

# Metro | Agenda

**Meeting:** Metro Council Work Session

**Date:** Tuesday, October 7, 2014

**Time:** 2 p.m.

**Place:** Council Chamber

**REVISED 10/3/14**

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## CALL TO ORDER AND ROLL CALL

- |                            |   |  |
|----------------------------|---|--|
| <b>2 PM</b>                | <b>1. CHIEF OPERATING OFFICER COMMUNICATION</b>   |  |
| <b>2:15 PM</b><br>(20 Min) | <b>2. REVISION OF ADMINISTRATIVE RULES FOR CONSTRUCTION EXCISE TAX THAT FUND COMMUNITY PLANNING AND DEVELOPMENT GRANTS - <u>INFORMATION/DISCUSSION</u></b>                                  | <b>Martha Bennett, Metro<br/>John Williams, Metro<br/>Gerry Uba, Metro</b> |
| <b>2:35 PM</b><br>(45 Min) | <b>3. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: DRAFT METRO POLICIES AND POSSIBLE ACTIONS IDENTIFIED TO ADVANCE IMPLEMENTATION OF THE DRAFT APPROACH - <u>INFORMATION/DISCUSSION</u></b> | <b>Kim Ellis, Metro<br/>John Williams, Metro</b>                           |
| <b>3:20 PM</b><br>(20 Min) | <b>4. MY PLACE IN THE REGION: PLANNING DEPARTMENT UPDATE - <u>INFORMATION</u></b>   | <b>Elissa Gertler, Metro</b>   |
| <b>3:40 PM</b>             | <b>4. COUNCIL COMMUNICATION</b>   |  |
| <b>ADJOURN</b>             |   |  |

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## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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Agenda Item No. 2.0

**REVISION OF ADMINISTRATIVE RULES  
FOR CONSTRUCTION EXCISE TAX THAT  
FUND COMMUNITY PLANNING AND  
DEVELOPMENT GRANTS**

Metro Council Work Session  
Thursday, Oct. 7, 2014  
Metro, Council Chamber

# METRO COUNCIL

## Work Session Worksheet

<b>PRESENTATION DATE:</b> October 7, 2014	<b>TIME:</b> 2:00 P.M.	<b>LENGTH:</b> 15 minutes
<b>PRESENTATION TITLE:</b> Revision of Administrative Rules for Construction Excise Tax that fund Community Planning and Development Grants		
<b>DEPARTMENT:</b> Planning and Development		
<b>PRESENTER(s):</b> -Martha Bennett, Metro COO, 503-797-1541 -John Williams, Deputy Director, Planning and Development, 503-797-1635 -Gerry Uba, Community Planning and Development Grants project manager, 503-797-1737		

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Explain how the revision of construction excise tax (CET) Administrative Rules will be conducted prior to Metro Council reviewing and approving the 2014 revised CET Administrative Rules.
- Outcome: Metro Council direction prior to producing draft of the revised administrative rules.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

On June 19, 2014, Metro Council adopted Ordinance No. 14-1328 extending the CET from October 2014 to December 2020. Based on the recommendations of the Chief Operating Officer (COO) and stakeholder advisory group convened by the COO, Metro Council did not amend the rate of Metro CET, nor purpose of the CET and the policy on exemption from the CET. Metro Council increased the administration fee from 2.5% to 5% to partially reimburse Metro for its administrative costs.

Ordinance No. 14-1328 also directed the COO “to seek direction from the Metro Council prior to developing revised administrative rules, and to return to the Metro Council for its approval of those administrative rules by resolution prior to promulgating them.” The purpose of this presentation and discussion is to explain with background the reasons for revision of the administrative rules, what will be revised, and who will be involved in the revision.

The COO and Stakeholder Advisory Group recommendations to the Council in June included modification to the Community Planning and Development Grants (CPDG) program to ensure that the purpose of the CET is achieved. Their recommendations were supported by results of an independent evaluation of the CPDG program. Recommended modifications include: a) clarification of types of planning that should be eligible for CPDG, and explaining desired goals and outcomes that could be achieved; and b) refining the criteria in the Administrative Rules for evaluating grant applications.

## COO's proposed approach for revision of the Administrative Rules

1. Stakeholder input in the revision CET Administrative Rules will be sought through Metro Technical Advisory Committee (MTAC), instead of creating another stakeholder advisory group for this project. MTAC membership (attached) includes cities, counties, service providers, state agencies, citizens, private economic development association, public economic development association, and other members representing Home Builders Associations, Affordable Housing advocacy group, 1000 Friends of Oregon, Redevelopment and urban design interest, Green infrastructure design and sustainability interest, and Public Health and urban form interest.
2. Recommended amendments in the Administrative Rules.

### *Amendments to the Administrative Rules that have been decided:*

- A. Allocation of projected tax revenue (25% to 30% for projects within urban reserves and new urban areas; 70% to 75% for projects within existing UGB)
- B. Core criteria recommended for refinement:
  - i) Likelihood of implementation (new)
  - ii) Capacity of applicant (new)
  - iii) Social Equity – (formerly one of the sub-criteria of the Regional Significant criteria --- “the benefits and burdens of growth of change are distributed equitably”)
  - iv) Growth absorption – (formerly “equity” criteria)
  - v) Best practices – (existing)

### *Amendments to the Administrative Rules to be addressed by the stakeholder group (MTAC):*

- A. Future grant cycles: The CET extension Stakeholder Advisory Group recommended two or more grant awards between October 2014 and December 2020. Preliminary tax revenue projections indicate that Metro could award up to three cycles of grant by December 2020 -- in 2015-2016, 2017-2018 and 2019-2020.

Note: The capacity of some local governments to utilize the CPDG could be limited, despite obvious development needs in the communities. Recent review of project completion in previous cycle shows that it took some local governments two to three times of the proposed duration in the grant applications.

- B. Types of planning activities that should be eligible for funding consideration, and expected outcomes, and metrics for evaluating the program periodically

Note: ECONorthwest has a contract with Metro to develop logical framework for clarifying types of planning activities that should be eligible for CPDG, and explaining desired goals and outcomes that could be achieved by the planning activities, and metrics appropriate for evaluating the projects.

- C. Refinement of criteria for evaluating grant applications
- D. Weighting of criteria
- E. Other

3. Understanding of community and regional needs with a survey of local governments to produce list of projects to put in the pipeline for planning grants.

## **QUESTIONS FOR COUNCIL CONSIDERATION**

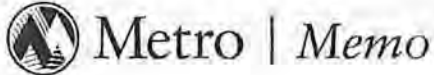
- 1) Does Council have concerns about the proposed process?
- 2) Does Council have direction on amendments to the Administrative Rules?
- 3) Does Council have direction on planning activities and outcomes that should be promoted?
- 4) Does Council have direction on how the stakeholder group (MTAC) should deal with capacity of local governments to utilize the CPDG, and number of grant awards between 2015 and 2020?

## **PACKET MATERIALS**

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

## **ATTACHMENTS**

1. Background: Recommendations of the Chief Operating Officer with attachment of Stakeholder Advisory Group recommendations on CET extension and modification of the CPDG program
2. MTAC membership
3. Schedule of Administrative Rules revision and Cycle 4 grants



Date: April 18, 2014  
To: Council President Hughes and Metro Council  
From: Martha Bennett, Chief Operating Officer  
Subject: Recommendation on Construction Excise Tax (CET) extension and Community Planning and Development Grant Program

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I am pleased to present my recommendations for extending Metro's construction excise tax and modifying the community planning and development. The construction excise tax funds a valuable grant program for the region and its communities, and I recommend you adopt Ordinance 14-1328, which extends the tax for six more years. Additionally, I recommend the Council direct me to implement the attached recommendations to improve the quality of grant applications and increase the likelihood of achieving the purpose of the grant program.

In January 2014, I appointed a 22-member Stakeholder Advisory Group representing varied interests in the private and public sectors to review the grant program and advise me on whether the tax should be extended and on refinements to the program. This group had productive discussions, and I appreciate their time and effort.

My recommendations are based on their work. I endorse the Advisory Group's recommendations which they will share with you at the April 29, 2014 Council work session

Highlights of the recommendations from the Stakeholder Advisory Group include:

- Extension of Metro's construction excise tax from September 30, 2014 to December 31, 2020;
- Modification of the Community Planning and Development Grant program to ensure Metro supports grants that assist communities in three areas: Meeting the requirements of Title 11 for concept planning, strategic planning projects designed to help areas develop or redevelop; and catalytic planning efforts that remove barriers currently preventing development or redevelopment in the short term;
- Refinement of criteria currently in the Administrative Rules next fall; and

The proposed refinement of the community planning and development program will encourage stronger grant applications for getting more areas in the region ready for development and redevelopment. My recommendations as well as those of the Advisory Group were informed by a performance assessment of the community planning and development grants program by an independent contractor (ECONorthwest), which you will also hear about on April 29.

In addition to the Advisory Group's recommendation (attached), I also recommend that Council increase Metro's administrative reimbursement from two-and-a-half- percent (2.5%) to five percent (5%). Since creation of the construction excise tax in 2006, local governments collecting the tax have retained five percent (5%) of the paid receipts as administrative fee. Metro has retained 2.5%), which goes into the general fund for administration of the. In reviewing the program since 2006, I have learned that the direct costs for administering this grant program have

greatly exceeded this amount. Increasing the reimbursement will not cover all of Metro's direct costs, but it will reduce the impact of this program on other general fund services.. .

Please let me or the project manager, Gerry Uba, know if you have any questions.



Attachment to COO Recommendations

**RECOMMENDATIONS OF THE METRO STAKEHOLDER ADVISORY GROUP  
FOR POTENTIAL CONSTRUCTION EXCISE TAX EXTENSION  
AND COMMUNITY PLANNING AND DEVELOPMENT GRANTS PROGRAM REVIEW  
SUBMITTED TO METRO CHIEF OPERATING OFFICER  
FINAL -- April 18, 2014**

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**1. Decision on Construction Excise Tax (CET) expiration:**

The Stakeholder Advisory Group recommends the Metro Council extend the CET at the current tax rate from September 30, 2014 to December 31, 2020 for the purpose of funding the Community Planning and Development Grant Program.

**2. Modifications to the Community Planning and Development Grant (CPDG) Program**

**A. Purpose of the grant funds**

The Advisory Group recommends keeping the purpose of the program as stated in Ordinance No. 09-1220:

*".....the purpose of funding grants for planning areas inside the UGB, future expansion areas, and urban reserves, with an emphasis on planning projects that advance the 2040 Regional Framework Plan and result in on-the-ground development....."*

*"...and Metro is willing to assist local governments to fund their planning ....."*

**B. Distribution of tax revenue**

The Advisory Group recommends Metro undertake at least two grant cycles to distribute fund collected from the CET extension to 2020. The Advisory Group also recommends setting some percentage of projected revenue for mandated concept planning and comprehensive planning for urban reserves and new urban areas required in Metro's Urban Growth Management Functional Plan Title 11<sup>1</sup>. The approximate percentage is shown in the chart below. If the amount of qualified grant requests for urban reserves and new urban areas fall below the approximate percentage for this distribution area, the remainder of funds will be allocated to grant requests for planning in other areas. Similarly, if the qualified grant requests exceed the approximate percentage, Metro will consider increasing the allocation to this category for the upcoming grant cycle. The Advisory Group also recommends Metro conduct an assessment prior to each grant cycle to determine which jurisdictions want to undertake

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<sup>1</sup> Title 11 of Metro's Urban Growth Management Functional Plan requires concept planning for areas in urban reserves before consideration of urban growth boundary expansion into these areas, or comprehensive planning of areas added to the UGB.

concept planning and/or comprehensive planning for urban reserve areas and new urban areas.

The remaining revenue should be used for various types of planning within the existing Urban Growth Boundary. The approximate percentage is shown in the chart below.

The following chart identifies types of planning that should be eligible for funding, and a sample of goals and desired outcomes to be achieved within the stated timeline.

Focus of Planning	Planning Goals	Timeline ( for building permits issued)	Outcome	Approximate Target of Projected Grant Funds
Mandated concept plan <u>and</u> comprehensive plan	<ul style="list-style-type: none"> <li>• Meet Title 11 requirement</li> <li>• Vision for planning area</li> <li>• Strong local match / support</li> </ul>	10 years or more	<ul style="list-style-type: none"> <li>• Concept Plan</li> <li>• Comprehensive plan</li> <li>• Likely addition to UGB with 10 yrs</li> <li>• Annexation</li> <li>• Identify additional planning needed</li> </ul>	25% - 30%
Strategic plan for development and redevelopment investments	<ul style="list-style-type: none"> <li>• Urban renewal planning</li> <li>• Pre-corridor planning projects</li> <li>• Infrastructure and financial feasibility planning</li> <li>• Projected growth areas planning</li> </ul>	5 to 10 years	<ul style="list-style-type: none"> <li>• Adopted redevelopment plan and implementation schedule</li> <li>• Adopted Funding strategy and implementation schedule</li> </ul>	70% to 75%
Catalytic action plan	<ul style="list-style-type: none"> <li>• Barriers to development removed</li> <li>• Market evaluation/reality</li> </ul>	Less than 5 years	<ul style="list-style-type: none"> <li>• Incentives created</li> <li>• Code creation, updating and maintenance</li> <li>• Recruit developer</li> <li>• Development agreements</li> <li>• Use of tools for improvement of development process</li> </ul>	

C. Understanding local and regional needs

The Advisory Group recommends Metro improve its understanding of the demand for grant support through a survey of local governments, or through solicitation of grants letters of intent, and adjust its distribution of resources accordingly.

3. **Guidelines for refining criteria to be included in the Administrative Rules for evaluating grant applications**

The Advisory Group recommends Metro work with stakeholders to refine existing evaluation criteria for the Administrative Rules, if the construction excise tax is extended. The refinement will encourage grant applicants to propose strong projects which demonstrate understanding of the market context and clearly stated outcomes. The Advisory Group recognizes proposed projects in urban reserve areas must address mandated Title 11 requirements, and recommends the stakeholders refine other criteria for evaluating projects in these areas.

The Advisory Group also recommends stakeholders assist to prioritize or weight the criteria to be used in future grant cycles, if the construction excise tax is extended. Following are recommended new criteria and a proposed approach for refinement of existing criteria.

- A. *The likelihood of implementation*: This criterion will evaluate the “will” to implement projects funded by the grant program. The Advisory Group discussed several dimensions that should be considered: support from governing body, public support and institutional support. The Advisory Group recommends that Metro require:
- i. Grant applications demonstrate that the appropriate governing body has approved the proposed project and grant application
  - ii. A certain percentage of match funds from the applicant
  - iii. A description of how the project will build or expand public support so that completed plans are likely to be implemented
  - iv. Where applicable, how voter-approved annexation and transit improvements will be addressed so that the outcome of proposed planning projects can be realized.
- B. *Equity criteria*: In Cycles 2 and 3 grant allocations, there were two equity-related criteria: – a prerequisite “social equity” criterion stated in the six Desired Outcomes adopted by the region to guide future planning (“...the benefits and burdens of growth and change are distributed equitably”), and a stand alone “revenue redistribution” criterion titled “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.”)

The Advisory Group recommends the stakeholders discuss and recommend to Metro how the prerequisite “social equity” criterion can be used to address concerns of historically disadvantaged-communities. The Advisory Group also recommends the stakeholders use the findings and recommendations of the Metro Equity Strategy Advisory Committee to refine this prerequisite criterion.

The Advisory Group recommends replacement of the stand alone “revenue redistribution” criterion with “growth absorption” criteria. The stakeholders should consider how this criterion should be used to ensure jurisdictions can absorb employment and population growth forecast by Metro for each jurisdiction, and recognize the needs of high growth areas.

- C. *Capacity of applicant criteria:* Applicants should describe the qualifications of staff and proposed consulting teams to carry out the planning projects.
- D. *Best practices criteria:* Grantees should be required to share lessons learned from the planning effort.

#### 4. Program outcomes

- A. Outcome and performance measures

The Advisory Group recommends Metro develop clear outcome goals for each grant area and a specific performance measure for each outcome.

- B. Future evaluations

The Advisory Group recommends Metro periodically evaluate the Community Planning and Development Grants program using adopted performance measures.

## Attachment 2

### MTAC: 2014 Membership

	<b>Position</b>	<b>Member</b>	<b>Alternate</b>
	<b>Citizens:</b>		
1.	Clackamas County Citizen	Jerry Andersen	Susan Nielsen
2.	Multnomah County Citizen	Kay Durtschi	Carol Chesarek
3.	Washington County Citizen	Bruce Bartlett	Dresden Skees-Gregory
	<b>Cities</b>		
4.	City of Portland	Susan Anderson	Joe Zehnder Tom Armstrong
5.	Largest City in Clackamas County: Lake Oswego	Scot Siegel	Debra Andreades
6.	Largest City in Multnomah County: Gresham	Stacy Humphrey	Ann Pytynia
7.	Largest City in Washington County: Hillsboro	Colin Cooper	Jeanine Rustad
8.	2 <sup>nd</sup> Largest City in Clackamas County: Oregon City	Tony Konkol	Pete Walter
9.	2 <sup>nd</sup> Largest City in Washington County: Beaverton	Todd Juhasz	Steve Sparks
10.	Clackamas County: Other Cities	Denny Egner Milwaukie	Michael Walter Happy Valley
11.	Multnomah County: Other Cities	Bill Peterson Wood Village	Erika Fitzgerald Fairview
12.	Washington County: Other Cities	Jon Holan, Forest Grove	Julia Hajduk, Sherwood Chris Neamtzu, Wilsonville Aquila Hurd-Ravich, Tualatin
13.	City of Vancouver	Chad Eiken	Vacant
	<b>Counties</b>		
14.	Clackamas County	Dan Chandler	Jennifer Hughes
15.	Multnomah County	Adam Barber	Karen Schilling
16.	Washington County	Chris Deffebach	Theresa Cherniak
17.	Clark County	Matt Hermen	Oliver Orjiako
	<b>State Agencies</b>		
18.	ODOT	Kirsten Pennington	Lidwien Rahman Lainie Smith
19.	DLCD	Jennifer Donnelly	Anne Debbaut
	<b>Service Providers</b>		
20.	Service Providers: Water and Sewer	Kevin Hanway, Hillsboro Water Dept.	Vacant
21.	Service Providers: Parks	Aisha Willits, THPRD	Vacant

22.	Service Providers: School Districts	Ron Stewart, North Clackamas School District	Vacant
23.	Service Providers: Private Utilities	Annette Mattson, PGE	Shanna Brownstein, NW Natural
24.	Service Providers: Port of Portland	Susie Lahsene	Tom Bouillion
25.	Service Providers: TriMet	Eric Hesse	Alan Lehto Steve Kautz
	<b>Private Economic Development Association</b>		
26.	Private Economic Development Organizations	Darci Rudzinski, EMEA, CCBA, WEA & CCBA	Vacant
	<b>Public Economic Development Association</b>		
27.	Public Economic Development Organizations	Eric Underwood, Oregon City	Jamie Johnk, Clackamas County
	<b>Other Organizations</b>		
28.	Land Use	Mary Kyle McCurdy, 1000 Friends of Oregon	Vacant
29.	Environmental	Vacant	Vacant
30.	Housing Affordability	Ramsay Weit, Community Housing Fund	Vacant
31.	Residential	Justin Wood, HBA	Dave Nielsen, HBA
32.	Redevelopment/Urban Design	Joseph Readdy, Architect	Vacant
33.	Commercial/Industrial	Vacant	Vacant
34.	Green Infrastructure, Design & Sustainability	Mike O'Brien AAI Engineering	Kurt Lango Lango Hansen
35.	Public Health & Urban Form	Paul Lewis, Clackamas County	Multnomah County - Vacant Jennifer Vines, Washington County
36.	Non-voting Chair	John Williams Planning & Development, Metro	Various

### ATTACHMENT 3

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

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

Agenda Item No. 3.0

**CLIMATE SMART COMMUNITIES  
SCENARIOS PROJECT: DRAFT METRO  
POLICIES AND POSSIBLE ACTIONS  
IDENTIFIED TO ADVANCE  
IMPLEMENTATION OF THE DRAFT  
APPROACH**

Metro Council Work Session  
Thursday, Oct. 7, 2014  
Metro, Council Chamber



# METRO COUNCIL

## Work Session Worksheet

**PRESENTATION DATE:** October 7, 2014

**LENGTH:** 45 minutes

**PRESENTATION TITLE:** Climate Smart Communities Scenarios Project: Draft Metro policies and possible actions identified to advance implementation of the draft approach

**DEPARTMENT:** Planning and Development

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

### WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Council discussion of draft policies and possible actions identified by staff that will guide how Metro moves forward to implement the draft approach the Council considers for adoption in December.
- **Outcome:** Council provides direction to staff on the toolbox actions that are a priority for Metro to take to advance implementation of the draft approach. The Council will have the opportunity to further discuss the priority actions in subsequent work sessions.

### TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Climate Smart Communities Scenarios Project responds to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The reduction is in addition to significantly greater reductions anticipated to occur from advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies. Working together, community, business and elected leaders have shaped a strategy that meets the goal while creating healthy and equitable communities and a strong economy.

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

In December of this year, MPAC and JPACT will be making a recommendation to the Metro Council on a draft Climate Smart Strategy and implementation. The Metro Council will consider adoption of the strategy and implementation recommendations on Dec. 18, 2014.

Local government partners and other stakeholders have raised questions around what priority actions the Metro Council is willing to pursue starting in 2015 given the voluntary nature of the toolbox and the significant number of actions identified to date. While the toolbox includes a variety of actions the Metro Council is already engaged in through other Metro projects and programs, the toolbox identifies new actions Metro can take to help implement the draft approach.

Immediate (2015-16) and near-term (2017-20) actions identified in the public review draft toolbox include:

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

#### QUESTIONS FOR COUNCIL CONSIDERATION

1. Are there immediate or near-term actions that should be added or removed from to the list of possible actions that Metro can take?
2. Which actions under consideration does the Council believe are the highest priority for Metro to pursue in the immediate term (2015-16)?

#### PACKET MATERIALS

- Would legislation be required for Council action  Yes  Not at this time
- What other materials are you presenting today?  
**Attachment 1.** 2014 Decision Milestones (9/17/14)  
**Attachment 2.** Draft Regional Framework Plan Amendments (9/15/14)  
**Attachment 3.** Draft Toolbox of possible actions (2015-2020) (9/15/14)



## 2014 DECISION MILESTONES

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

### EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

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

Milestone 3	Seek Council adoption of recommended preferred approach
Sept. – Nov.	Brief local officials, TriMet, the Port of Portland and ODOT on the draft approach and upcoming adoption process through county-level coordinating committee meetings, quarterly updates, and other means
Sept. 10 and 11	MPAC and JPACT discussion on draft approach results, implementation recommendations and topics for future policy discussion
Sept. 17	MTAC update on update on public review materials and next steps for defining priority toolbox actions and options to demonstrate region’s commitment to implementation
Sept. 25	Land Conservation and Development Commission briefing
Sept. 26	TPAC update on public review materials and begin discussion to prioritize toolbox actions and define options to demonstrate region’s commitment to implementation
Week of Oct. 6	Climate Smart Communities technical work group discussion to prioritize toolbox actions and define options to demonstrate region’s commitment to implementation
Oct. 7	Council discussion on draft approach and implementation recommendations, including actions Metro can take to implement draft approach
Oct. 8	MPAC update on public review materials and next steps for prioritizing toolbox actions and options to demonstrate region’s commitment to implementation ( <i>as part of Councilor communications</i> )
Oct. 9	JPACT update on public review materials and next steps for prioritizing toolbox actions and options to demonstrate region’s commitment to implementation
Oct. 15	MTAC discussion on prioritizing toolbox actions and options to demonstrate region’s commitment to implementation
Oct. 22	MPAC discussion on prioritizing toolbox actions and options to demonstrate region’s commitment to implementation
Oct. 30	Public hearing (also first reading and initial evidentiary hearing)
Oct. 31	TPAC begins discussion of public comments and recommendation to JPACT
Nov. 6	Council discussion of public comments and prep for 11/7 MPAC/JPACT meeting
Nov. 7	MPAC/JPACT joint meeting to discuss potential refinements & recommendation to the Metro Council ( <i>8am to noon, World Forestry Center, Cheatham Hall</i> )
Nov. 12	MPAC discussion on public comments, potential refinements & recommendation to the Metro Council
Nov. 13	JPACT discussion on public comments, potential refinements & recommendation to the Metro Council
Nov. 19	MTAC makes recommendation to MPAC on adoption of the preferred approach
Nov. 21	TPAC makes recommendation to JPACT on adoption of the preferred approach
Dec. 9	Council discussion of potential refinements being considered by MPAC & JPACT
Dec. 10	MPAC recommendation to the Metro Council on adoption of the preferred approach
Dec. 11	JPACT recommendation to the Metro Council on adoption of the preferred approach
<b>Dec. 18, 2014</b>	<b>Seek Metro Council adoption of recommended preferred approach</b>

**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

**1**

# Draft Regional Framework Plan Amendments

Public Review Draft

September 15, 2014

**MAKING A  
GREAT  
PLACE**



## About Metro

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

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

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

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

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

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Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn

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

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

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

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### **BACKGROUND**

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

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

### **HOW TO PROVIDE YOUR INPUT**

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

## WHAT'S NEXT?

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

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

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

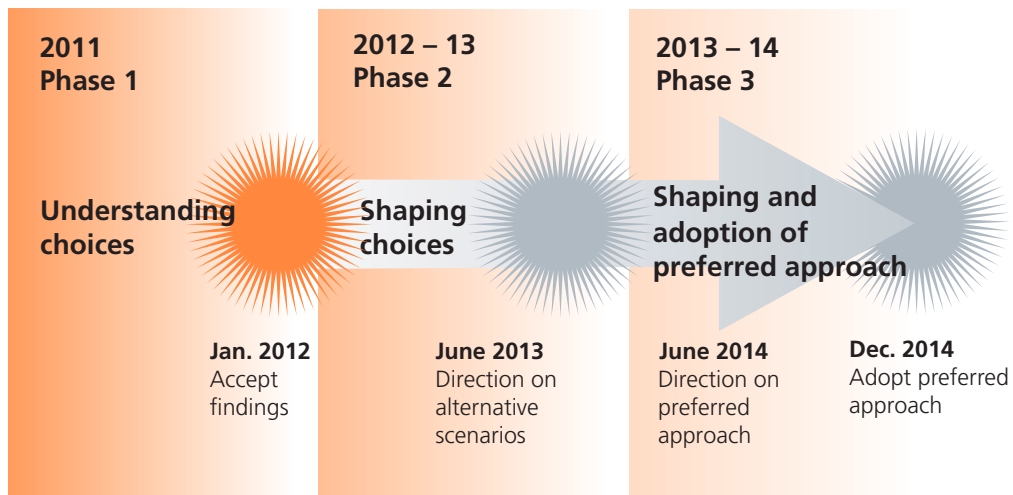
**December 10 and 11** MPAC and JPACT make recommendation to Metro Council

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

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

**2015 and beyond** Ongoing implementation and monitoring

## Climate Smart Communities Scenarios Project timeline



## WHERE CAN I FIND MORE INFORMATION?

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



# EXCERPT FROM

## Regional Framework Plan Chapter 1 Land Use

### Introduction

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

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

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

### Six Outcomes, Characteristics of a Successful Region

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

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

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

### Performance Measures and Performance Targets

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

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

- b. Inform the people of the region about progress toward achieving the Outcomes;
- c. Evaluate the effectiveness of adopted policies, strategies and actions and guide the consideration of revision or replacement of the policies, strategies and actions; and
- d. Publish a report on progress toward achieving the desired Outcomes on a periodic basis.

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

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

## **Policies**

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

### **1.1 Compact Urban Form**

It is the policy of the Metro Council to:

- 1.1.1. Ensure and maintain a compact urban form within the UGB.
- 1.1.2. Adopt and implement a strategy of investments and incentives to use land within the UGB more efficiently and to create a compact urban form.
- 1.1.3. Facilitate infill and re-development, particularly within Centers, Corridors, Station Communities, Main Streets and Employment Areas, to use land and urban services efficiently, to support public transit, to promote successful, walkable communities and to create equitable and vibrant communities.
- 1.1.4. Encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets.
- 1.1.5. Promote the distinctiveness of the region's cities and the stability of its neighborhoods.
- 1.1.6. Enhance compact urban form by developing the Intertwine, an interconnected system of parks, greenspaces and trails readily accessible to people of the region.
- 1.1.7. Promote excellence in community design.

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

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

## 1.10 Urban Design

It is the policy of the Metro Council to:

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

- a. Recognizing and protecting critical open space features in the region.
- b. Developing public policies that encourage diversity and excellence in the design and development of settlement patterns, landscapes and structures.
- c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:
  - i) Links any public incentives to a commensurate public benefit received or expected and evidence of private needs.
  - ii) ~~Is pedestrian "friendly,"~~ Makes biking and walking safe and convenient, encourages transit use and reduces auto dependence and related greenhouse gas emissions.
  - iii) Provides access to neighborhood and community parks, trails and walkways, and other recreation and cultural areas and public facilities.
  - iv) Reinforces nodal, mixed-use, neighborhood-oriented design.
  - v) Includes concentrated, high-density, mixed-use urban centers developed in relation to the region's transit system.
  - vi) Is responsive to needs for privacy, community, sense of place and personal safety in an urban setting.
  - vii) Facilitates the development and preservation of affordable mixed-income neighborhoods.
  - viii) Avoids and minimizes conflicts between urbanization and the protection of regionally significant fish and wildlife habitat.

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

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



**REGIONAL FRAMEWORK PLAN  
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## Chapter 2 Transportation

### Introduction

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

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

The policies aim to implement the 2040 Growth Concept and:

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

- [Manage parking to make efficient use of land and parking spaces.](#)
- [Demonstrate leadership on climate change.](#)

**Goal 1: Foster Vibrant Communities and Efficient Urban Form**

Land use and transportation decisions are linked to optimize public investments, [reduce greenhouse gas emissions](#) and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

Objective 1.1 Compact Urban Form and Design

Use transportation investments to ~~reinforce~~ [focus](#) growth in and [provide](#) multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.

Objective 1.2 Parking Management

Minimize the amount and promote the efficient use of land dedicated to vehicle parking.

Objective 1.3 Affordable Housing

Support the preservation and production of affordable housing in the region.

**Goal 2: Sustain Economic Competitiveness and Prosperity**

Multi-modal transportation infrastructure and services support the region’s well-being and a diverse, innovative, sustainable and growing regional and state economy.

Objective 2.1 Reliable and Efficient Travel and Market Area Access

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

Objective 2.2 Regional Passenger Connectivity

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

Objective 2.3 Metropolitan Mobility

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

Objective 2.4 Freight Reliability

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

Objective 2.5 Job Retention and Creation

Attract new businesses and family-wage jobs and retain those that are already located in the region.



### **Goal 3: Expand Transportation Choices**

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

#### **Objective 3.1 Travel Choices**

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

#### **Objective 3.2 Vehicle Miles of Travel**

Reduce vehicle miles traveled per capita.

#### **Objective 3.3 Equitable Access and Barrier Free Transportation**

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

#### **Objective 3.4 Shipping Choices**

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

### **Goal 4: Emphasize Effective and Efficient Management of the Transportation System**

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions [for all users](#) and address air quality [and greenhouse gas emissions reduction](#) goals.

#### **Objective 4.1 Traffic Management**

Apply technology solutions to actively manage the transportation system.

#### **Objective 4.2 Traveler Information**

Provide comprehensive real-time traveler information to people and businesses in the region.

#### **Objective 4.3 Incident Management**

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

#### **Objective 4.4 Demand Management**

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

#### **Objective 4.5 Value Pricing**

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

## **Goal 5: Enhance Safety and Security**

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

### **Objective 5.1 Operational and Public Safety**

Reduce fatal and severe injuries and crashes for all modes of travel.

### **Objective 5.2 Crime**

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

### **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents**

Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, [climate change](#), hazardous material spills or other hazardous incidents.

## **Goal 6: Promote Environmental Stewardship**

Promote responsible stewardship of the region's natural, community, and cultural resources.

### **Objective 6.1 Natural Environment**

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

### **Objective 6.2 Clean Air**

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

### **Objective 6.3 Water Quality and Quantity**

Protect the region's water quality and natural stream flows.

### **Objective 6.4 Energy and Land Consumption**

Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources.

### **Objective 6.5 Climate Change**

Reduce transportation-related greenhouse gas emissions [and meet adopted targets for reducing greenhouse gas emissions from light vehicle travel](#).

## **Goal 7: Enhance Human Health**

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

### **Objective 7.1 Active Living**

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

### **Objective 7.2 Pollution Impacts**

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

## **Goal 8: Ensure Equity**

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

### **Objective 8.1 Environmental Justice**

Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.

### **Objective 8.2 Coordinated Human Services Transportation Needs**

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

### **Objective 8.3 Housing Diversity**

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

### **Objective 8.4 Transportation and Housing Costs**

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

## **Goal 9: Ensure Fiscal Stewardship**

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

### **Objective 9.1 Asset Management**

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

### **Objective 9.2 Maximize Return on Public Investment**

Make transportation investment decisions that use public resources effectively and efficiently, using performance-based planning approach supported by data and analyses that include all transportation modes.

### **Objective 9.3 Stable and Innovative Funding**

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

## **Goal 10: Deliver Accountability**

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

### **Objective 10.1 Meaningful Input Opportunities**

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

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

#### Objective 10.2 Coordination and Cooperation

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

### **Goal 11: Demonstrate leadership on climate change**

It is the policy of the Metro Council to:

- 11.1 Adopt and implement a regional climate strategy to meet adopted targets for reducing greenhouse gas emissions from light vehicle travel while creating healthy and equitable communities and a strong economy. The strategy shall include:
- Implementing the 2040 Growth Concept through regional plans and functional plans adopted by the Metro Council for local governments;
  - Making the most of investments the region has already made in the transportation system by using technology to actively manage the transportation system and providing information and incentives to expand the use of travel options;
  - Expanding the use of low carbon transportation options across the region by:
    - investing in new transit connections and expanding and improving existing transit services to make transit convenient, frequent, accessible and affordable; and
    - making biking and walking safe and convenient by completing gaps in the region's network of sidewalks and bike paths that connect people to their jobs, schools and other destinations;
  - Investing strategically in streets and highways to make them safe, reliable and connected and to support the movement of people and goods;
  - Managing parking to make efficient use of land dedicated to parking and parking spaces;
  - Supporting and building upon Oregon's transition to cleaner, low carbon fuels and more fuel-efficient vehicles;
  - Securing adequate funding for transportation investments; and
  - Demonstrating leadership on climate change.
- 11.2 Take actions recommended in the regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including:
- Implement the 2040 Growth Concept through regional plans and functional plans;

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

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

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

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

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

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

**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

**2**

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

Public Review Draft

September 15, 2014

**MAKING A  
GREAT  
PLACE**



## About Metro

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

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

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

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

### **Metro Council President**

Tom Hughes

### **Metro Councilors**

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

### **Auditor**

Suzanne Flynn



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

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

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

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<b>Draft Toolbox of Possible Actions (2015-20)</b>	

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### **BACKGROUND**

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

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

### **HOW TO PROVIDE YOUR INPUT**

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

## WHAT'S NEXT?

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

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

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

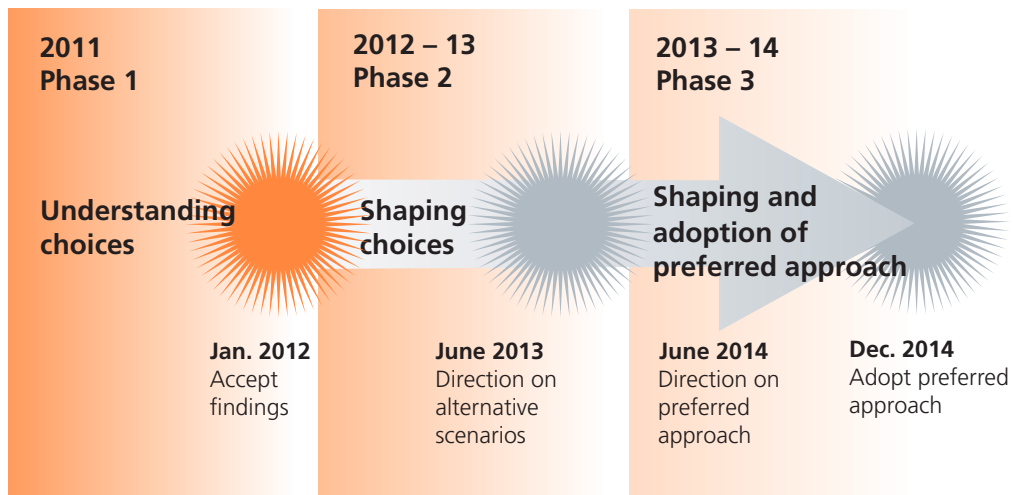
**December 10 and 11** MPAC and JPACT make recommendation to Metro Council

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

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

**2015 and beyond** Ongoing implementation and monitoring

## Climate Smart Communities Scenarios Project timeline



## WHERE CAN I FIND MORE INFORMATION?

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



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

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

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

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

POLICY	TOOLBOX OF POSSIBLE ACTIONS (2015-2020)			
	WHAT CAN THE STATE DO?	WHAT CAN METRO DO?	WHAT CAN CITIES AND COUNTIES DO?	WHAT CAN SPECIAL DISTRICTS DO? <small>(e.g., transit providers, Port districts, parks providers, etc.)</small>
<b>Implement the 2040 Growth Concept and local adopted land use and transportation plans</b>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Reauthorize Oregon Brownfield Redevelopment Fund</li> <li><input type="checkbox"/> Support brownfield redevelopment-related legislative proposals</li> <li><input type="checkbox"/> Restore local control of housing policies and programs to ensure local communities have a full range of tools available to meet the housing needs of all residents to expand opportunities for households of modest means to live closer to work, services and transit</li> <li><input type="checkbox"/> Begin implementation of the Statewide Transportation Strategy Vision and short-term implementation plan to support regional and community visions</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes</li> <li><input type="checkbox"/> Provide increased funding and incentives to local governments, developers and non-profits to encourage brownfield redevelopment and transit-oriented development to help keep urban areas compact</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Implement policies and investments that align with regional and community visions to focus growth in designated centers, corridors and employment areas</li> <li><input type="checkbox"/> Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Facilitate regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment</li> <li><input type="checkbox"/> Maintain a compact urban growth boundary</li> <li><input type="checkbox"/> Review functional plans and amend as needed to implement Climate Smart Strategy</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes</li> <li><input type="checkbox"/> Expand on-going technical assistance and grant funding to local governments, developers and others to incorporate travel information and incentives, transportation system management and operations strategies, parking management</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas</li> <li><input type="checkbox"/> Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Participate in regional brownfield coalition to develop legislative proposals and increase resources available in the region for brownfield redevelopment</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Pursue opportunities to locate higher-density residential development near activity centers such as parks and recreational facilities, commercial areas, employment centers, and transit</li> <li><input type="checkbox"/> Locate new schools, services, shopping, and other health promoting resources and community destinations in activity centers</li> <li><input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes</li> </ul>	<p><b>Immediate (2015-16)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Implement policies and investments that align with community visions, focus growth in designated centers, corridors and employment areas</li> <li><input type="checkbox"/> Support restoring local control of housing policies and programs through Legislative agenda, testimony, endorsement letters or similar means</li> <li><input type="checkbox"/> Support reauthorization of Oregon Brownfield Redevelopment Fund through Legislative agenda, testimony, endorsement letters or similar means</li> </ul> <p><b>Near-term (2017-20)</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Seek opportunities to leverage local, regional, state and federal funding to achieve local visions and the region's desired outcomes</li> <li><input type="checkbox"/> Share brownfield redevelopment expertise with local governments and expand leadership role in making brownfield sites development ready</li> </ul>

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

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

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

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

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

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



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

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

Materials following this page were distributed at the meeting.

# Metro | Agenda

**Meeting:** Metro Council Work Session  
**Date:** Thursday, October 9, 2014  
**Time:** 2 p.m.  
**Place:** Council Chamber

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## CALL TO ORDER AND ROLL CALL

**2 PM**      **1. CHIEF OPERATING OFFICER COMMUNICATION**

**2:15 PM**  
(65 Min)

- 2. 2015 URBAN GROWTH MANAGEMENT DECISION:**
- **DRAFT 2014 URBAN GROWTH REPORT ASSESSMENT OF EMPLOYMENT CAPACITY NEEDS**
  - **UPDATE OF THE REGIONAL INDUSTRIAL SITE READINESS PROJECT**

**Ted Reid, Metro**  
**John Williams, Metro**  
**Keith Leavitt, Port of Portland**  
**Marion Haynes, Portland Business Alliance**

**3:20 PM**      **3. METRO ATTORNEY COMMUNICATION**

**Alison Kean, Metro**

**3:30 PM**      **4. COUNCILOR COMMUNICATION**

**ADJOURN**

# Metro respects civil rights

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

## Thông báo về sự Metro không kỳ thị của

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

## Повідомлення Metro про заборону дискримінації

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

## Metro 的不歧视公告

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

## Ogeysiiska takooris la'aanta ee Metro

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

## Metro의 차별 금지 관련 통지서

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

## Metroの差別禁止通知

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

## សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

## إشعار بعدم التمييز من Metro

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

## Paunawa ng Metro sa kawalan ng diskriminasyon

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

## Notificación de no discriminación de Metro

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

## Уведомление о недопущении дискриминации от Metro

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

## Avizul Metro privind nediscriminarea

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

## Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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





Straw Proposal for Technical Work Group Discussion  
**KEY SHARED ACTIONS FOR 2015 & 2016**

**Background**

Building on existing local, regional and statewide priorities, the *Toolbox of Possible Actions* is a comprehensive menu of more than 200 policy, program and funding actions that can be tailored to best support local, regional and state plans and visions. Local government partners and other stakeholders have identified a set of immediate priority actions the region should work on together in 2015 and 2016 given the voluntary nature of the toolbox and the significant number of actions that could be taken.

**Guiding Principles**

Prioritize those actions which:

- Produce a high return on investment (*e.g., provide a significant reduction in greenhouse gas emissions*)
- Provide multiple community benefits beyond greenhouse gas reduction (*e.g., improves safety, public health, equity and the economy*)
- Benefit from being implemented as a package
- Are achievable, but may require political lift
- Require collaboration among multiple partners

**Proposed Key Shared Actions for 2015 & 2016**

Action 1	Shore up existing funding for all modes
Action 2	Expand funding for transit to accelerate growth in service
Action 3	Expand funding to accelerate completion of the active transportation network
Action 4	Attract employment and a range of housing options in priority development areas
Action 5	Make system and demand management investments a priority
Action 6	Support state actions that will result in cleaner, low carbon fuels, more fuel-efficient vehicles

The short list of key actions is not legally binding and does not mandate adoption of any particular policies or actions. It does emphasize the need for many diverse partners to work together to begin implementation of the Climate Smart Strategy in 2015, recognizing that opportunities for successful implementation cannot be achieved unless we work together. A coordinated work plan for addressing each action will be developed by interested partners in 2015.

Straw Proposal for Technical Work Group Discussion

**KEY SHARED ACTIONS FOR 2015 & 2016**

<p><b>Action 1</b></p>	<p><b>Shore up existing funding for all modes</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Transportation funding coalition</b> - Advocate for Oregon Transportation Forum legislative proposals, including:             <ul style="list-style-type: none"> <li>○ Seek new funding mechanisms for local and regional transit service.</li> <li>○ Support state and federal efforts to increase road user fees (indexed to inflation and fuel efficiency).</li> <li>○ Support state and federal efforts to implement mileage-based road user charge program.</li> <li>○ Advocate for increased Connect Oregon funding for non-highway freight, transit service and active transportation projects.</li> </ul> </li> <li><input type="checkbox"/> <b>Financial research</b> - Work together through the JPACT finance subcommittee to update research on regional infrastructure spending gaps and potential funding mechanisms to inform engagement activities and development of a long-term funding strategy to meet current and future transportation needs.</li> </ul>
<p><b>Action 2</b></p>	<p><b>Expand funding for transit to accelerate growth in service</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Transportation funding coalition</b> - Advocate for Oregon Transportation Forum legislative proposals, including:             <ul style="list-style-type: none"> <li>○ Seek new funding mechanisms for local and regional transit service.</li> <li>○ Advocate for use of Connect Oregon funding for transit service.</li> <li>○ Seek state funding for reduced fare programs and service improvements for youth, older adults, people with disabilities and low-income families.</li> </ul> </li> <li><input type="checkbox"/> <b>Transit partnerships</b> – Begin implementation of near-term transit service improvements identified in Service Enhancement Plans in coordination with safety retrofits that improve access to transit and deployment of transit signal priority along corridors with 15-minute or better service to improve on-time performance and reliability.</li> </ul>
<p><b>Action 3</b></p>	<p><b>Expand funding to accelerate completion of the active transportation network</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Transportation funding coalition</b> - Advocate for Oregon Transportation Forum legislative proposals, including:             <ul style="list-style-type: none"> <li>○ Seek new funding mechanisms for active transportation projects.</li> <li>○ Advocate for use of Connect Oregon funding for active transportation.</li> <li>○ Advocate for maintaining eligibility for active transportation projects in federal formula programs (i.e., NHPP, STP, CMAQ) and discretionary programs (New Starts, Small Starts, TIFIA, TIGER).</li> </ul> </li> <li><input type="checkbox"/> <b>Safe routes partnerships</b> - Build local safety retrofits that also improve access to schools, transit and activity centers.</li> </ul>

Straw Proposal for Technical Work Group Discussion

**KEY SHARED ACTIONS FOR 2015 & 2016** *(continued)*

<p><b>Action 4</b></p>	<p><b>Attract employment and a range of housing options in priority development areas</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>Affordable housing</b> – Advocate for legislative proposals that ensure local communities have a full range of tools available to meet the housing needs of all residents.</li> <li><input type="checkbox"/> <b>Regional industrial site readiness</b> - Support availability of a continued supply of industrial lands through infrastructure investment, brownfield cleanup, land assembly, and wetland mitigation to make them development-ready.</li> <li><input type="checkbox"/> <b>Brownfield cleanup</b> – Advocate for brownfield redevelopment-related legislative proposals.</li> <li><input type="checkbox"/> <b>Transit-oriented development</b> – Advocate for maintaining federal funding eligibility for transit-oriented development (TOD) projects.</li> <li><input type="checkbox"/> <b>Demonstration projects</b> - Provide seed funding to local governments to define community pilot projects that combine complete street designs, improved bike and pedestrian access to transit, parking management, transportation system management, and travel information investments.</li> <li><input type="checkbox"/> <b>Equitable development</b> - Establish and promote best practices for development to locate near transit, avoid market-based displacement, integrate demand management supportive infrastructure, and retain and grow jobs, businesses and affordable housing.</li> <li><input type="checkbox"/> <b>Parking</b> - Update regional parking policies to more comprehensively reflect the range of parking approaches available for different development types and to incorporate goals beyond customer access, such as linking parking approaches to the amount and type of development in an area and the level of transit service and active transportation options provided.</li> </ul>
<p><b>Action 5</b></p>	<p><b>Make system and demand management investments a priority</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> <b>System reliability</b> - Seek Oregon Transportation Commission and Metro Council/JPACT commitment to invest more in transportation system management and operations (TSMO) projects and travel options programs using state and regional flexible funds to:             <ul style="list-style-type: none"> <li>○ Expand deployment of transit signal priority along corridors with 15-minute or better transit service to improve on-time performance and reliability;</li> <li>○ Expand traffic signal timing and other technologies to manage traffic flow in the region’s most heavily-used roads and major freight routes;</li> <li>○ Increase incident response patrols to quickly clear crashes and breakdowns on the freeway system; and</li> <li>○ Expand state and regional coordination, support, and funding provided to local partners (e.g., local governments, transportation management associations, and other non-profit and community-based organizations) to expand travel options education, encouragement and outreach efforts in coordination with capital investments.</li> </ul> </li> </ul>



Straw Proposal for Technical Work Group Discussion

**KEY SHARED ACTIONS FOR 2015 & 2016** *(continued)*

**Action  
6**

**Support state actions that will result in cleaner, low carbon fuels, more fuel-efficient vehicles**

- Clean fuels** – Advocate for reauthorization of the Oregon Clean Fuels Program.
- Alternative fuel vehicle fleet readiness** – Update development codes to streamline/incentivize/encourage the installation of refueling infrastructure, particularly in new buildings, to accelerate public and private use of low emission alternative fuel vehicles.
- Carbon pricing** - Support state efforts to evaluate carbon pricing models and their potential economic impacts.

DRAFT