it.
- Daily transit service revenue hours: ensure that they are not weighted by capacity.
- The walking/biking annual fatality target is noted as 32 and should be changed to zero.
- Kim explained the target reflects the adopted 2014 RTP target for a 50% reduction in fatalities and serious injury crashes.
- Residential units and jobs in the UGB should be broken down into sub-targets. The City of Portland talks about developing Lents or Gateway, but can use corridors to keep expanding the central city out rather than working on existing neighborhoods.
- Work went into state performance measures developed for Mosaic. Those measures could be a source for monitoring.
- “Make progress” and “Secure funding” are not measurable goals.
- The measures identified for leadership in climate change do not measure leadership; there are about process. Leadership is identifying ways to get the word out to other communities and the nation about this type of work.

FUNDING THE CLIMATE SMART STRATEGY

Kim said the overview brochure shows a breakdown of investment levels by policy area. The recommended level of investment reflects the Constrained Regional Transportation Plan for all policy areas except for transit service, using technology and providing travel information. The recommended transit service investment level reflects what is proposed in the full 2014 RTP.

Group questions and discussion

Peggy gave information about the online survey, saying that it addresses seven of the ten policy areas (policies two through eight). The purpose of the survey is to inform policymakers of what we have been hearing and provide an indication of what should be considered for

implementation. As of last week, there were over 1,000 responses. Peggy gave a quick overview of responses on where respondents supported more investment by policy area.

Comments:

- Seeking and advocating for new, dedicated funding for active transportation is a top priority.
- Develop a carbon pricing
- Things like \$20 billion for streets and highways should be taken out. Leaders want it for other reasons, but it is not a recommendation for achieving a climate smart community. Kim responded that this project acknowledges the need to make investment in all of these areas, and policy makers are not backing away from strategically investing in streets and highways. She explained this is an opportunity to work together find revenue to advance completion of the active transportation network and expanding transit service.
- Observation on the Oregon Transportation Forum: there are no new ideas, no easy solutions.
- There is pessimism regarding funding; there is money to shore up some things without providing any new funding.
- So many funding options are constrained by constitutional amendment. Gas and vehicle taxes are for highway use and not allowed for active transportation.
- We need funding for transit operations, not for capital projects. It is much easier to get funding for capital projects than to fund what we already have.

Other possibilities for involvement

Noelle reiterated that there are several ways that people and organizations can provide comments.

Craig Beebe asked that people tap their networks, reach out to members, followers, friends and request that they comment. Craig offered a media resource kit that includes links, contact info, dates, sample tweets, and other things. He requested that they contact him directly if they needed anything else.

CLOSING COMMENTS

Councilor Collette thanked the group again for participating in and broadening the focus of this process.

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.

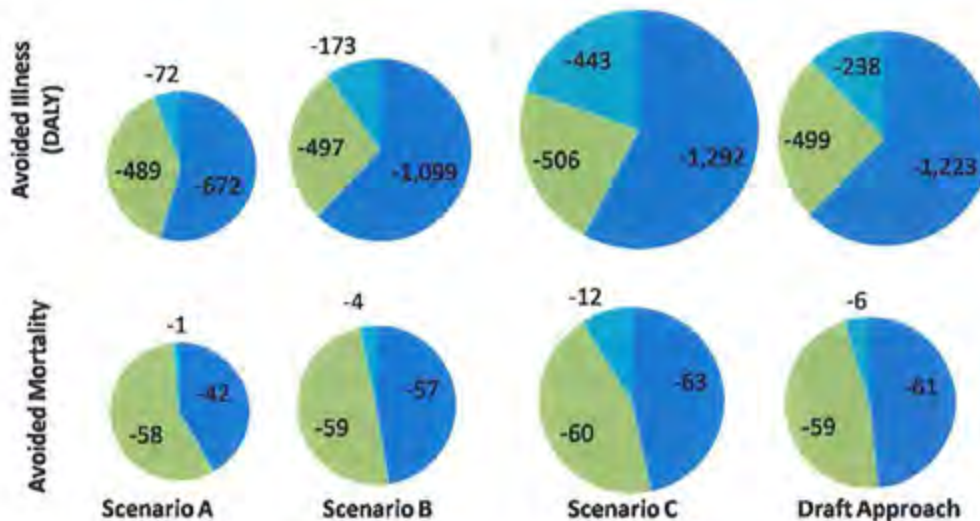
The Draft Approach is expected to result in **annual health benefits of 126 avoided premature deaths, a 1.6% reduction in diseases studied, and annual savings of \$100-125 million** (2010\$) in direct and indirect costs.



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

Annual Health Benefits by 2035

■ Physical Activity ■ Air Quality ■ Traffic Safety



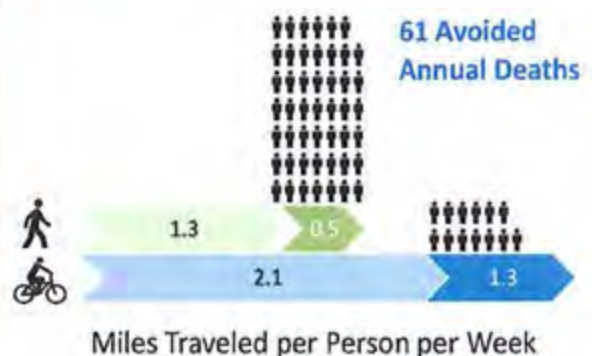
The Oregon Health Authority HIA Program used the Integrated Transport and Health Impact Model (ITHIM) to assess how increases in miles traveled by walking and biking combined with a decrease in per capita vehicle miles traveled would impact health. ITHIM estimates avoided deaths and avoided illness as 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.

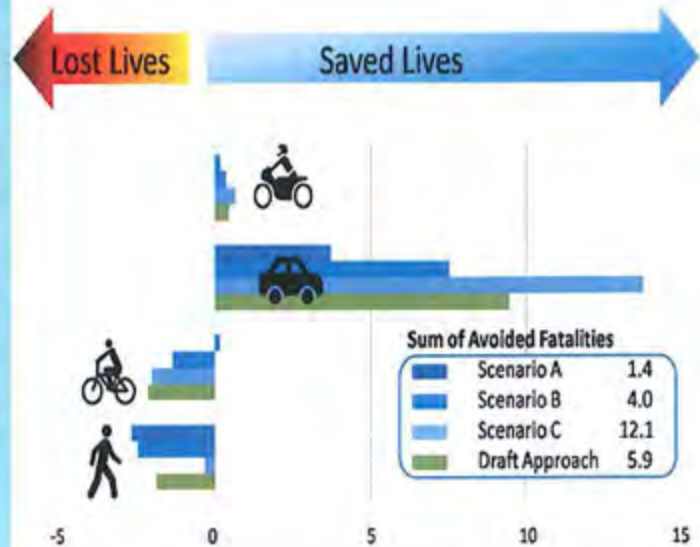


TRAFFIC SAFETY

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 capita 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 PM_{2.5} 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).

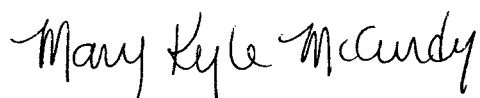
Performance Monitoring

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



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Chair



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Commissioner



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Commissioner



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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

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Mike Houck, Director
Urban Greenspaces Institute
PO Box 6903
Portland, OR 97228-6903
503.319.7155
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.

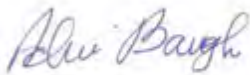
In preparation for the May 30 joint MPAC/JPACT meeting, the PSC offers our support for options that would prioritize fully building out the region's active transportation infrastructure. While transit investments are critical, active transportation investments are likely to provide greater rates of return 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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Mike Houck

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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

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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.

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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

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



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](#)

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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

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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
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Email: ottenad@ci.wilsonville.or.us

Web: www.ci.wilsonville.or.us

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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.

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

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

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,
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.

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,

-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.

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,
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.

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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.

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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.

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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.

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--

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>
<https://www.facebook.com/kycpdx>
<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.

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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.

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Allison Plass - Graphic Design & Marketing Coordinator

[MWA ARCHITECTS INC.](#)

[SAN FRANCISCO](#) [OAKLAND](#) [PORTLAND](#)

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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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.

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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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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.

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.

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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.

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.

--

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.

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,

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.

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,

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.

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.

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

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

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Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn

MAKING A GREAT PLACE



Metro



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>

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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>

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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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			<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>

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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 style="padding-left: 40px;">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 style="padding-left: 40px;"><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 style="padding-left: 40px;">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>

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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>

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November 12, 2014

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
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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>



Date: November 14, 2014
To: MTAC
From: Gerry Uba, Community Planning and Development Grants project manager
cc: John Williams, Deputy Planning and Development Director
Subject: Discussion of Revised Administrative Rules for Implementation of Construction Excise Tax and Community Planning and Development Grants

At your November 5, 2014 meeting you reviewed the draft Logical Model for Metro Community Planning and Development Grants and proposed amendments to the Administrative Rules. During the discussion of materials presented, you directed staff to:

- 1) Add the appropriate recommendations in the Logic Model memo into the Administrative Rules
- 2) Display only the criteria portion in the Administrative Rules side-by-side showing the similarities and differences of the criteria for evaluating projects proposed inside the Urban Growth Boundary (UGB) and projects proposed in urban reserve areas
- 3) Distribute Title 11 of the Urban Growth Management Functional Plan which is the basis of the key criteria for evaluating projects proposed in urban reserve areas.

At your November 19, 2014 meeting, you will focus on the side-by-side display of the criteria for evaluating projects proposed inside the Urban Growth Boundary (UGB) and projects proposed in urban reserve areas. Additional materials provided for this discussion are the Equity Definition approved by the Metro Equity Strategy Advisory Committee (attached) and Title 11 of the Urban Growth Management Functional Plan (attached). After discussion of the side-by-side criteria, staff will point out a couple of sections of the remaining portion of the Administrative Rules for your comments.

You are requested to use your discussion at this meeting to agree on a preliminary recommendation of the revisions to the Administrative Rules. At the December 3rd meeting, you will finalize your recommendations. As you were previously informed, your final recommendations will be sent to the Metro Chief Operating Officer who will in turn send her recommendations, along with yours, to the Metro Council for review, discussion and approval.

Attachments

- A. CPDG Evaluation Criteria: Side-by-side comparison of criteria for evaluating grant applications for projects proposed inside the UGB and in the Urban Reserve Areas
- B. Equity Definition approved by the Metro Equity Strategy Advisory Committee
- C. Metro's Urban Growth Management Functional Plan: Title 11
- D. Administrative Rules --Redline version presented at November 5th meeting [Note: The shaded criteria section was transferred into Attachment A for side-by-side comparison of the criteria]
- E. Schedule --updated November 13, 2014

ATTACHMENT A

**CPDG Evaluation Criteria: Side-by-side Comparison of Criteria for Evaluation of Grant Applications
for Projects Proposed inside the UGB and in Urban Reserve Areas for
MTAC Review and Discussion
November 19, 2014**

<p>A. <u>Grant Request Evaluation Criteria for Proposed Projects within the current UGB.</u></p> <p>For proposed projects within the UGB, the Grant Request shall specifically address how the proposed grant achieves, does not achieve, or is not relevant to, the following criteria ("CET Grant Evaluation Criteria"), drawn from the Urban Growth Management Functional Plan.</p>	<p>B) <u>Grant Request Evaluation Criteria for Proposed Projects within areas added to the UGB since 2009 and Urban Reserves.</u></p> <p>The grant request for proposed projects in both areas added to the UGB since 2009 and Urban Reserves shall specifically address how the proposed grant achieves, does not achieve, or is not relevant to the following criteria, drawn from the Urban Growth Management Functional Plan (UGMFP). While the UGMFP's Title 11 (Planning for New Urban Areas) calls for completion of a concept plan prior to Council decision to add the area to the UGB, Metro Council award of grants for concept planning in urban reserves should not be interpreted as a commitment by the Council to add the rest of the area to the UGB in the next cycle. Applications should note whether the planning project includes an Urban Reserve area currently being appealed in the Court of Appeals or other venues. The Screening Committee shall emphasize using available funds to spur development.</p>
<p>1) Expected Development Outcomes: Explain <u>what planning activities are</u> how the proposed <u>to be undertaken with the</u> planning and development grant, <u>and how those</u> will increase ability to achieve on the ground <u>development/redevelopment outcomes activities will identify and reduce the barriers to developing a complete community.</u> Address: Identification of opportunity site/s within the boundary of the proposed project area with catalyst potential that focus on jobs growth and/or housing. Explain the characteristics of the site/s and how the proposed project will lead to a catalytic investment strategy with private and public sector support.</p>	<p>1) Addresses Title 11 requirements for concept plan or comprehensive plan. Clearly describe how the proposed planning grant will address the requirements for either a concept plan or comprehensive plan or both as described in Title 11.</p> <p>a. If not proposing to complete a full plan, describe how the portion proposed will result in an action that secures financial and governance commitment for the next steps in the planning process.</p> <p>b. If not proposing a planning grant for the full</p>

a) Clearly articulated and realistic desired outcomes from the planning grant that increase community readiness for development.

~~a) The expected probability that due to this planning and development grant, development permits will be issued within two years;~~

~~c) The expected probability that due to this planning and development grant, development permits will be issued within five years;~~

d) The level of community readiness and local commitment to the predicted development outcomes; considerations include:

1. Track record of successful implementation of community development projects and / or past CPDG plan implementation

~~1.2.~~ Development sites of adequate scale to generate critical mass of activity;

~~2.3.~~ Existing and proposed transportation infrastructure to support future development;

~~3.4.~~ Existing urban form provides strong redevelopment opportunities;

~~4.5.~~ Sound relationship to adjacent residential and employment areas;

~~5.6.~~ Compelling vision and long-term prospects;

e) Describe the roles and responsibilities of the applicant and county or city, and relevant service providers for accomplishing the goals of the proposed project.

Urban Reserve area, describe how the proposal would address the intent for complete communities as described in the urban reserve legislative intent, urban and rural reserve intergovernmental agreements between Metro and counties, and Title 11.

<p>2) Regionally Significant: Clearly identify how the proposed planning grant will benefit the region in achieving established regional development goals and outcomes, including sustainability practices, expressed in the 2040 Growth Concept and the six Desired Outcomes adopted by the region to guide future planning, which include:</p> <ul style="list-style-type: none"> a. People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs; b. Current and future residents benefit from the region's sustained economic competitiveness and prosperity; c. People have safe and reliable transportation choices that enhance their quality of life; d. The region is a leader in minimizing contributions to climate change; e. Current and future generations enjoy clean air, clean water and healthy ecosystems; f. The benefits and burdens of growth and change are distributed equitably¹. 	<p>2) Addresses how the proposed projects will meet local needs and also contribute solutions to regional needs.</p> <p>Describe how the proposal will meet a variety of community needs, including land uses such as mixed use development and/or large lot industrial sites which are anticipated to continue to be regional needs.</p>
	<p><u>3) Social Equity: Applicants should explain how their projects will address inequities in the distribution of resources and opportunities by proposing projects with outcomes that will contribute to strong economy, quality jobs, living wages, stable and affordable housing, safe and reliable transportation, healthy environment, and resources that enhance quality of life.</u></p>

¹ In this context, this is intended to refer to social equity. Applicants should explain how their projects will address inequities in the distribution of resources and opportunities by proposing projects with outcomes that will contribute to strong economy, quality jobs, living wages, stable and affordable housing, safe and reliable transportation, healthy environment, and resources that enhance quality of life

	<p>34 4) Demonstrates jurisdictional and service provider commitments necessary for a successful planning and adoption process. Applications should reflect commitment by county, city and relevant service providers to participate in the planning effort and describe how governance issues will be resolved through the planning process. Describe the roles and responsibilities of the county, city and relevant service providers for accomplishing the commitments.</p> <p>45 5) Address readiness of land for development in areas added to the UGB since 2009. For applications in areas added to the UGB since 2009, demonstrate that market conditions would be ready to support development and efficient use of land or define the steps that the project would undertake to influence market conditions.</p>
<p>34 4) Location: Discuss whether and how the proposed planning grant facilitates development or redevelopment of:</p> <ul style="list-style-type: none"> a. Centers; b. Corridors/Main Streets; c. Station Centers; and/or d. Employment & Industrial Areas <u>e. Areas where concept planning has been completed but where additional planning and implementation work is needed in order to make these areas development ready</u> <u>e.f. Areas with concentration of underserved or underrepresented groups.</u> 	

<p>4)5) Best Practices Model. Consideration will also be given to applications that can be easily replicated in other locations and demonstrate best practices. <u>Discuss also how lessons learned from the planning project will be shared with other communities in the region.</u></p>	<p>5)6) Best Practices Model. Consideration will also be given to applications that can be easily replicated in other locations and demonstrate best practices. <u>Discuss also how lessons learned from the planning project will be shared with other communities in the region.</u></p>
<p>5)6) Leverage: Discuss whether and how the proposed planning grant will leverage outcomes across jurisdictions and service providers, or create opportunities for additional private/public investment. Investments can take the form of public or private in-kind or cash contributions to the overall planning activity.</p>	<p>6)7) Leverage: Discuss whether and how the proposed planning grant will leverage outcomes across jurisdictions and service providers, or create opportunities for additional private/public investment. Investments can take the form of public or private in-kind or cash contributions to the overall planning activity.</p>
<p>6)7) Matching Fund/Potential: <u>A ten percent (10%) local match is required either as direct financial contribution or in-kind contribution.</u> Discuss whether any portion of the total project cost will be incurred by the applicant and/or its partners. Explain specific portions of the work scope the match money would fund.</p>	<p>7)8) Matching Fund/Potential: <u>A ten percent (10%) local match is required either as direct financial contribution or in-kind contribution.</u> Discuss whether any portion of the total project cost will be incurred by the applicant and/or its partners. Explain specific portions of the work scope the match money would fund.</p>
<p>7)8) Growth Absorption: <u>Discuss how this project will address the accommodation of expected population and employment growth in this region and the needs of high growth areas.</u> Equity: <u>Discuss whether and how the proposed planning grant will further the equitable distribution of funds, based on collections of revenues, past funding, and planning resource needs.</u></p>	<p>8)9) Growth Absorption: <u>Discuss how this project will address the accommodation of expected population and employment growth in this region and the needs of high growth areas.</u> Equity: <u>Discuss whether and how the proposed planning grant will further the equitable distribution of funds, based on collections of revenues, past funding, and planning resource needs.</u></p>
<p>8)9) Public Involvement: Discuss whether and how the public, including neighbors to the project, businesses, property owners and other key stakeholders, and disadvantaged communities including low income and minority populations, will be involved formed o in the progress of the project and how their input will be used to strengthen the project outcomes <u>s and increase likelihood to be implemented.</u></p>	<p>9)10) Public Involvement: Discuss whether and how the public, including neighbors to the project, businesses, property owners and other key stakeholders, and disadvantaged communities including low income and minority populations, will be involved formed o in the progress of the project and how their input will be used to strengthen the project outcomes <u>s and increase likelihood to be implemented.</u></p>

<p>910) Governing Body: <u>Grant applications and final products must be approved by the governing body of the applicant.</u> Describe the role of the governing body in relation to:</p> <ul style="list-style-type: none"> a) Approval of the grant application and adoption and implementation of final product b) When and where applicable, how public voting requirements for annexation and transit improvements will be addressed to that the outcome of proposed planning projects can be realized. 	<p>11) Governing Body: <u>Grant applications and final products must be approved by the governing body of the applicant.</u> <u>Describe the role of the governing body in relation to:</u></p> <ul style="list-style-type: none"> a) <u>Approval of the grant application and adoption and implementation of final product</u> a)b) <u>When and where applicable, how public voting requirements for annexation and transit improvements will be addressed to that the outcome of proposed planning projects can be realized</u>
<p>1011) Capacity of Applicant: <u>Describe the skill set needed and the qualifications of the staff or proposed consulting teams to manage the planning project.</u></p>	<p>12) Capacity of Applicant: <u>Describe the skill set needed and the qualifications of the staff or proposed consulting teams to manage the planning project</u></p>

ATTACHMENT B

Equity Definition

Approved by the Equity Strategy Advisory Committee 2/26/14

Our region is stronger when individuals and communities benefit from quality jobs, living wages, a strong economy, stable and affordable housing, safe and reliable transportation, a healthy environment, and resources that enhance our quality of life.

We share a responsibility as individuals within a community and communities within a region. Our future depends on the success of all, but avoidable inequities in the distribution of resources and opportunities prevent us from realizing our full potential.

Our region's population is growing and changing. Metro is committed with its programs, policies and services to create conditions which allow *everyone* to participate and enjoy the benefits of making this a great place today and for generations to come.

ATTACHMENT C

Metro's Urban Growth Management Functional Plan: Title 11

TITLE 11: PLANNING FOR NEW URBAN AREAS

3.07.1105 Purpose and Intent

The Regional Framework Plan calls for long-range planning to ensure that areas brought into the UGB are urbanized efficiently and become or contribute to mixed-use, walkable, transit-friendly communities. It is the purpose of Title 11 to guide such long-range planning for urban reserves and areas added to the UGB. It is also the purpose of Title 11 to provide interim protection for areas added to the UGB until city or county amendments to land use regulations to allow urbanization become applicable to the areas.

(Ordinance No. 99-818A, Sec. 3. Amended by Ordinance No. 02-969B, Sec. 11; and Ordinance No. 10-1238A, Sec. 5; and Ordinance No. 11-1252A, Sec. 1).

3.07.1110 Planning for Areas Designated Urban Reserve

- A. The county responsible for land use planning for an urban reserve and any city likely to provide governance or an urban service for the area, shall, in conjunction with Metro and appropriate service districts, develop a concept plan for the urban reserve prior to its addition to the UGB pursuant to sections 3.07.1420, 3.07.1430 or 3.07.1435 of this chapter. The date for completion of a concept plan and the area of urban reserves to be planned will be jointly determined by Metro and the county and city or cities.
- B. A local government, in creating a concept plan to comply with this section, shall consider actions necessary to achieve the following outcomes:

1. If the plan proposes a mix of residential and employment uses:
 - a. A mix and intensity of uses that will make efficient use of the public systems and facilities described in subsection C;
 - b. A development pattern that supports pedestrian and bicycle travel to retail, professional and civic services;
 - c. A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;
 - d. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
 - e. Well-connected systems of streets, bikeways, parks, recreational trails and public transit that link to needed housing so as to reduce the combined cost of housing and transportation;
 - f. A well-connected system of parks, natural areas and other public open spaces;
 - g. Protection of natural ecological systems and important natural landscape features; and
 - h. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.
2. If the plan involves fewer than 100 acres or proposes to accommodate only residential or employment needs, depending on the need to be accommodated:

- a. A range of housing of different types, tenure and prices addressing the housing needs in the prospective UGB expansion area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available, in order to help create economically and socially vital and complete neighborhoods and cities and avoiding the concentration of poverty and the isolation of families and people of modest means;
- b. Sufficient employment opportunities to support a healthy economy, including, for proposed employment areas, lands with characteristics, such as proximity to transportation facilities, needed by employers;
- c. Well-connected systems of streets, bikeways, pedestrian ways, parks, natural areas, recreation trails;
- d. Protection of natural ecological systems and important natural landscape features; and
- e. Avoidance or minimization of adverse effects on farm and forest practices and important natural landscape features on nearby rural lands.

C. A concept plan shall:

- 1. Show the general locations of any residential, commercial, industrial, institutional and public uses proposed for the area with sufficient detail to allow estimates of the cost of the public systems and facilities described in paragraph 2;
- 2. For proposed sewer, park and trail, water and stormwater systems and transportation facilities, provide the following:
 - a. The general locations of proposed sewer, park and trail, water and stormwater systems;
 - b. The mode, function and general location of any proposed state transportation facilities, arterial facilities, regional transit and trail facilities and freight intermodal facilities;

- c. The proposed connections of these systems and facilities, if any, to existing systems;
 - d. Preliminary estimates of the costs of the systems and facilities in sufficient detail to determine feasibility and allow cost comparisons with other areas;
 - e. Proposed methods to finance the systems and facilities; and
 - f. Consideration for protection of the capacity, function and safe operation of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.
3. If the area subject to the concept plan calls for designation of land for industrial use, include an assessment of opportunities to create and protect parcels 50 acres or larger and to cluster uses that benefit from proximity to one another;
4. If the area subject to the concept plan calls for designation of land for residential use, the concept plan will describe the goals for meeting the housing needs for the concept planning area in the context of the housing needs of the governing city, the county, and the region if data on regional housing needs are available. As part of this statement of objectives, the concept plan shall identify the general number, price and type of market and nonmarket-provided housing. The concept plan shall also identify preliminary strategies, including fee waivers, subsidies, zoning incentives and private and nonprofit partnerships, that will support the likelihood of achieving the outcomes described in subsection B of this section;
5. Show water quality resource areas, flood management areas and habitat conservation areas that will be subject to performance standards under Titles 3 and 13 of this chapter;

6. Be coordinated with the comprehensive plans and land use regulations that apply to nearby lands already within the UGB;
 7. Include an agreement between or among the county and the city or cities and service districts that preliminarily identifies which city, cities or districts will likely be the providers of urban services, as defined at ORS 195.065(4), when the area is urbanized;
 8. Include an agreement between or among the county and the city or cities that preliminarily identifies the local government responsible for comprehensive planning of the area, and the city or cities that will have authority to annex the area, or portions of it, following addition to the UGB;
 9. Provide that an area added to the UGB must be annexed to a city prior to, or simultaneously with, application of city land use regulations to the area intended to comply with subsection C of section 3.07.1120; and
 10. Be coordinated with schools districts, including coordination of demographic assumptions.
- B. Concept plans shall guide, but not bind:
1. The designation of 2040 Growth Concept design types by the Metro Council;
 2. Conditions in the Metro ordinance that adds the area to the UGB; or
 3. Amendments to city or county comprehensive plans or land use regulations following addition of the area to the UGB.
- C. If the local governments responsible for completion of a concept plan under this section are unable to reach agreement on a concept plan by the date set under subsection A, then the Metro Council may nonetheless add the area to the UGB if necessary to fulfill its responsibility under ORS 197.299 to ensure the UGB has sufficient capacity to accommodate forecasted growth.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 02-969B, Sec. 11; Ordinance No. 06-1110A, Sec. 1; Ordinance No. 10-1238A, Sec. 5; and Ordinance No. 11-1252A, Sec. 1).

3.07.1120 Planning for Areas Added to the UGB

- A. The county or city responsible for comprehensive planning of an area, as specified by the intergovernmental agreement adopted pursuant to section 3.07.1110C(7) or the ordinance that added the area to the UGB, shall adopt comprehensive plan provisions and land use regulations for the area to address the requirements of subsection C by the date specified by the ordinance or by section 3.07.1455B(4) of this chapter.
- B. If the concept plan developed for the area pursuant to section 3.07.1110 assigns planning responsibility to more than one city or county, the responsible local governments shall provide for concurrent consideration and adoption of proposed comprehensive plan provisions unless the ordinance adding the area to the UGB provides otherwise.
- C. Comprehensive plan provisions for the area shall include:
 - 1. Specific plan designation boundaries derived from and generally consistent with the boundaries of design type designations assigned by the Metro Council in the ordinance adding the area to the UGB;
 - 2. Provision for annexation to a city and to any necessary service districts prior to, or simultaneously with, application of city land use regulations intended to comply with this subsection;
 - 3. Provisions that ensure zoned capacity for the number and types of housing units, if any, specified by the Metro Council pursuant to section 3.07.1455B(2) of this chapter;
 - 4. Provision for affordable housing consistent with Title 7 of this chapter if the comprehensive plan authorizes housing in any part of the area.
 - 5. Provision for the amount of land and improvements needed, if any, for public school facilities sufficient to serve the area added to the UGB in coordination with affected school districts. This

requirement includes consideration of any school facility plan prepared in accordance with ORS 195.110;

6. Provision for the amount of land and improvements needed, if any, for public park facilities sufficient to serve the area added to the UGB in coordination with affected park providers.
7. A conceptual street plan that identifies internal street connections and connections to adjacent urban areas to improve local access and improve the integrity of the regional street system. For areas that allow residential or mixed-use development, the plan shall meet the standards for street connections in the Regional Transportation Functional Plan;
8. Provision for the financing of local and state public facilities and services; and
9. A strategy for protection of the capacity and function of state highway interchanges, including existing and planned interchanges and planned improvements to interchanges.

- D. The county or city responsible for comprehensive planning of an area shall submit to Metro a determination of the residential capacity of any area zoned to allow dwelling units, using the method in section 3.07.120, within 30 days after adoption of new land use regulations for the area.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 01-929A, Sec. 8; Ordinance No. 02-964, Sec. 5; Ordinance No. 05-1077C, Sec. 6; Ordinance No. 05-1089A, Sec. 2; Ordinance No. 07-1137A, Sec. 3; Ordinance No. 10-1238A, Sec. 5; and Ordinance No. 11-1252A, Sec. 1).

3.07.1130 Interim Protection of Areas Added to the UGB

Until land use regulations that comply with section 3.07.1120 become applicable to the area, the city or county responsible for planning the area added to the UGB shall not adopt or approve:

- A. A land use regulation or zoning map amendment that allows higher residential density in the area than allowed by regulations in effect at the time of addition of the area to the UGB;

B. A land use regulation or zoning map amendment that allows commercial or industrial uses not allowed under regulations in effect at the time of addition of the area to the UGB;

C. A land division or partition that would result in creation of a lot or parcel less than 20 acres in size, except for public facilities and services as defined in section 3.07.1010 of this chapter, or for a new public school;

D. In an area designated by the Metro Council in the ordinance adding the area to the UGB as Regionally Significant Industrial Area:

1.. A commercial use that is not accessory to industrial uses in the area; and

2. A school, a church, a park or any other institutional or community service use intended to serve people who do not work or reside in the area.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 10-1238A, Sec. 5; and Ordinance No. 11-1252A, Sec. 1).

3.07.1140 Applicability

Section 3.07.1110 becomes applicable on December 31, 2011.

(Ordinance No. 98-772B, Sec. 2. Amended by Ordinance No. 99-818A, Sec. 3; Ordinance No. 10-1238A, Sec. 5; and Ordinance No. 11-1252A, Sec. 1).

ATTACHMENT D

ADMINISTRATIVE RULES: METRO CODE CHAPTER 7.04

[Revised ~~December~~ 2012~~4~~]

FOR MTAC REVIEW AND DISCUSSION – NOVEMBER 2014

Effective July 1, 2006, and extended through ~~September 30, 2014~~ December 31, 2020, Metro has established as Metro Code Chapter 7.04 a Construction Excise Tax (“CET”) to fund Community Planning and Development Grants (“CPDG”). These Administrative Rules establish the procedures for administering this tax as mandated in Metro Code Section 7.04.050 and Metro Code Section 7.04.060. For ease of reference a copy of Metro Code Chapter 7.04 is attached to these administrative rules.

I. Metro Administrative Matters.

- A. Definitions. These administrative rules incorporate the definitions as set forth in Metro Code Section 7.04.030 of Chapter 7.04, Construction Excise Tax, and Chapter 3.07, the Urban Growth Management Functional Plan.
- B. Designated Representatives (Metro Code Section 7.04.060). The Metro Chief Operating Officer (“COO”) is responsible for the administration and enforcement of the Metro Code Chapter 7.04 and these administrative rules.
 - 1. The COO may delegate his authority in administration and enforcement of the Code chapter and these administrative rules as he determines and as set forth herein.
 - 2. The COO shall appoint a Hearings Officer(s), which appointment shall be confirmed by the Metro Council. The Hearings Officer(s) shall have the authority to order refunds or rebates of the Construction Excise Tax or waive penalties as a result of the hearings process. Upon appointing a Hearings Officer, the Chief Operating Officer shall delegate authority to the Hearings Officer to administer oaths, certify to all official acts, to subpoena and require attendance of witnesses at hearings to determine compliance with this chapter, rules and regulations, to require production of relevant documents at public hearings, to swear witnesses, to take testimony of any Person by deposition, and perform all other acts necessary to adjudicate appeals of Construction Excise Tax matters.
- C. Internal Flow of Funds. Funds will be accounted for in a Construction Excise Tax account that will be created by the effective date of Metro Code Chapter 7.04.
- D. Rate Stabilization Reserves. Metro Code Chapter 7.04.200 states that the Council will, each year, as part of the Budget process, create reserves from revenues generated by the CET. These reserves are to even out collections thereby stabilizing the funds needed to support the applicable programs despite industry building activity fluctuation. These reserves can only be drawn on to support the specific budgeted activities as discussed in Section I.E. of these administrative rules. Due to their restricted nature, these reserves shall be reported as designations of fund balance in Metro’s General Fund.
- E. Dedication of Revenues. Revenues derived from the imposition of this tax, netted after deduction of authorized local jurisdiction costs of collection and administration will be solely dedicated to grant funding of the regional and local planning that is required to make land ready for development after inclusion in the Urban Growth Boundary.

- F. Rule Amendment. The Chief Operating Officer retains the authority to amend these administrative rules as necessary for the administration of the Construction Excise Tax, after consultation with Metro Council.

II. Construction Excise Tax Administration.

- A. Imposition of Tax (Metro Code Section 7.04.070).
1. The CET is imposed on every Person who engages in Construction within the Metro jurisdiction, unless an Exemption applies as set forth herein.
 2. The tax shall be due and payable at the time of the issuance of any building permit, or installation permit in the case of a manufactured dwelling, by any building authority, unless an Exemption applies as set forth herein.
 3. The CET shall be calculated and assessed as of the application date for the building permit. Persons obtaining building permits based on applications that were submitted prior to July 1, 2006 shall not be required to pay the CET, unless the building permit issuer normally imposes fees based on the date the building permit is issued.
 4. If no permit is issued, then the CET is due at the time the first activity occurs that would require issuance of a building permit under the State of Oregon Building Code.
- B. Calculation of Tax (Metro Code Section 7.04.080). The CET is calculated by multiplying the Value of New Construction by the tax rate of 0.12%

(0.0012 x Value of New Construction)

- a. In the case of a Manufactured Dwelling for which no Exemption is applicable, and for which there is no building code determination of valuation of the Manufactured Dwelling, the applicant's good faith estimate of the Value of New Construction for the Manufactured Dwelling shall be used.
- C. Exemptions (Metro Code Section 7.04.040).
1. Eligibility for Exemption. No obligation to pay the CET is imposed upon any Person who establishes, as set forth below, that one or more of the following Exemptions apply:
 - a. The Value of New Construction is less than or equal to One Hundred Thousand Dollars (\$100,000); or
 - b. The Person who would be liable for the tax is a corporation exempt from federal income taxation pursuant to 42 U.S.C. 501(c)(3), or a limited partnership the sole general partner of which is a corporation exempt from federal income taxation pursuant to 42 U.S.C. 501(c)(3), the Construction is used for residential purposes AND the property is restricted to being occupied by Persons with incomes less than fifty percent (50%) of the median income for a period of 30 years or longer; or
 - c. The Person who would be liable for the tax is exempt from federal income taxation pursuant to 42 U.S.C. 501(c)(3) AND the Construction is dedicated for use for the purpose of providing charitable services to Persons with income less than fifty

percent (50%) of the median income.

2. Procedures for Establishing and Obtaining an Exemption; Exemption Certificates:

- a. For exemption (a) above, the exemption will be established at the building permit counter where the Value of New Construction as determined in the building permit is less than or equal to One Hundred Thousand Dollars (\$100,000).
- b. For exemptions (b) and (c) above, prior to applying for a building permit a Person claiming an exemption may apply to Metro for a Metro CET Exemption Certificate, by presenting the appropriate documentation for the exemption as set forth herein, and upon receiving a Metro CET Exemption Certificate the Person may present the certificate to the building permit issuer to receive an exemption from paying the CET; or
- c. For exemptions (b) and (c) above, instead of going to Metro to obtain a Metro CET Exemption Certificate, a Person claiming an exemption from the CET when applying for a building permit may submit to the building permit issuer Metro's CET Exemption Certificate application form. Upon receiving a Person's Metro CET Exemption Certificate application, the building permit issuer shall preliminarily authorize the exemption and shall not collect the CET. The building permit issuer shall forward the Person's Metro CET Exemption Certificate application to Metro along with the quarterly CET report. It shall be Metro's responsibility to determine the validity of the exemption and to institute collection procedures to obtain payment of the CET, as well as any other remedy Metro may have under law, if the Person was not entitled to the exemption;
- d. To receive a Metro CET Exemption Certificate from Metro, or to substantiate to Metro the validity of an exemption received from a local building permit issuer, an applicant must provide the following:
 - i. IRS tax status determination letter evidencing that the Person seeking the building permit is exempt from federal income taxation pursuant to 42 U.S.C. 501(c)(3); and
 - ii. In the case of residential property, proof that the property is to be restricted to low income persons, as defined, for at least 30 years. Proof can be in the form of loan covenants; rental agreements or grant restrictions; a certification from the entity's corporate officer attesting that the exemption is applicable; or any other information that may allow the exemption determination to be made; and
 - iii. In the case of a qualified tax-exempt entity providing services to Persons with incomes less than 50 percent of the median income, the applicant must provide information that will allow such tax exempt status to be verified, and proof that the property will be restricted to such uses. Proof can be in the form of loan covenants; rental agreements or grant restrictions; certification from the entity's corporate officer attesting that the exemption is applicable; or any other information that may allow the exemption determination to be made; and

- iv. In the case of a limited partnership with a tax-exempt sole general partner corporation, verification from the partnership's attorney of that status is required; and
 - v. Authorization to audit the records to verify the legal status and compliance with Metro qualifications of all entities claiming exempt status.
- e. Partial Applicability of Exemption. If an exemption is applicable to only part of the Construction, then only that portion shall be exempt from the CET, and CET shall be payable for the remainder of the Construction that is not eligible for an exemption, on a pro-rata basis. It shall be the responsibility of the Person seeking the partial exemption to fill out a Metro CET Exemption Certificate application for the partial exemption, declaring on that application the proportion of the Construction qualifies for the exemption. Upon receiving a Person's Metro CET Exemption Certificate application claiming a partial exemption, the building permit issuer shall preliminarily authorize the partial exemption and shall only collect the pro-rata CET as declared by the applicant. The building permit issuer shall forward the Person's Metro CET Exemption Certificate application to Metro along with the quarterly CET report. It shall be Metro's responsibility to determine the validity of the partial exemption and to institute collection procedures to obtain payment of the remainder of the CET, as well as any other remedy Metro may have under law, if the Person was not entitled to the partial exemption.

D. Ceiling (Metro Code Section 7.04.045).

1. If the CET imposed would be greater than \$12,000.00 (Twelve Thousand Dollars) as measured by the Value of New Construction that would generate that amount of tax, then the CET imposed for that Construction is capped at a Ceiling of \$12,000.00 (Twelve Thousand Dollars).
2. The Ceiling applies on a single structure basis, and not necessarily on a single building permit basis. For example:
 - a. If a single building permit is issued where the Value of New Construction is greater than or equal to Ten Million Dollars (\$10,000,000), then the CET for that building permit is capped at Twelve Thousand Dollars (\$12,000.00).
 - b. If Construction in a single structure will require multiple building permits during the pendency of the CET program, and the total CET that would be imposed for those building permits would add up to more than Twelve Thousand Dollars (\$12,000.00), then the total CET for those building permits within the same structure during the pendency of the CET program is capped at Twelve Thousand Dollars (\$12,000.00). Once a total of \$12,000.00 has been paid in CET for a particular structure, then no additional CET will be collected for that structure during the pendency of the CET program.

E. Rebates (Metro Code Section 7.04.120). If a CET has been collected and a CET Exemption or the CET Ceiling was applicable, a rebate for the CET may be obtained from Metro.

1. Procedures for obtaining rebate are:

- a. Within thirty (30) days of paying the CET, the Person who believes that the CET was not applicable due to a CET exemption or CET Ceiling, shall apply for a rebate in writing to Metro and provide verification that the exemption eligibility provisions of Metro Code Section 7.04.040, or that the CET Ceiling provisions of Metro Code Section 7.04.045, have been met. Failure to seek a rebate within the thirty (30) day time limit will terminate a Person's right to seek a rebate.
- b. Applicant shall provide proof that the CET was paid, in the form of a paid receipt from the building permit issuer showing the tax was paid. All supporting documentation for the exemption or ceiling shall be submitted at the time of the rebate claim. The rebate will only be made to the name that is listed on the receipt unless the applicant has a written assignment of rebate.
- c. A rebate or a letter of denial shall be issued by Metro within thirty (30) days of receipt of a written request for rebate provided that the request includes all required information. The rebate will be calculated based upon the paid receipt, less the five percent (5%) administrative fee already retained by the building permit issuer and the ~~two-and-a-half~~ five percent (~~2.5~~%) Metro administration fee.

F. Refunds (Metro Code Section 7.04.150). If a CET has been collected and the Construction was not commenced and the building permit was cancelled, a refund for the CET may be obtained from Metro.

1. Eligibility is determined by the absence of Construction and cancellation of the building permit.

2. Procedures for obtaining refund:

- a. Apply in writing to Metro within thirty (30) days of permit cancellation.
- b. Provide copy of canceled permit.
- c. Provide proof of payment of the tax in the form of the paid receipt.
- d. A refund or a letter of denial shall be issued by Metro within thirty (30) days of receipt of the written request for refund provided that the request includes all required information. The refund will be calculated based upon the paid receipt, less the five percent (5%) administrative fee already retained by the building permit issuer and the ~~two-and-a-half~~ five percent (~~2.5~~%) Metro administration fee.
- e. Failure to seek a rebate within the thirty (30) day time limit will terminate a Person's right to receive a refund.

G. Appeals. The Hearings Officer shall conduct hearings related to enforcement or appeals of the CET. The appeal to the Hearings Officer must be:

1. In writing;
2. Made within ten (10) calendar days of denial of a refund, rebate, or exemption request. Notice of denial to the party denied, is deemed to have occurred three days after the mailing of the certified denial letter from Metro;
3. Tax must be paid prior to appeal;
4. Directed to the Office of Metro Attorney, who will contact the Hearings Officer to schedule a hearing upon receipt of a written appeal. The Hearings Officer will at that time provide further information as to what documentation to bring to the hearing.

H. Review. Review of any action of the Chief Operating Officer or Hearings Officer, taken pursuant to the Construction Excise Tax Ordinance, or the rules and regulations adopted by the Chief Operating Officer, shall be taken solely and exclusively by writ of review in the manner set forth in ORS 34.010 through 34.100, provided, however, that any aggrieved Person may demand such relief by writ of review.

I. CET Sunset (Metro Code Section 7.04.230).

1. The CET shall not be imposed on and no person shall be liable to pay any tax for any Construction activity that is commenced pursuant to a building permit issued on or after ~~September 30, 2014~~ December 31, 2020.
2. Local governments collecting CETs shall remit the CETs to Metro on a quarterly or monthly basis, based on the jurisdiction's CET Collection IGAs with Metro. Each quarter, within thirty days of receiving CET remittances from all collecting local jurisdictions, Metro will issue a written statement of the total CET that Metro has received that quarter and cumulatively.
3. CET remittance to Metro shall be net of the local government's administrative expenses in collecting the CET, up to five percent (5%) of the CET collected by the local government as set forth in the Metro CET Collection IGA. This net amount of CET remitted to Metro shall be the basis for Metro's calculations of CET cumulative totals ~~and for the calculation of when the \$6.3 million CET has been reached~~.
4. The CET shall cease to be imposed by local governments on ~~September 30, 2014~~ December 31, 2020, and shall be remitted by the local governments to Metro as soon thereafter as possible.

III. CET Collection Procedures.

A. Local Government CET Collection and Remittance Via Intergovernmental Agreements (Metro Code Section 7.04.110). For those local governments collecting the CET pursuant to Intergovernmental Agreements with Metro, the following procedures shall apply:

1. CET Report: Information Required. Each quarter (unless a local government prefers to report monthly), along with its CET remittance to Metro, the local government shall prepare and submit to the Metro Chief Operating Officer a report of the CETs and building permits

issued for the previous quarter's construction activities. The report shall include: the number of building permits issued that quarter; the aggregate value of construction; the number of building permits for which CET exemptions were given; the aggregate value of construction for the exempted construction; the aggregate amount of CET paid; and the amount of CET administrative fee retained by the local government pursuant to this CET Collection IGA.

2. CET Remittance to Metro. Local governments collecting CET via IGAs with Metro shall remit the collected CET to Metro. Remittance shall be quarterly, unless a jurisdiction prefers to remit the CET monthly, by the 30th of the month following the quarter (or month) ending. Quarters end on September 30, December 31, March 31 and June 30 of each year. CET remittance and the CET Report shall be sent to Metro, attn Construction Excise Tax Accounting Specialist, 600 NE Grand, Portland, Oregon 97232.
 3. Remuneration to Local Government for Collecting CET. As consideration for collecting the CET, each local government collecting the CET shall retain no more than five percent (5%) of the tax collected by that local government. This payment is intended to be a reimbursement of costs incurred. Prior to submitting the CET to Metro, the local government shall deduct the remuneration agreed upon directly from the collected tax, and the amounts deducted and retained shall be identified on the report submitted to Metro.
 4. Metro Administrative Fee. To partially reimburse Metro for its costs in implementing and administering the CET program, Metro will retain ~~two and a half~~ five percent (~~2.5~~%) of the net CET funds remitted by local governments to Metro.
 5. Audit and Control Features. Each local government shall allow the Chief Operating Officer, or any person authorized in writing by the Chief Operating Officer, to examine the books, papers, building permits, and accounting records relating to any collection and payment of the tax, during normal business hours, and may investigate the accuracy of reporting to ascertain and determine the amount of CET required to be paid.
 6. Failure to Pay. Upon a Person's refusal to or failure to pay the CET when due, the local government administering that Person's building permit shall notify Metro in writing within five (5) business days of such failure, with information adequate for Metro to begin collection procedures against that Person, including the Person's name, address, phone numbers, Value of New Construction, Construction Project, and building permit number. Upon a Person's refusal or failure to pay the CET, it shall be Metro's responsibility to institute collection procedures to obtain payment of the CET as well as any other remedy Metro may have under law.
- B. Metro Collection Procedures in Event of Non-payment. The CET is due and payable upon issuance of a building permit. It is unlawful for any Person to whom the CET is applicable to fail to pay all or any portion of the CET. If the tax is not paid when due, Metro will send a letter notifying the non-payer of his obligation to pay the CET along with the following information:
1. Penalty. In addition to any other fine or penalty provided by Chapter 7.04 of the Metro Code, penalty for non- payment will be added to the original tax outstanding. That penalty is equal to fifty dollars (\$50.00) or the amount of the tax owed, whichever is greater.
 2. Misdemeanor. In addition to any other civil enforcement, non- payment of the CET is a misdemeanor and shall be punishable, upon conviction, by a fine of not more than five hundred dollars (\$500.00). This fine shall be charged to any officer, director, partner or

other Person having direction or control over any Person not paying the tax as due.

3. Enforcement by Civil Action. If the tax is not paid, Metro will proceed with collection procedures allowable by law to collect the unpaid tax, penalties assessed and fines due, including attorney fees.

IV. Revenue Distribution (Metro Code Section 7.04.220).

- A. Grant Cycles. CET funds collected pursuant to the 2009~~14~~ extension of the CET shall be allocated in ~~two~~ three new application assessment cycles (Cycle ~~42~~, ~~and~~ Cycle 35 and Cycle 6).

1. The Cycle 1 fund distribution took place in March 2006, which allocated up to \$6.3 million in grants. Grant requests in this cycle were made for planning only in new areas that were brought into the Urban Growth Boundary (UGB) between 2002 and 2005.

42. The Cycle 2 grant allocation through the Community Planning and Development Grant program (CPDG) took place in FY June 2010-2009-2010, which allocated up to \$3.57 million in CET Grants revenue. Grant Requests in this cycle may be were made for planning in all areas that are in the Urban Growth Boundary (UGB) as of December 2009.

23. The Cycle 3 grant allocation shall take took place in FY 2012-August 2013, which allocated \$4.2 million in grants. Grant requests in this cycle were made -and shall allocate the remainder of the expected CET collections for this cycle. Grant Requests in this cycle may be made for planning in all areas that are in the UGB as of December 2009, plus areas added to the UGB since 2009 and Urban Reserves. This cycle earmarked fifty percent (50%) of projected CET revenues for planning in areas added to the UGB since 2009 and Urban Reserves, and required that if the amount of qualified Grant Requests for New Urban Areas and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to Grant Requests for planning in other areas.

3. The Cycle 3 grant allocation shall earmark fifty percent (50%) of projected CET revenues for planning in areas added to the UGB since 2009 and Urban Reserves. If the amount of qualified Grant Requests for New Urban Areas and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds shall be allocated to Grant Requests for planning in other areas.

4. The Cycle 4 grant allocation shall take place in 2015-2016 for planning in all areas that are in the UGB and Urban Reserves. This grant allocation shall earmark seventy percent to seventy five percent (70% to 75%) of projected revenue for planning within the existing UGB, and earmark twenty five percent to thirty percent (25% to 30%) of projected revenue for concept planning and comprehensive planning for urban reserves and new urban areas, and require that if the amount of qualified Grant Requests for New Urban Areas and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to Grant Requests for planning in other areas.

5. The Cycle 5 grant allocation shall take place in 2017-2018 for planning in all areas that are in the UGB and Urban Reserves. This grant allocation shall earmark seventy percent to seventy five percent (70% to 75%) of projected revenue for planning within the existing UGB, and earmark twenty five percent to thirty percent (25% to 30%) of projected revenue for concept planning and comprehensive planning for urban reserves and new urban areas, and require that if the amount of qualified Grant Requests for New Urban Areas and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to Grant Requests for planning in other areas.

6. The Cycle 6 grant allocation shall take place in 2019-2020 for planning in all areas that are in the UGB and Urban Reserves. This grant allocation shall earmark seventy percent to seventy five percent (70% to 75%) of projected revenue for planning within the existing UGB, and earmark twenty five percent to thirty percent (25% to 30%) of projected revenue for concept planning and comprehensive planning for urban reserves and new urban areas, and require that if the amount of qualified Grant Requests for New Urban Areas and Urban Reserves does not equal or exceed the earmarked amounts, the remainder of funds may be allocated to Grant Requests for planning in other areas.

7. These cycles may be delayed or amounts reduced if the actual CET receipts remitted by the local governments are not as high as projected, or if CET revenue projections are modified due to market conditions, or if required by Metro's spending cap limitations.

58. Metro may conduct additional allocation cycles if the Metro Chief Operating Officer finds that CET receipts are projected to exceed the grant amounts awarded in Cycle 24 and Cycle 35 and Cycle 6?

B. CET CPDG Grant Screening Committee ("Committee").

1. Role. A CET-Grant CPDG Screening Committee ("the Committee") shall be created, which Committee shall review Grant Requests submitted by local governments. The Committee shall advise and recommend to the Metro Chief Operating Officer ("COO") the ranking and recommended grant amounts, and whether to grant full, partial, or no awards, in accordance with the CET-Ggrant Evaluation Criteria set forth below. The COO shall review the Committee's recommendations and shall forward her/his own grant recommendations, along with the recommendations of the CET-Grant CPDG Screening Committee, to the Metro Council. The Metro Council shall make final grant decisions in a public hearing. A new Grant CPDG Screening Committee shall be established for Cycle 34, Cycle 5 and Cycle 6 grants, but may include members from the Cycle 2 previous Committees.

2. CET CPDG Grant Screening Committee Members. The Committee, including the Committee Chair, will be selected by the Metro COO. In appointing Committee members, the Metro COO shall make every effort so that no one jurisdiction or geographic location is disproportionately represented on the Committee. The Committee will be composed of nine six individuals representing a variety of expertise from public and private interests as set forth below, plus one non-voting Metro Councilor to serve as a Metro Council liaison. A committee member may have more than one expertise. The nine six-member Committee shall include:

- One member with expertise in economic development or urban redevelopment;
- One member with expertise in local government and urban planning;
- At least one member with expertise in real estate and finance;
- One member with expertise in infrastructure finance relating to development or redevelopment;
- ~~One member with expertise in local government;~~
- ~~One member with expertise in urban renewal and redevelopment;~~
- ~~One member with expertise in business and commerce;~~
- One member from a Neighborhood Association or Community Planning Commission with an understanding of community livability issues; and
- One member with expertise in environmental sustainability relating to development or redevelopment.

C. Grant CPDG Screening Committee Review of Grant Requests.

1. Metro staff shall forward the letters of intent and Grant Requests to the members of the ~~Grant~~ Screening Committee, and will provide staff assistance to the Committee.
2. The ~~CET Grant~~ Screening Committee shall then review the Grant Requests and evaluate them based on the CET Grant CPDG Requests Evaluation Criteria set forth below. The Screening Committee shall use the criteria as guidelines for evaluating applications. The Committee may consult with the proponent of the Grant Request or any others in reviewing the request.
3. After analyzing the Grant Requests, the Committee shall forward to the Metro COO the Committee's recommended ranking and grant amounts for each of the Grant Requests.
4. The Metro COO shall review the Committee's recommendations and shall forward her/his own grant recommendations, based on the CET Grant CPDG Requests Evaluation Criteria set forth above, along with the recommendations of the ~~CET Grant~~ Screening Committee, to the Metro Council. The Metro Council shall decide, in a public hearing, whether or not to approve funding of any grants, and the amount of each grant.

D. Metro Council Grant Approval. The Metro Chief Operating Officer ("Metro COO") shall review the Committee's recommendations and shall forward her/his own grant recommendations, along with the recommendations of the ~~CET Grant~~ Screening Committee, to the Metro Council. The Metro Council shall make final grant decisions in a public hearing.

E. Procedures for Distribution.

1. **Step One: Pre-Grant-Letter of Intent.** Prior to making a ~~written~~ request to Metro for CET CPDG grant funds, each Grant Applicant that anticipates requesting CET grant CPDG funds in Cycle ~~42~~, Cycle 5 and Cycle ~~36~~ shall submit ~~a written and~~ electronic Letter of Intent to the Metro Chief Operating Officer.

a. Grant Applicant. CET Grant CPDG applicants shall be cities or counties within the Metro boundary. Other local governments, as defined in ORS 174.116, may apply for a CET Grant CPDG only in partnership with a city or county within the Metro boundary.

~~b. Letter of Intent Submission Date. For Grant Requests in Cycle 2, Letters of Intent shall be submitted to Metro within three (3) months of the effective date of the extension to the CET program, i.e., by December 9th, 2009, unless a different date is mutually agreed upon by Metro and the local government. For Grant Requests in Cycle 3, Letters of Intent shall be submitted to Metro by within three (3) months of the update to this administrative rule.~~

~~eb. Letter of Intent Content. The Letter of Intent shall set forth the local government's proposed planning project, the requested grant amount, how the project will address the CET Grant CPDG Request Evaluation Criteria, and proposed milestones for grant payments. Metro staff and the grant applications Screening Committee shall review the Letter of Intent and work with the proposer, if necessary, to revise the proposal if additional information is needed for the Grant Request. Metro staff will send comments to the local governments.~~

2. **Step Two: Grant Request.** After submitting the Letter of Intent, and after working with Metro staff and ~~Grant~~ Screening Committee if necessary, to revise the proposal, Grant Applicants ~~seeking distribution of CET expected revenues~~ shall submit ~~a written and an~~ electronic Grant Request to the Metro Chief Operating Officer.

A. Grant Request Evaluation Criteria for Proposed Projects within the current UGB.

For proposed projects within the UGB, the Grant Request shall specifically address how the proposed grant achieves, does not achieve, or is not relevant to, the following criteria (“CET Grant Evaluation Criteria”), drawn from the Urban Growth Management Functional Plan.

- 1) Expected Development Outcomes: Explain how the proposed planning and development grant will increase ability to achieve on-the-ground development/redevelopment outcomes. Address:
 - a) Identification of opportunity site/s within the boundary of the proposed project area with catalyst potential that focus on jobs growth and/or housing. Explain the characteristics of the site/s and how the proposed project will lead to a catalytic investment strategy with private and public sector support.
 - b) The expected probability that due to this planning and development grant, development permits will be issued within two years;
 - c) The expected probability that due to this planning and development grant, development permits will be issued within five years;
 - d) The level of community readiness and local commitment to the predicted development outcomes; considerations include:
 1. Development sites of adequate scale to generate critical mass of activity;
 2. Existing and proposed transportation infrastructure to support future development;
 3. Existing urban form provides strong redevelopment opportunities;
 4. Sound relationship to adjacent residential and employment areas;
 5. Compelling vision and long-term prospects;
 - e) Describe the roles and responsibilities of the applicant and county or city, and relevant service providers for accomplishing the goals of the proposed project.
- 2) Regionally Significant: Clearly identify how the proposed planning grant will benefit the region in achieving established regional development goals and outcomes, including sustainability practices, expressed in the 2040 Growth Concept and the six Desired Outcomes-1 adopted by the region to guide future planning, which include:
 - a. People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs;
 - b. Current and future residents benefit from the region’s sustained economic competitiveness and prosperity;
 - c. People have safe and reliable transportation choices that enhance their quality of life;
 - d. The region is a leader in minimizing contributions to climate change;
 - e. Current and future generations enjoy clean air, clean water and healthy ecosystems;

f. The benefits and burdens of growth and change are distributed equitably¹.

3) Location: Discuss whether and how the proposed planning grant facilitates development or redevelopment of:

- a. Centers;
- b. Corridors/Main Streets;
- c. Station Centers; and/or
- d. Employment & Industrial Areas
- e. Areas where concept planning has been completed but where additional planning and implementation work is needed in order to make these areas development ready.

4) Best Practices Model. Consideration will also be given to applications that can be easily replicated in other locations and demonstrate best practices. Discuss also how lessons learned from the planning project will be shared with other communities in the region.

5) Leverage: Discuss whether and how the proposed planning grant will leverage outcomes across jurisdictions and service providers, or create opportunities for additional private/public investment. Investments can take the form of public or private in-kind or cash contributions to the overall planning activity.

6) Matching Fund/Potential: A ten percent (10%) local match is required either as direct financial contribution or in-kind contribution. Discuss whether any portion of the total project cost will be incurred by the applicant and/or its partners. Explain specific portions of the work scope the match money would fund.

~~7) Equity: Discuss whether and how the proposed planning grant will further the equitable distribution of funds, based on collections of revenues, past funding, and planning resource needs.~~

Growth Absorption: Discuss how this project will address the accommodation of expected population and employment growth in this region and the needs of high growth areas.

8) Public Involvement: Discuss whether and how the public, including neighbors to the project, businesses, property owners and other key stakeholders, and disadvantaged communities including low income and minority populations, will be ~~involved~~ formed in the progress of the project and how their input will be used to strengthen the project outcome and increase likelihood to be implemented.

¹ In this context, this is intended to refer to social equity. Applicants should explain how their projects will address inequities in the distribution of resources and opportunities by proposing projects with outcomes that will contribute to strong economy, quality jobs, living wages, stable and affordable housing, safe and reliable transportation, healthy environment, and resources that enhance quality of life.

9) Governing Body: Describe the role of the governing body in relation to:

- a. Approval of the grant application and adoption and implementation of final product
- b. When and where applicable, how public voting requirements for annexation and transit improvements will be addressed so that the outcome of proposed planning projects can be realized.

10) Capacity of applicant: Describe the skill set needed and the qualifications of the staff or proposed consulting teams to carry out the planning project.

B. Grant Request Evaluation Criteria for Proposed Projects within areas added to the UGB since 2009 and Urban Reserves.

The grant request for proposed projects in both areas added to the UGB since 2009 and Urban Reserves shall specifically address how the proposed grant achieves, does not achieve, or is not relevant to the following criteria, drawn from the Urban Growth Management Functional Plan (UGMFP) and the Regional Transportation Functional Plan. While the UGMFP's Title 11 (Planning for New Urban Areas) calls for completion of a concept plan prior to Council decision to add the area to the UGB, Metro Council award of grants for concept planning in urban reserves should not be interpreted as a commitment by the Council to add the rest of the area to the UGB in the next cycle. Applications should note whether the planning project includes an Urban Reserve area currently being appealed in the Court of Appeals or other venues. The Screening Committee shall emphasize using available funds to spur development.

- 1) Addresses Title 11 requirements for concept plan or comprehensive plan. Clearly describe how the proposed planning grant will address the requirements for either a concept plan or comprehensive plan or both as described in Title 11.
 - a. If not proposing to complete a full plan, describe how the portion proposed will result in an action that secures financial and governance commitment for the next steps in the planning process.
 - b. If not proposing a planning grant for the full Urban Reserve area, describe how the proposal would address the intent for complete communities as described in the urban reserve legislative intent, urban and rural reserve intergovernmental agreements between Metro and counties, and Title 11.
- 2) Addresses how the proposed projects will meet local needs and also contribute solutions to regional needs.

Describe how the proposal will meet a variety of community needs, including land uses such as mixed use development and/or large lot industrial sites which are anticipated to continue to be regional needs.
- 3) Demonstrates jurisdictional and service provider commitments necessary for a successful planning and adoption process.

Applications should reflect commitment by county, city and relevant service providers to participate in the planning effort and describe how governance issues will be resolved through the planning process. Describe the roles and responsibilities of the county, city and relevant service providers for accomplishing the commitments.

- 4) Address readiness of land for development in areas added to the UGB since 2009. For applications in areas added to the UGB since 2009, demonstrate that market conditions would be ready to support development and efficient use of land or define the steps that the project would undertake to influence market conditions.
- 5) Social Equity: Applicants should explain how their projects will address inequities in the distribution of resources and opportunities by proposing projects with outcomes that will contribute to strong economy, quality jobs, living wages, stable and affordable housing, safe and reliable transportation, healthy environment, and resources that enhance quality of life.
- 5)6) Best Practices Model. Consideration will also be given to applications that can be easily replicated in other locations and demonstrate best practices. Discuss also how lessons learned from the planning project will be shared with other communities in the region.
- 6)7) Leverage: Discuss whether and how the proposed planning grant will leverage outcomes across jurisdictions and service providers, or create opportunities for additional private/public investment. Investments can take the form of public or private in-kind or cash contributions to the overall planning activity.
- 7)8) Matching Fund/Potential: A ten percent (10%) local match is required either as direct financial contribution or in-kind contribution. Discuss whether any portion of the total project cost will be incurred by the applicant and/or its partners. Explain specific portions of the work scope the match money would fund.
- 9) Equity: Discuss whether and how the proposed planning grant will further the equitable distribution of funds, based on collections of revenues, past funding, and planning resource needs.
Growth Absorption: Explain how this project will address the accommodation of expected population and employment growth in this region and the needs of high growth areas.
- 8)10) Public Involvement: Discuss whether and how the public, including neighbors to the project, businesses, property owners and other key stakeholders, and disadvantaged communities including low income and minority populations, will be involvedformed on in the progress of the project and how their input will be used to strengthen the project outcome- and increase its likelihood of being implemented.
- 10) Governing Body: Describe the role of the governing body in relation to:
- a. Approval of the grant application and adoption and implementation of final product
 - b. When and where applicable, how public voting requirements for annexation and transit improvements will be addressed so that the outcome of proposed planning projects can be realized.

12) Capacity of applicant: Describe the skill set needed and the qualifications of the staff or proposed consulting teams to carry out the planning project.

C. Proposed Scope of Work, Milestones and Budget. The Grant Request shall include a proposed scope of work and budget, setting forth the expected completion dates and costs for achieving the ~~Urban Growth Management Functional Plan~~ milestones proposed in the Grant Request. Milestones and grant payment allocations should follow the following general guidelines:

- 1) Execution of the ~~CET Grant~~ CPDG IGA
- 2) Grant Applicant staff's draft or proposed plan, report, code change, zoning change, redevelopment plan, Urban Growth Diagram, Concept Plan, urban services delivery plan, or other plan or agreement consistent with the ~~CET Grant~~ CPDG;
- 3) Grant Applicant staff's final recommended plan, report, code change, redevelopment plan, zoning change, Comprehensive Plan or Comprehensive Plan amendment, development agreement, urban services delivery plan, or other plan or agreement consistent with the ~~CET Grant~~ CPDG award, addressing compliance with the Urban Growth Management Functional Plan, the applicable conditions of the ~~CET Grant~~ CPDG award, and applicable state laws and regulations; and
- 4) Grant Applicant's adoption of final plan, report, code change, redevelopment plan, zoning change, Comprehensive Plan or Comprehensive Plan amendment, urban services delivery plan, or other plan or agreement consistent with the ~~CET Grant~~ CPDG award, consistent with the Functional Plan, the applicable conditions of the ~~CET Grant~~ CPDG award, and applicable state law.

~~c. Grant Screening Committee Review of Grant Request.~~

~~The Screening Committee shall recognize the intent of the grants to lead to on-the-ground development and prioritize projects with broad public and private sector support. The Grant Screening Committee shall review and advise the COO as to the Committee's grant recommendations as set forth in Section IV-C above.~~

3. **Step Three: Grant Intergovernmental Agreement ("Grant IGA").** Upon the award of a grant, the Metro Chief Operating Officer shall issue a Grant Letter for the grant amount determined by the Metro Council. Metro and the Grant Applicant shall enter into a Grant Intergovernmental Agreement ("Grant IGA") ~~or, at the Grant Applicant's request, the Metro Chief Operating Officer shall issue a Grant Letter, for the grant amount determined by the Metro Council.~~ The governing body of the Grant applicant jurisdiction shall authorize the negotiation of the IGA. The IGA ~~or Grant Letter~~ shall set forth an agreed-upon scope of work and budget, expected milestone completion dates, and Grant payment dates and payment amount for each milestone. The scope of work in the grant application shall be the basis for Metro and grantee to negotiate the IGA. The COO shall retain the right to terminate a ~~CET Grant~~ CPDG award if the milestones set forth in the ~~Grant~~ IGA are not met within the timeframes set forth in the ~~Grant~~ IGA.

a) Deadline for Signing IGA: Within six months of grant award by Metro Council, Metro and grantees shall negotiate the IGA for the projects receiving grant funds. Grantees that are unable to negotiate the IGA

b) ~~a-~~ Grant Payments:- The grant payment amount shall be stated in the IGA Grant payments shall be made upon the completion of those milestones set forth in the ~~Grant~~

~~Agreements~~IGA, as determined by Metro in accordance with the requirements of the Metro Code and the ~~Grant Agreement~~IGA. In general, a portion of the Grant funds shall be distributed upon execution of a ~~Grant Agreement~~IGA with Metro, with the remainder of the Grant being paid out as progress payments upon completion of the milestones ~~set forth above and in the~~ Grant AgreementIGA. Grantees shall submit progress reports to Metro documenting the milestone and the completed deliverables for grant payment.

c) ~~b~~-Eligible Expenses.

1. The following expenses shall be considered Eligible Expenses for ~~CET-Grant~~ CPDG consideration for eligible direct costs, which will have priority for funding over indirect costs:
 - i. Materials directly related to project;
 - ii. Consultants' work on project;
 - iii. Grant Applicant staff support directly related to project; and
 - iv. Overhead directly attributable to project;
2. Grant requests to reimburse local governments for planning work already completed shall not be considered.
3. If the total Grant Requests from participating Grant Applicants exceed the total CET actual revenues, Metro shall first consider awarding funds for eligible direct costs, which will have priority for funding over indirect costs.

d) Budgeted Matching Fund: Prior to Metro's distribution of funds under an IGA, grantees shall send letters to Metro confirming that their jurisdiction has budgeted matching funds as outlined in the IGA.

e) Metro staff liaison: Grantees shall work closely with the Metro staff liaison, and consider including them in the appropriate advisory committee for the project.

4. **Application Handbook:** Before soliciting applications for the planning and development grants, Metro shall publish a handbook with details on how to submit applications, prepare a project budget linked to expected outcomes and milestones, and deadlines for applicants to submit letters of intent and full applications.

ATTACHMENT E

DRAFT: Schedule for Revision of CET Administrative Rules and Cycle 4 of Community Planning and Development Grants

Updated November 13, 2014

	TASK	DEADLINE
1	Council direction on proposed changes to the Administrative Rules	October 7, 2014
2	Stakeholder (MTAC) update: introduction of MTAC role	October 1
3	Stakeholder (MTAC) meeting #1 on revision of Administrative Rules: background / discussion	October 15
4	Stakeholder (MTAC) meeting #2 on revision of Administrative Rules: review of the draft revised Administrative Rules	November 5
5	Stakeholder (MTAC) meeting #2 on revision of Administrative Rules: preliminary recommendations	November 19
6	Stakeholder (MTAC) meeting #3 on revision of Administrative Rules: final recommendations	December 3
7	Council Work Session to review and discuss COO recommendations (and stakeholder recommendations)	December 16
8	Council approval of changes to the Administrative Rules	December 18 or January 8
9	Promulgation of revised Administrative Rules	Mid January
10	Initiate Cycle 4 grants applications with pre-application meeting	Late 2015
11	COO appoint Screening Committee members	January
12	Letters of intent (LOI) submitted by local governments, and Metro review and respond	February - March
13	Applications due to Metro	Late April
14	Screening Committee evaluates applications and submit recommendations to COO	May - June
15	COO recommendations submitted to Metro along with the recommendations of the stakeholder group	Early July
16	Metro Council award of Cycle 4 grants	Late July
17	Negotiation of IGAs	August +