

Metro | Agenda

Meeting: Transportation Policy Alternatives Committee (TPAC)
Date: Friday, October 31, 2014
Time: 9:30 a.m. to 12 p.m. (noon)
Place: Metro, Council Chamber

- | | | | |
|----------|----|--|--|
| 9:30 AM | 1. | CALL TO ORDER AND DECLARATION OF A QUORUM | John Williams, Chair |
| 9:35 AM | 2. | COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS <ul style="list-style-type: none">• Recap of 2014 RTP Implementation workshop• Climate Smart Strategy Health Impact Assessment Final Report: www.healthoregon.org/hia• Oregon Climate and Health Profile Report: www.healthoregon.org/climatechange | John Williams, Chair |
| 9:40 AM | 3. | CITIZEN COMMUNICATIONS ON TPAC AGENDA ITEMS | |
| 9:45 AM | 4. | * CONSIDERATION OF THE TPAC MINUTES FOR SEPT. 26, 2014 | |
| 9:50 AM | 5. | * Unified Planning Work Program(UPWP) Amendment: Regional Over-Dimensional Truck Route Study – <u>RECOMMENDATION TO JPACT</u> <ul style="list-style-type: none">• <i>Purpose:</i> To amend the 2013-15 Unified Planning Work Program to shift \$25,000 of Regional Flexible Funds from the Regional Rail Study to the Regional Over-Dimensional Truck Route Study | Chris Myers, Metro
Tim Collins, Metro |
| 9:55 AM | 6. | * Climate Smart Communities Scenarios Project – <u>INFORMATION/DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> TPAC receives draft summary of public comments and provides feedback on adoption legislation, draft Regional Framework Plan amendments and draft short list of Climate Smart actions | Kim Ellis, Metro |
| 10:45 AM | 7. | # Oregon Department of Transportation (ODOT) All Roads Transportation Safety Program – <u>INFORMATION</u> <ul style="list-style-type: none">• <i>Purpose:</i> TPAC receives information on ODOT’s All Roads Transportation Safety Program | Doug Bish, ODOT
Sue D’Agnese, ODOT |
| 11:25 AM | 8. | * Mosiac Development Project Results – <u>INFORMATION/DISCUSSION</u> <ul style="list-style-type: none">• <i>Purpose:</i> Follow up with TPAC on results of the Oregon Department of Transportation’s Mosaic (least cost planning) development project | Lucia Ramirez, ODOT
Sam Seskin, CH2M Hill |

12:00 PM

9.

ADJOURN

John Williams, Chair

Upcoming TPAC Meetings:

- Friday, Nov. 21, 2014 from 9:30 a.m. to 12 p.m. at the Metro Regional Center, Council Chamber
- Friday, Dec. 19, 2014 from 9:30a.m. to 12 p.m. at the Metro Regional Center, Council Chamber

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

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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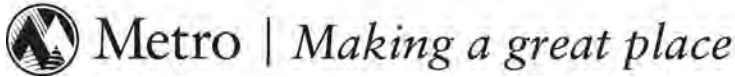
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2014 TPAC Work Program

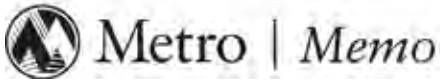
As of 10/24/14

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

<p><u>October 31, 2014</u></p> <ul style="list-style-type: none"> • UPWP Amendment: Regional Over-Dimensional Truck Route Study – <u>Recommendation</u> (Chris Myers, Tim Collins; 5 min) • Climate Smart Communities Scenarios Project: Draft summary of public comments, feedback on legislation, other draft materials for input – <u>Information/Discussion</u> (Kim Ellis; 50 min) • MOSAIC presentation – <u>Information</u> (Lucia Ramirez, ODOT; 35 min) • Oregon Department of Transportation (ODOT) All Roads Transportation Safety Program – <u>Information</u> (Doug Bish, Sue D’Agnese, ODOT; 40 min) <p>FYI: Climate Smart Communities draft approach & draft implementation recommendations comment period: Sept. 15 to Oct. 30, 2014</p> <p>Joint MPAC/JPACT meeting on Climate Smart Communities Scenarios Project - Friday, November 7, 2014 (8 a.m. to noon) at the World Forestry Center, Cheatham Hall</p>	<p><u>November 21, 2014</u></p> <ul style="list-style-type: none"> • Climate Smart Communities Scenarios Project: Adoption of preferred approach – <u>Recommendation to JPACT requested</u> (Kim Ellis; 60 min) • TSMO Sub-allocation Process Briefing – <u>Information</u> (Ted Leybold, Caleb Winter; 15 min) • Regional Travel Options Sub-regional Targets – <u>Information</u> (Dan Kaempff; 15 min) • Opt In & Engagement Resources Update and Improvements – <u>Information</u> (Jim Middaugh; 20 min)
<p><u>December 19, 2014</u></p> <ul style="list-style-type: none"> • Oregon Department of Transportation (ODOT) Demand Management Strategy presentation – <u>Information</u> (Amanda Pietz, ODOT; 30 min) • UPWP Change in Process – <u>Information</u> (Chris Myers; 20-25 min) • New TPAC Citizen Members (John Williams, 15-20 min) 	<p><u>January 30, 2015</u></p>

Parking Lot:

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



Date: October 9, 2014
To: JPACT & TPAC
From: John Mermin, 2014 RTP Project manager
Re: Recap of 2014 Regional Transportation Plan (RTP) Implementation workshop

Purpose

The purpose of this memo is to provide a recap of the 2014 RTP implementation workshop held at Metro on September 29, 2014

Background

The RTP was adopted by JPACT and Metro Council in July 2014. State law requires that local Transportation System Plans are consistent with the RTP. To help guide updates to local TSPs Metro hosted a workshop that provided a recap of what's new in the 2014 RTP. Workshop attendees included primarily local government and consultants, plus a few representatives from non-profits and utilities. *For a complete list of workshop attendees see page 2 of this memo.*

The agenda for the meeting included:

- Recap of 2014 RTP Foundational information (demographic/economic/travel trends and updated model/land use forecast)
- Recap of Regional Safety plan updates to RTP policies
- Recap of Regional Active Transportation plan updates to RTP policies
- Description of next steps for RTP – TSP consistency

The materials presented at the workshop are listed below and are available at: www.oregonmetro.gov/tsp

- RTP Fact sheets summarizing RTP policies for biking, walking, transit, freight, system management, demand management, street connectivity/design
- Table with examples of policies from recently adopted local TSPs that are consistent with the 2014 RTP
- Schedule for compliance with the Regional Transportation Functional Plan (RTFP)

Next Steps

Metro staff offered to meet individually with local staff this Fall to discuss their TSP and if/how it would need to be updated to be consistent with the 2014 RTP.

Please contact John Mermin, john.mermin@oregonmetro.gov 503-797-1747 if you have questions about the workshop.

**List of attendees at 2014 Regional Transportation Plan Implementation workshop
September 29, 2014**

Organization	Name
Alta Planning and Design	Katie Mangle
Alta Planning and Design	Matthew Berkow
Angelo Planning Group	Sarah Breakstone
Angelo Planning Group	Darci Rudzinski
CH2M Hill	Ryan Farncomb
City of Beaverton	Todd Juhasz
City of Fairview	Ericka Palmer
City of Forest Grove	James Reitz
City of Forest Grove	Dan Riordan
City of Gresham	Kelly Clarke
City of Hillsboro	Brad Choi
City of Milwaukie	Brett Kelter
City of Oregon City	Erik Wahngren
City of Portland	Peter Hurley
City of Sherwood	Jason Waters
City of Tualatin	Zoe Monahan
City of Wilsonville	Dan Pauly
Clackamas County	Larry Conrad
David Evans and Associates	Scott Harmon
DKS Associates	Reah Flisakowski
DKS Associates	Matt Dolata
Kittelson and Associates	Susan Wright
Kittelson and Associates	Marc Butorac
Kittelson and Associates	Matthew Bell
Multnomah County	Joanna Valencia
Multnomah County	Kate McQuillan
NW Natural	Shanna Brownstein
ODOT	Lainie Smith
Portland General Electric	Troy Gagliano
SCJ Alliance	Anne Sylvester
TriMet	Eric Hesse
Upstream Public Health	Heidi Guenin
Washington County	Karen Savage
Washington County	Steve Kelley
Washington County	Steve Szigethy
West Linn	Lance Calvert
Unaffiliated	Kelly Rogers

Climate Smart Strategy Health Impact Assessment (HIA)



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

Metro's Climate Smart Communities Scenarios

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

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

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

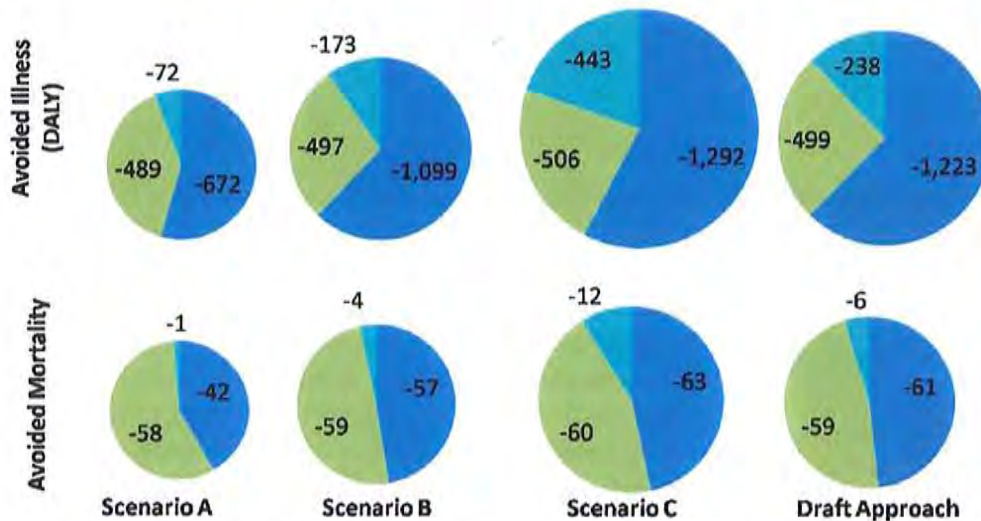
The Draft Approach is expected to result in **annual health benefits of 126 avoided premature deaths, a 1.6% reduction in diseases studied, and annual savings of \$100-125 million** (2010\$) in direct and indirect costs.



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

Annual Health Benefits by 2035

■ Physical Activity ■ Air Quality ■ Traffic Safety



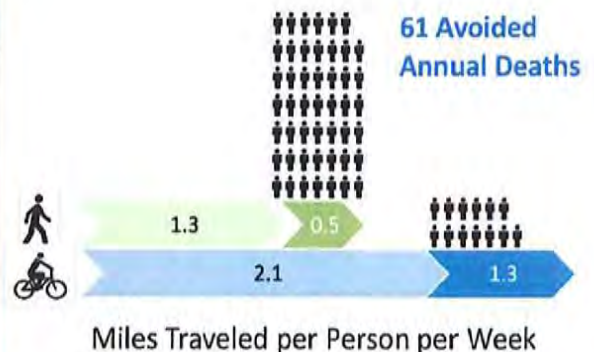
The Oregon Health Authority HIA Program used the Integrated Transport and Health Impact Model (ITHIM) to assess how increases in miles traveled by walking and biking combined with a decrease in per capita vehicle miles traveled would impact health. ITHIM estimates avoided deaths and avoided illness as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

PHYSICAL ACTIVITY

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

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

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



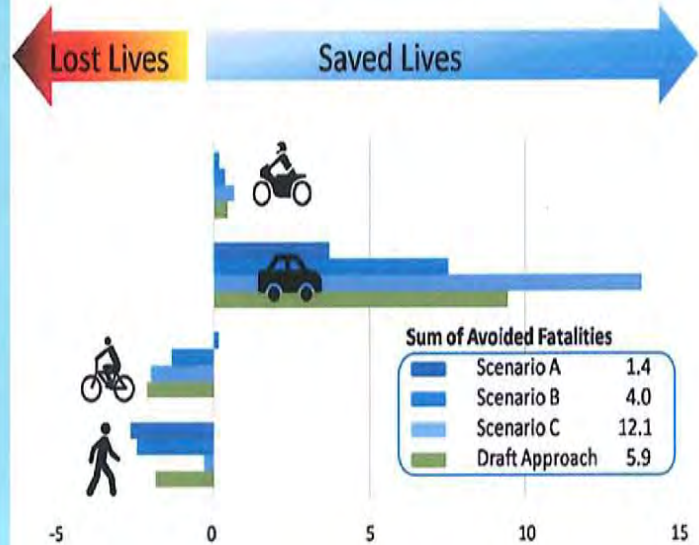
TRAFFIC SAFETY

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

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

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

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



AIR QUALITY

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

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

- ✓ Reduce regional ambient concentrations of PM_{2.5} to 6.41 ug/m³ or below as projected in the Draft Approach
- ✓ Support state efforts to transition to cleaner low carbon fuels, more fuel-efficient vehicles, and transit fleet upgrades.



COST SAVINGS

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

Target investments to improve health for all populations

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

- ✓ Ensure social and health goals are considered when prioritizing investments by explicitly and transparently addressing how investments link low-income and other vulnerable households to health-promoting resources.
- ✓ Protect populations – including the elderly, children, and low-income individuals – who live, work, and attend school near highways and major roads through siting, design, and/or mechanical systems that reduce indoor air pollution.
- ✓ Maximize health benefits by monitoring key health indicators, expanding partnerships that promote health, and developing tools to support the consideration of health impacts in future land use and transportation decisions throughout the region.

Health Impact Assessment

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

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

Climate Smart Scenarios Health Impact Assessment Scope

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

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

Scenarios:

A: adopted plans with existing revenues

B: adopted plans with expanded revenues for priority investments

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

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

Exposure pathways: physical activity, traffic safety, air quality

Quantitative tool: Integrated Transportation Health Impact Model (ITHIM)

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

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

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



EXECUTIVE SUMMARY

Climate change is happening in Oregon.

Oregon's climate is changing and will continue to change in the years to come.

- Summers are getting hotter and drier.
- The last freeze of winter is occurring earlier, while the first freeze of fall is starting later. By mid-century, much of Oregon is projected to have 20 fewer days below freezing per year.
- More precipitation will fall as rain rather than snow, increasing the risk of floods and landslides.
- Oregon is likely to experience more extreme events like heat waves, wildfires and storms.
- Sea level rise and ocean acidification are expected to continue.

Our health and safety are at risk.

Climate change affects our health in many ways.

Climate change threatens our access to clean air, clean water and healthy food.

Climate already affects health in Oregon.

- Changes are likely to lead to health impacts from drought, deteriorating air quality, wildfires, heat waves, water-borne disease, increased allergens and diseases spread by ticks and mosquitoes
- Climate change could also increase and worsen chronic diseases such as asthma and mental health issues such as depression and anxiety.
- Air pollution from increased ground-level ozone and wildfire smoke could worsen respiratory illness.
- Water sources can become contaminated from drought or flooding.
- Drought in Oregon or elsewhere could cause food insecurity, especially among vulnerable populations.
- Hospitalizations increase during extreme heat events.
- Wildfire smoke is a problem in many communities.
- In many rural communities, drought threatens family incomes and quality of life.

Some communities will be affected more than others.

Climate change is likely to make health disparities worse.

Risk is higher among certain groups.

- Some populations, like communities of color and low-income households, already bear a disproportionate burden of disease.
- These groups face more exposures to hazards and have fewer resources to recover from climate change related impacts.
- American Indians risk further loss of cultural traditions, sustenance and way of life.
- Older adults are more at risk of heat-related illness and death.
- People in low-income urban neighborhoods are at greater risk of heat-related illness due to the urban heat island effect.
- People living on steep slopes are at risk of landslides and those living at the interface of wildlands are more at risk of wildfire.
- Residents on the coast are more at risk from extreme storms.
- Private well users may be at greater risk of water insecurity.
- People working outside, such as farmworkers and construction workers, are more at risk of negative health effects
- People working on the front lines of emergencies, including firefighters and first responders, are more at risk of injury and death.
- Children face cumulative impacts over their lifetime, which will be greater than those of earlier generations

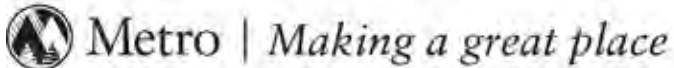
We can work together to protect our families and communities.

Oregon's Public Health Division is taking action to reduce risks.

Collaboration is essential to building our resilience.

Everyone has a role to play.

- Oregon's Public Health Division recognizes that climate affects health in many ways. We are working to further understand our risks and what we can do to prepare for the changes ahead.
- Addressing health disparities and prioritizing the needs of our most vulnerable communities will build Oregon's overall resilience.
- Taking action requires collaboration across agencies, sectors and cultures.
- Innovative solutions come from our many diverse communities.
- Adapting to climate change includes building local capacity and leadership in traditionally underrepresented communities.
- Everyone has a role to play in protecting and improving our quality of life in Oregon.
- Learn more at: www.healthoregon.org/climatechange



TRANSPORTATION POLICY ALTERNATIVES COMMITTEE
Sept. 26, 2014
Metro Regional Center, Council Chamber

MEMBERS PRESENT

Karen Buehrig
Lynda David
Chris Deffebach
Adrian Esteban
Carol Gossett
Judith Gray
Eric Hesse
Katherine Kelly
Nancy Kraushaar
Cora Potter
Karen Schilling
Steve White
John Williams

MEMBERS EXCUSED

Mike Clark
Elissa Gertler
Judith Gray
Susie Lahsene
Heather McCarey
Dave Nordberg
Satvinder Sandhu
Mychal Tetteh
Rian Windsheimer

ALTERNATES PRESENT

Kelly Brooks
Ken Burgstahler
Kathryn Williams
Peter Hurley
Don Odermot
Lainie Smith

AFFILIATION

Clackamas County
Southwest Washington Regional Transportation Council
Washington County
Community Representative
Community Representative
City of Tigard, representing Cities of Washington Co.
TriMet
City of Gresham, representing Cities of Multnomah Co.
City of Wilsonville, representing Cities of Clackamas Co.
Community Representative
Multnomah County
Community Representative
Metro

AFFILIATION

Washington State Department of Transportation
Metro
City of Portland
Port of Portland
Community Representative
Oregon Department of Environmental Quality
Federal Highway Administration
Community Representative
Oregon Department of Transportation

AFFILIATION

Oregon Department of Transportation
Washington State Department of Transportation
Port of Portland
City of Portland
City of Hillsboro, representing Cities of Washington Co.
Oregon Department of Transportation

STAFF: Kim Ellis, Dan Kaempff, Tom Kloster, Ted Leybold, John Mermin, Chris Myers, Bud Reiff, and Jill Schmidt.

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

Chair John Williams declared a quorum and called the meeting to order at 9:35 a.m.

2. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Chair Williams updated members on the following items:

- Metro would host a 2014 Regional Transportation Plan (RTP) workshop on Monday, Sept. 29 in the Metro Regional Center Council Chamber.
- Mr. Ted Leybold announced that there would be a TransPort meeting on Oct. 8 at Oregon Department of Transportation (ODOT) Region 1 from 1 to 2:30 p.m. to discuss the next allocation of flexible funds.
- Mr. Steve White announced that Metro would be hosting Dr. Jim Sallis on Oct. 7 at 9 a.m. as part of the Healthy Community Speaker Series. He stated that details of other free events organized by the Oregon chapter of the American Planning Association were available on the website.

3. CITIZEN COMMUNICATIONS ON JPACT ITEMS

There were none.

4. CONSIDERATION OF THE TPAC MINUTES FOR AUG. 29, 2014

MOTION: Ms. Karen Schilling moved and Ms. Diane McKeel seconded to approve the minutes with the following correction to a scrivener's error:

- Ms. Nancy Kraushaar stated that Cities of Clackamas County would be ~~appointed~~ appointing Ms. Amanda Owens of Lake Oswego as alternate to TPAC.

ACTION: With all in favor, the motion passed.

5. UNIFIED PLANNING WORK PROGRAM (UPWP) AMENDMENT: BEHAVIOR-BASED FREIGHT MODEL

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

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

Staff sought TPAC's recommendation of the resolution to the Joint Policy Advisory Committee on Transportation (JPACT).

Member comments included:

- Ms. Schilling inquired whether future Metropolitan Transportation Improvement Program (MTIP) funds would be requested. Staff explained that some MTIP funds earmarked for freight data development would be devoted to the current data collection and that Metro would be asking for a portion to go toward the project.
- Ms. Chris Deffebach sought clarification on the commodity flow data to be incorporated into the new model. Staff explained that Metro has used commodity flow data to update the current model and stated that the new model will use some national flow data, but will reflect the entire supply chain worldwide.
- Mr. Peter Hurley inquired about the types of freight the model is anticipated to forecast. Staff explained that the new model would be able to forecast commodity movements, track through trips, and track internal and external flows.

MOTION: Mr. Hurley moved and Mr. Eric Hesse seconded to recommend the resolution to amend the Fiscal Year 2013-15 Unified Planning Work Program to JPACT for consideration.

6. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: CONTINUE DISCUSSION ON DRAFT IMPLEMENTATION RECOMMENDATIONS TO IDENTIFY PRIORITY TOOLBOX ACTIONS AND OPTIONS

Chair Williams introduced Ms. Kim Ellis to follow up on previous discussions regarding the Climate Smart Communities Scenarios Project (CSC) and TPAC's final recommendation to JPACT on the components of the adoption package to be considered by Metro Council on Dec. 18.

He reminded TPAC that the Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to develop and implement a strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. In June, the Metro Council directed staff to test the draft approach as unanimously recommended on May 30 by the Metro Policy Advisory Committee (MPAC) and JPACT. Staff completed the evaluation in August and prepared materials that were released for a 45-day public comment period from Sept. 15 to Oct. 30, 2014. A joint meeting will be held on Nov. 7 for MPAC and JPACT to consider public comments received and continue shaping their final recommendation to the Metro Council.

Ms. Ellis provided an update on the public comment period underway. She explained the public comment period is focused on the following components:

- Key results
- Draft Climate Smart Strategy
- Draft Implementation Recommendations, including draft regional framework plan amendments, draft toolbox of possible actions, and draft performance monitoring approach

Ms. Ellis stated that staff are reviewing comments submitted to identify potential changes to the draft documents for TPAC's consideration on Oct. 31 and Nov. 21. She explained that TPAC will be asked to make a final recommendation to JPACT on Nov. 21. She provided an update the two topics that JPACT and MPAC identified for TPAC and the Metro Technical Advisory Committee (MTAC) to prepare recommendations for the policy committees to discuss at the Nov. 7 joint meeting. The first item is to develop a straw proposal around a short-list of high-return toolbox actions that the

region could pursue together in 2015. She explained the toolbox identifies actions the state, Metro, local governments, and special districts can take to begin implementing the draft approach. The toolbox does not mandate adoption of any particular policy or action, and was developed with the recognition that some tools and actions may work better in some locations than others. The second item is to develop a straw proposal around how the region can demonstrate commitment to follow through on implementing the strategy adopted at the end of the year.

Ms. Ellis stated that Metro will submit all of the components of the adoption package to Oregon Land Conservation and Development Commission for approval next year.

Ms. Ellis welcomed member comments on the straw proposal of immediate toolbox actions that the region will work on together in 2015 and 2016 and explained next steps for finalizing the straw proposal for MPAC and JPACT discussion on Nov. 7.

Member comments included:

- Members discussed the criteria and matrix layout for the toolbox that would be most constructive.
- Members indicated there is overall support for the investment amounts recommended in the draft approach and agreed that the toolbox should include the possible actions listed for each of the 10 recommended policy areas.
- Ms. Schilling provided feedback on the content of the materials and urged staff to make levels of investment translatable to priorities.
- Chair Williams inquired about the comfort level of elected officials on the advisory committees with the materials and their comfort to consider the scenario details on Nov. 7. Members communicated the varying levels of familiarity that elected officials may feel with the draft scenario and its components.
- Ms. Deffebach expressed hesitancy to sign up for ongoing reporting and identified funding as the most important priority action.
- Staff recognized the need to better identify the gap between current funding available and funding needed to implement the plan and suggested this would be addressed in more detail as part of the next update to the Regional Transportation Plan.
- Ms. Schilling identified health and equity as two outcomes to better address in the toolbox and monitoring approach. Mr. White provided input for incorporating health and equity. He identified walkability as a useful indicator of health through changes in physical activity and explicit equity recommendations and language to ensure equitable distribution of benefits from investments. Chair Williams stated that Metro's Equity Strategy may contribute to identifying the best equity metric.
- Mr. Hurley reviewed four criteria that he felt summarized comments from members and alternates on how to identify priority actions for 2015 and 2016: produce high greenhouse gas emission reduction, provide multiple community benefits beyond GHG reduction (e.g., safety, public health, equity and the economy), achievable but may require political will, and requires collaboration among multiple partners.
- Member's discussed the utility of identifying actions that require regional action and coherence and actions that can be taken by jurisdictions individually.

- Ms. Katherine Kelly expressed high priority for actions that won't happen without political capital. She stated that co-benefits, safety and health are captured in the current list.

Ms. Ellis opened discussion of what a regional commitment to the adopted plan would look like. She reviewed the four options provided in the memo in the meeting packet [CSC Scenarios Project: Next steps for addressing policy topics prioritized by MPAC and JPACT for further discussion]:

1. A regional compact
2. Metro Council ordinance
3. Local resolutions or other means
4. Letters of support

Chair Williams stated that these options are not mutually exclusive.

Member comments included:

- Members sought clarification on the difference between a signed regional compact and the Metro Council ordinance. Ms. Ellis provided examples of compacts in other regions that express regional commitment to work toward a common vision or strategy.
- Ms. Kraushaar expressed concerns for a regional compact and stated support for letters of support and local resolutions, which would demonstrate local agencies' understanding of responsibilities tailored to individual jurisdictions. She stated her support for informal and individual agreements.
- Mr. Hesse and Ms. Smith supported tailoring regional commitment to the content of the toolbox and recognized priorities identified for 2015 and 2016.

Ms. Ellis clarified that the Oregon Land Conservation and Development Commission is supportive of the project's direction, but seems most concerned about the region's commitment to follow through with implementation.

7. OREGON DEPARTMENT OF TRANSPORTATION REGION 1 AREA COMMISSION ON TRANSPORTATION (ACT)

Mr. Andy Cotugno introduced the discussion on the (ODOT) Region 1 Task Force considering creation of an Area Commissions on Transportation (ACT).

Ms. Kelly Brooks, ODOT Governmental Liaison, provided background on the need for an ACT in Region 1. She explained that the effort historically originated in Clackamas County.

Mr. Cotugno stated that the fundamental discussion underway regards whether to create one ACT or two. He identified population imbalance between urban and rural communities and member representation as challenges. He stated that if two ACTs were formed, one would likely fall around the Metro or JPACT boundary, but the second would be more difficult to define.

Mr. Cotugno informed members that the committee structure is focused around ODOT spending. He stated the Task Force's decision will require reconsideration of the Statewide Transportation Improvement Program (STIP) process in place.

Member comments included:

- Ms. Cora Potter expressed concerns for proposed boundaries in western Washington County and stated that separating North Plains from Banks would not be logical.
- Clackamas, Multnomah, and Washington County each shared their general positions on the formation of one or two ACTs. Ms. Karen Buehrig stated that Clackamas County's goal is to form an ACT in ODOT Region 1 whether it is one ACT or two for the purpose of discussing STIP project funding with formal committee representation. She expressed the county's historical frustration with not being able to participate since many state highways run through the county. Ms. Schilling noted that Multnomah County has rural areas on both sides of the metropolitan area and the perspective has been to include both pieces of rural area with the urban ACT. Mr. Don Odermott and Ms. Deffebach shared Washington County's position which supports a single ACT to have better broad discussion of priorities across the region.
- Ms. Margi Bradway shared Portland's support for the formation of two ACTs as expressed in a letter from Mayor Hales distributed at the meeting and included in the meeting record.
- Ms. Kraushaar stated that Wilsonville supports two ACTs for its potential to succeed in providing coverage to all areas not currently receiving it.
- In response to member inquiry, Ms. Brooks explained how super ACTs function to represent regions with multiple ACTs to make funding decisions. She stated that no formal super ACT was under consideration by the Task Force.

8. DRAFT URBAN GROWTH REPORT

Mr. Ted Reid provided an overview of the urban growth management decision timeline. He stated that the Urban Growth Report (UGR) considers whether the region has enough room to accommodate the next 20 years of population and employment growth through measurements of supply and demand. He shared an overview of the phases to identify capacity and current ability to accommodate growth. In the first phase, Metro staff conducted extensive technical engagement and peer review to identify the region's buildable land inventory and to complete a population and employment forecast. During the second phase Metro incorporated that work into the draft UGR, which looks at past and future growth. Mr. Reid noted that population growth has a smaller estimated range because it is more predictable than job growth estimates.

Mr. Reid summarized the six steps of the forecast coordination cycle, including: range forecast, UGR, efficiency measures, urban growth boundary amendment if needed, regional forecast distribution to cities and counties, and research and model updates. Mr. Reid shared regional successes and challenges that are taken into account and discussed policy considerations of the process.

Key takeaways included:

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

Member comments included:

- Mr. Hurley inquired when in the process the ability to afford low-density infrastructure is taken into account. Mr. Reid responded that local jurisdictions determine where to foster development.
- Mr. Hurley inquired whether the process will consider climate and health implications in decisions for future growth. Chair Williams explained that climate, health, and equity are not talked about as explicitly in the UGR as in CSC Scenarios Project.
- Members and staff clarified that Council will take into account the policy considerations mentioned after the UGR is adopted.
- Ms. Kraushaar noted outcomes of the residential preference survey and expressed the need to provide employment near housing.

9. ADJOURN

Chair Williams adjourned the meeting at 12:01 p.m.

Respectfully Submitted,

A handwritten signature in cursive script, appearing to read "J. Schmidt".

Jill Schmidt, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF SEPT. 26, 2014

ITEM	DOCUMENT TYPE	Doc DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
6.0	Handout	Fall 2014	Climate Smart Communities (CSC) Scenarios Project Key Results	92614t-01
6.0	Handout	Fall 2014	CSC Public Comment Period Flyer	92614t -02
6.0	Handout	9/15/14	Draft Climate Smart Strategy	92614t -03
6.0	Handout	9/15/14	CSC Draft Regional Framework Plan Amendments; Public Review Draft	92614t -04
6.0	Handout	9/15/14	CSC Draft Toolbox Actions 2015-20; Public Review Draft	92614t-05
6.0	Handout	9/15/14	CSC Draft Performance Monitoring Approach; Public Review Draft	92614t-06
7.0	Handout	9/2/14	Options for Establishing an ODOT Region 1 Area Commission on Transportation (ACT)	92614t-07
7.0	Handout	N/A	ODOT Region 1 ACT Option Maps	92614t-08
7.0	Presentation	N/A	1 ACT? 2 ACT?	92614t-09
7.0	Handout	9/11/14	Handout: Letter from Mayor Charlie Hales; Portland	92614t-10
8.0	Presentation	N/A	2015 Growth Management Decision	92614t-11

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FISCAL)
YEAR 2013-15 UNIFIED PLANNING WORK)
PROGRAM (UPWP): REGIONAL OVER-)
DIMENSIONAL TRUCK ROUTE STUDY)

RESOLUTION NO. XX-XXXX

Introduced by Chief Operating Officer
Martha Bennett with the concurrence of
Council President Tom Hughes

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

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

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

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

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

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

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

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

ADOPTED by the Metro Council this ____ day of 2014.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Regional Over-Dimensional Truck Route Study

Description:

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

Objectives:

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

Previous Work:

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

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

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

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

Methodology:

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

Exhibit A

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

Tangible Products Expected in FY 2013-2015:

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

Task 1: Project Management

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

Task 2: Stakeholder Involvement

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

Task 3: Existing Conditions Analysis

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

Task #4: Policy and Permitting Assessment

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

Task 5: Identify Needs, Constraints, and Gaps

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

Exhibit A

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

Task 6: Develop and Evaluate System Improvements and Alternatives

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

Task 7: Recommended Improvements and Cost Estimates

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

Task 8: Final Report and Communications Materials

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

Entities Responsible for Activity:

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

Lead agencies/partners:

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

Other stakeholders:

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

Schedule for Completing Activities:

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

Funding History:

NA

FY 2014-15 Costs and Funding Sources:

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

Exhibit A

STAFF REPORT

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

Date: October 22, 2014

Prepared by: Chris Myers
(503) 813-7554

BACKGROUND

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

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

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

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

ANALYSIS/INFORMATION

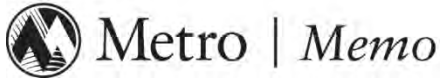
1. **Known Opposition** – No known opposition
2. **Legal Antecedents** – Metro Council Resolution No. 14-4514: FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2013-15 UNIFIED PLANNING WORK PROGRAM AND

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

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

RECOMMENDED ACTION

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



DATE: October 23, 2014
TO: TPAC members and alternates, and interested parties
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project: TPAC feedback on draft materials

REQUEST FOR INPUT TPAC

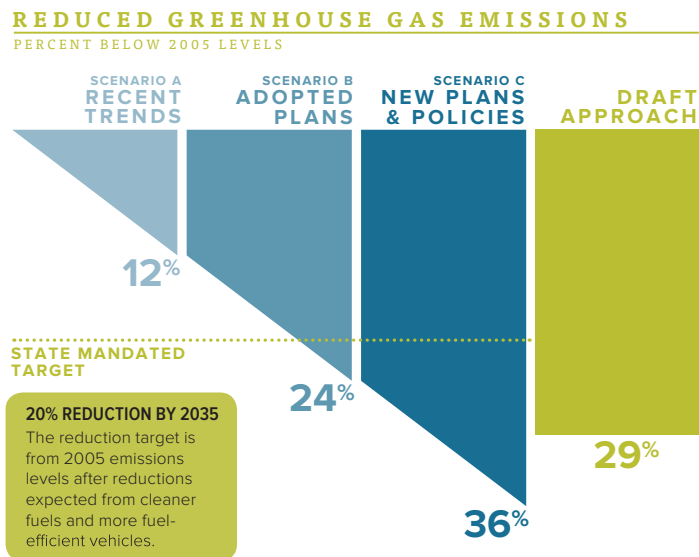
At the October 31, 2014 meeting, TPAC will be asked to provide feedback on:

- **Ordinance No. 14-1346 and staff report**
- **Exhibit B - Draft Regional Framework Plan Amendments**
- **Exhibit D - Draft Performance Monitoring Approach**
- **Draft Short List of Climate Smart Actions for 2015 and 2016**
- **Draft Options for Demonstrating Region's Commitment to Implementation**

BACKGROUND

The Climate Smart Communities Scenarios Project responds to a mandate from the 2009 Oregon Legislature to develop and implement a regional strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

After a four-year collaborative process informed by research, analysis, community engagement and discussion, a draft Climate Smart Strategy and implementation recommendations were released for public review from Sept. 15 to Oct. 30, 2014.



As unanimously recommended for study by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) on May 30, the draft strategy achieves a 29 percent per capita greenhouse gas emissions reduction and supports local and regional plans and visions that have already been adopted by communities and the region. The strategy, if implemented, will deliver significant public health, environmental and economic benefits to households and businesses in the region.

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

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

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

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

On Oct. 9, JPACT discussed the Draft RFP amendments and principles identified by TPAC for defining the draft short list of toolbox actions. On Oct. 9, a technical work group of TPAC and Metro Technical Advisory Committee (MTAC) members met to begin defining a short list of priority toolbox actions for the region to work on together in 2015 and 2016. On Oct. 15, the MTAC discussed the Draft RFP amendments and a draft short list of toolbox actions for MPAC and JPACT to discuss at their joint meeting on Nov. 7. On Oct. 22, MPAC discussed the Draft Metro Council Ordinance and RFP amendments. A summary of comments provided by the technical and policy advisory committees is provided for reference.

Draft Regional Framework Plan Amendments

JPACT, MTAC and MPAC members provided the following comments on the draft RFP amendments:

Chapter 1 - Land Use

- Page 2, Objective 1.1.4 – revise to read “Incentivize and encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets.”
- Page 3, Objective 1.10.1(c)(iii) – revise to read, “Provides access to neighborhood and community parks, schools, trails and walkways, and other recreation and cultural areas and facilities.”

Chapter 2 - Transportation

- Simplify Chapter 2 amendments to mirror level of detail in existing Chapter 2 policies:
 - Page 8, Objective 11.1 - Delete last bullet given it overlaps with the goal statement

- Page 8, Objective 11.1 - Delete reference to “regional plans and functional plans adopted by the Metro Council for local governments” because this is already defined in Chapter 8 (Implementation) of the RFP.
- Page 9, Objective 11.2 – delete bullet with reference to the Oregon Modeling Steering Committee because this seems to be unnecessary detail
- Page 9, Objective 11.3 – add reference to Toolbox of Possible Actions in objective statement and delete sub-bullets listing examples of possible actions because the actions are voluntary and could appear to be defacto priorities or criteria for funding eligibility
- Page 9, Objective 11.3 – retain but shorten the list of example actions and revise the language to read, “Encourage local, state and federal governments and special districts to take actions recommended in the regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as...”
- Page 9, Objective 11.3 – add reference to safe routes to schools programs to list of possible actions
- Page 8, Objective 11.1 - Add reference to alternative fuel vehicles and fueling stations as part of supporting Oregon’s transition to cleaner, low carbon fuels and more fuel efficient vehicle technologies
- Policy language should be more direct and aspirational about linkages between the policies that reduce greenhouse gas emissions and Metro funding, such as the Community Development Grant Program.

Draft Short list of toolbox actions for 2015 and 2016

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

- Advocating for **state legislative changes** related to the Oregon Clean Fuels program, brownfield redevelopment, local housing policies and programs and transportation funding;
- Adopting **policy and program changes** at the state, regional and local levels to align policies and investments with community visions, focus growth in designated areas, improve safety for all modes and all users of the transportation system, and incorporate greenhouse gas emissions reduction in planning and funding decisions;
- **Building a diverse transportation funding coalition** that includes elected officials and community and business leaders at local, regional and state levels working together to secure adequate transportation funding for all modes and all users of the transportation system;

- **Expanding funding available to low carbon travel options and programs**, including transit, intelligent transportation systems (ITS), travel information and incentives and Safe Routes to Schools (including high schools) and Safe Routes to Transit programs; and
- **Expanding technical assistance and best practices** provided to local governments and other business and community partners to support implementation of the strategy;
- Increasing the **public and private alternative fuel vehicle (AFV) fleet and charging/fueling infrastructure**; and
- Further developing **appropriate tools and methods to support greenhouse gas emissions reduction planning and monitoring**.

On Oct. 15, MTAC members provided the following comments on a draft short list of priority actions:

- Action 1 (state legislative changes)– revise action to narrow focus on state actions related to the fleet and technology assumptions included in the draft Climate Smart Strategy given the significant greenhouse gas emissions reduction expected (and taken credit for in the draft strategy).
 - Funding is already captured in Action 2.
 - Typically, the state legislative agenda priorities adopted by JPACT and the Metro Council focus on transportation funding.
 - The other topics are important but less central to reducing greenhouse gas emissions and should be left to Metro, individual local governments and others to determine whether they are priorities for their respective 2015 state legislative agendas.
- Action 2 (transportation funding) – revise action to reference “advocating for increased funding” as part of a coalition given that the Oregon Transportation Forum and the JPACT finance subcommittee are already working on securing adequate transportation funding. This is also a key action for implementation.
- Action 3 (local projects) –revise action to clarify the intent is to seek opportunities to implement local projects that integrate the most effective greenhouse gas emissions reduction strategies to show locally tailored approaches that go beyond what the region is currently doing; ensure community-based transit service improvements can be an element of a project.

An updated draft is attached for TPAC’s review and discussion on Oct. 31 that reflects input provided by MTAC. The updated draft re-orders action 1 and 2 and further simplifies action 3.

Options for demonstrating the region’s commitment to implement the Climate Smart Strategy

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

- A signed **regional compact** that outlines, at a broad level, what the region agrees to work on together starting in 2015 and how to monitor progress;
- Adoption of the **Metro Council Ordinance** that outlines, at a broad level, what the region agrees to work on together starting in 2015 and how to monitor progress;

- Adoption of **local resolutions or other means** to signal a commitment to work together and implement priority actions; and
- Submittal of **letters of support** from responsible agencies, coordinating committees, city councils, county boards and other decision-making bodies indicating a shared commitment to implement their priority actions.

MTAC provided the following comments on demonstrating the region' commitment to implement the Climate Smart Strategy:

- Keep it simple, and rely on MPAC and JPACT's recommendation to the Metro Council on adoption of the strategy and implementation recommendations, the three priority actions for 2015 and 2016, and the Metro Council Ordinance as the primary vehicles for demonstrating commitment. This is consistent with how the region demonstrates its commitment to implement the Regional Transportation Plan, for example.
- Local governments and others could choose to provide Metro with letters of support or commitment that identify actions they are already taking or will seek opportunities to take in the near-term. The letters could then be submitted to the Land Conservation and Development Commission along with the final adoption action and decision record in 2015.

In addition to the comments provided by JPACT and MTAC members, more than 1,800 individuals have responded to the on-line survey or submitted comments on the draft materials. Staff is reviewing all of the comments received to date to identify potential refinements to the adoption package. A preliminary summary of comments received and potential refinements will be provided at the Oct. 31 meeting.

WHAT'S NEXT?

The Metro Council will hold a public hearing on Oct. 30. On November 19 and 21, MTAC and TPAC will be asked to make a recommendation to MPAC and JPACT at their respective meetings. MPAC and JPACT will make final recommendations to the Metro Council on adoption of the draft Climate Smart Strategy and implementation recommendations on Dec. 10 and 11, respectively. The Metro Council will hold a second public hearing and consider the MPAC and JPACT recommendations on Dec. 18, 2014.

Attachments

- 2014 Decision Milestones (*Oct. 10, 2014*)
- Ordinance No. 14-1346
 - Exhibit A – Draft Climate Smart Communities Strategy (*Sept. 15, 2014*)
 - Exhibit B - Draft Regional Framework Plan Amendments (*Sept. 15, 2014*)
 - Exhibit C – Draft Toolbox of Possible Actions (*Sept. 15, 2014*)
 - Exhibit D - Draft Performance Monitoring Approach (*Sept. 15, 2014*)
 - Exhibit E – Summary of Recommended Changes placeholder (*under development*)
 - Exhibit F – Findings of Fact and Conclusions of Law placeholder (*under development*)
- Staff report to Ordinance No. 14-1346 (*Oct. 20, 2014*)
 - Attachment 1 – TPAC/MTAC recommended inputs to reflect May 30 MPAC/JPACT Draft Approach (June 20, 2014)
 - Attachment 2 – Key Results (Sept. 12, 2014)
 - Attachment 3 – Public Engagement Report placeholder (*under development*)
- Draft Short List of Climate Smart Actions For 2015 and 2016 (*Oct. 23, 2014*)



2014 DECISION MILESTONES

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

EVENTS AND PRODUCTS TO ACTUALIZE DECISION MILESTONES

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

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

BEFORE THE METRO COUNCIL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BE IT ORDAINED THAT:

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

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

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

Tom Hughes, Council President

Approved as to Form:

Alison Kean, Metro Attorney

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**CLIMATE
SMART**
COMMUNITIES
SCENARIOS PROJECT

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

Draft Climate Smart Strategy

Public Review Draft

September 15, 2014

**MAKING A
GREAT
PLACE**



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**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

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 1. DRAFT REGIONAL FRAMEWORK PLAN AMENDMENTS

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

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

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Chapter 1 (Land Use) Regional Framework Plan Amendments

Chapter 2 (Transportation) Regional Framework Plan Amendments

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

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

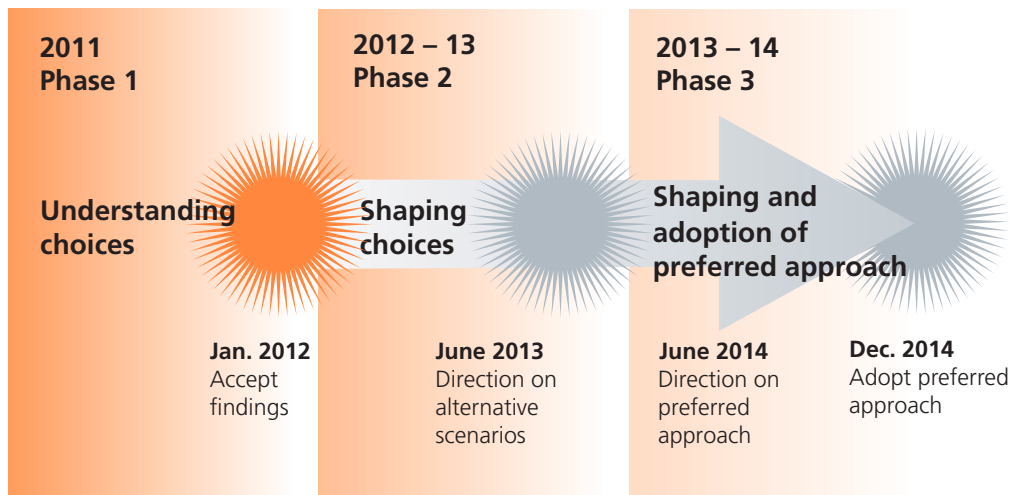
December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

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

EXCERPT FROM

Regional Framework Plan Chapter 1 Land Use

Introduction

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

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

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

Six Outcomes, Characteristics of a Successful Region

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

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

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Chapter 2 Transportation

Introduction

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

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

The policies aim to implement the 2040 Growth Concept and:

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

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

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

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

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BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

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

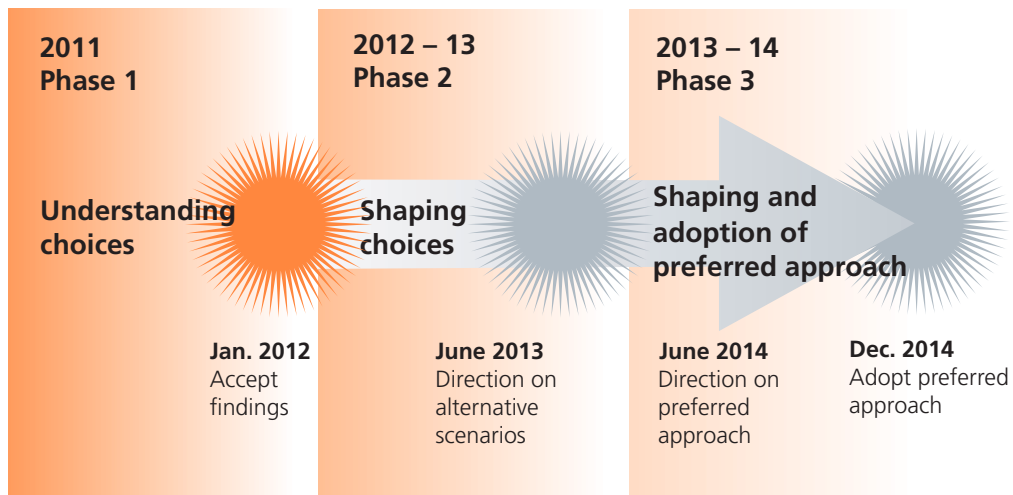
December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

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

PUBLIC REVIEW DRAFT



DRAFT TOOLBOX OF POSSIBLE ACTIONS (2015-2020)

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

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

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

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

PUBLIC REVIEW DRAFT

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"> <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 	<ul style="list-style-type: none"> <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 	
<p>Make transit more convenient, frequent, accessible and affordable</p>	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Begin update to Oregon Public Transportation Plan <input type="checkbox"/> Increase state funding for transit service <input type="checkbox"/> Maintain existing intercity passenger rail service and develop proposals for improvement of speed, frequency and reliability <input type="checkbox"/> Provide technical assistance and funding to help establish local transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Adopt Oregon Public Transportation Plan with funding strategy to implement <input type="checkbox"/> Begin implementation of incremental improvements to intercity passenger rail service <input type="checkbox"/> Make funding for access to transit a priority 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to: <ul style="list-style-type: none"> <input type="checkbox"/> Seek and advocate for new, dedicated funding mechanism(s) <input type="checkbox"/> Seek transit funding from Oregon Legislature <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <input type="checkbox"/> Support state efforts to consider carbon pricing <input type="checkbox"/> Fund reduced fare programs and service improvements for youth, older adults, people with disabilities and low-income families <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <input type="checkbox"/> Update Regional High Capacity Transit System Plan <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means <input type="checkbox"/> Make funding for access to transit a priority <input type="checkbox"/> Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit <input type="checkbox"/> Update Regional Transportation Plan by 2018 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Participate in development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> <input type="checkbox"/> Provide more community to community transit connections <input type="checkbox"/> Identify community-based public and private shuttles that link to regional transit service <input type="checkbox"/> Link service enhancements to areas with transit-supportive development, communities of concern¹, and other locations with high ridership potential <input type="checkbox"/> Consider ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Make funding for access to transit a priority <input type="checkbox"/> Complete gaps in pedestrian and bicycle access to transit <input type="checkbox"/> Expand partnerships with transit agencies to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Implement plans and zoning that focus higher density, mixed-use zoning and development near transit <input type="checkbox"/> Partner with transit providers and school districts to seek resources to support youth pass program and expand reduced fare program to low-income families and individuals <input type="checkbox"/> Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities through testimony, endorsement letters or similar means 	<p>Immediate (2015-16)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Support and/or participate in efforts to build transportation funding coalition <input type="checkbox"/> Expand transit payment options (e.g., electronic e-fare cards) to increase affordability, convenience and flexibility <input type="checkbox"/> Seek state funding sources for transit and alternative local funding mechanisms <input type="checkbox"/> Complete development of TriMet Service Enhancement Plans (SEPs): <ul style="list-style-type: none"> <input type="checkbox"/> Provide more community to community transit connections <input type="checkbox"/> Identify community-based public and private shuttles that link to regional transit service <input type="checkbox"/> Link service enhancements to areas with transit-supportive development, communities of concern, and other locations with potential high ridership potential <input type="checkbox"/> Consider ridership demographics in service planning <input type="checkbox"/> Consider local funding mechanism(s) for local and regional transit service <p>Near-term (2017-20)</p> <ul style="list-style-type: none"> <input type="checkbox"/> Expand partnerships with cities, counties and ODOT to implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance <input type="checkbox"/> Partner with local governments and school districts to seek resources to support youth pass program and expanding reduced fare program to low-income families and individuals <input type="checkbox"/> Expand transit service to serve communities of concern, transit-supportive development and other potential high ridership locations, etc. <input type="checkbox"/> Improve and increase the availability of transit

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

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

PUBLIC REVIEW DRAFT

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

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

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

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

PUBLIC REVIEW DRAFT

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

**CLIMATE
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3

Draft Performance Monitoring Approach

Public Review Draft

September 15, 2014

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About Metro

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

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PART 3. DRAFT PERFORMANCE MONITORING APPROACH

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

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

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Draft Performance Monitoring Approach

BACKGROUND

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

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

HOW TO PROVIDE YOUR INPUT

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

WHAT'S NEXT?

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

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

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

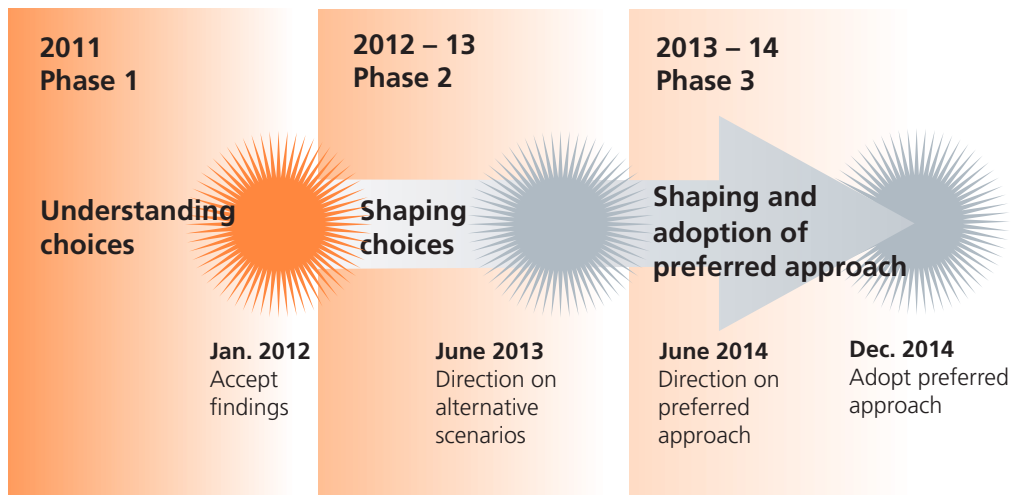
December 10 and 11 MPAC and JPACT make recommendation to Metro Council

December 18 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

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

PUBLIC REVIEW DRAFT

September 15, 2014



**DRAFT CLIMATE SMART STRATEGY
DRAFT PERFORMANCE MONITORING APPROACH**

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

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

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

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

PUBLIC REVIEW DRAFT

September 15, 2014

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

PUBLIC REVIEW DRAFT

September 15, 2014

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

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

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

² Ibid.

³ Ibid.

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

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

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

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

⁸ See note 6.

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

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

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

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

**CLIMATE
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Summary of recommended changes

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

XX, XX, 2014

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**CLIMATE
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SCENARIOS PROJECT

Findings of Fact and Conclusions of Law

Under development

XX, XX, 2014

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STAFF REPORT

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

Date: October 20, 2014

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

BACKGROUND

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

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

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

LEGISLATIVE BACKGROUND

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

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

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

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

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

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

The LCDC target-setting process assumed anticipated changes to the vehicle fleet mix, improved fuel economy, and the use of improved vehicle technologies and low carbon fuels that would reduce 2005 emissions levels from 4.05 to 1.5 MT CO₂e per capita by 2035. The adopted target for the Portland metropolitan area calls for a 20 percent per capita reduction in GHG emissions from light vehicle travel by 2035. This target reduction is in addition to the emissions reductions anticipated from changes to the fleet and technology sectors as identified in the Agencies' Technical Report. Therefore, to meet the target, per capita roadway GHG emissions must be reduced by an additional 20 percent below the 1.5 MT CO₂e per capita by 2035 to 1.2 MT CO₂e per capita. The adopted target for the region is the equivalent of 1.2 MT CO₂e per capita by 2035.

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

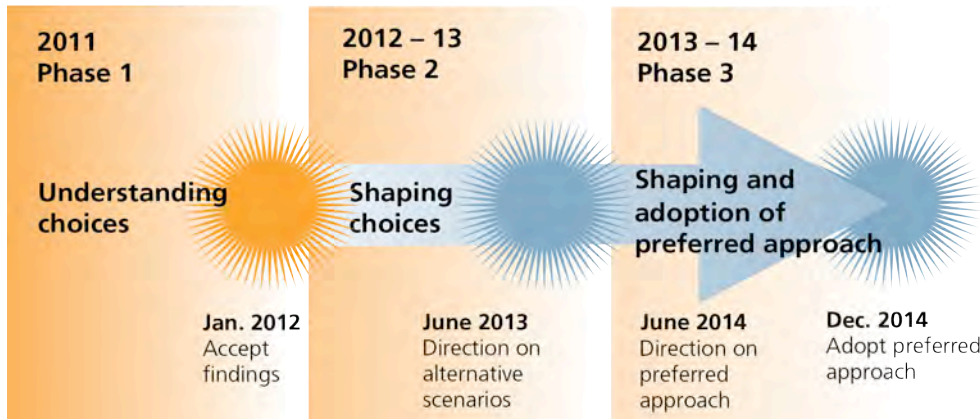
CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

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

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

Figure 1 shows the project timeline.

Figure 1. Climate Smart Communities Project Timeline



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

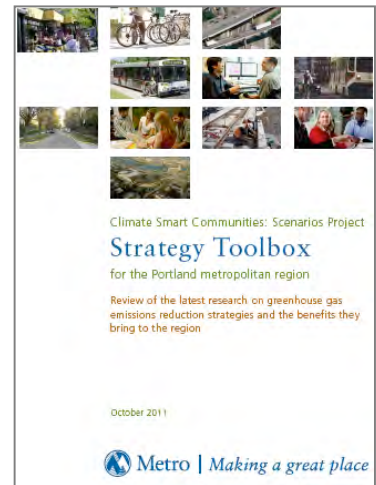
Metro led this process in consultation and coordination with federal, state and local governments, and engagement of other stakeholders with an interest in or who are affected by this planning effort. Metro facilitated this consultation and coordination through four advisory committee bodies—the Joint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

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

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

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

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



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

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

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

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

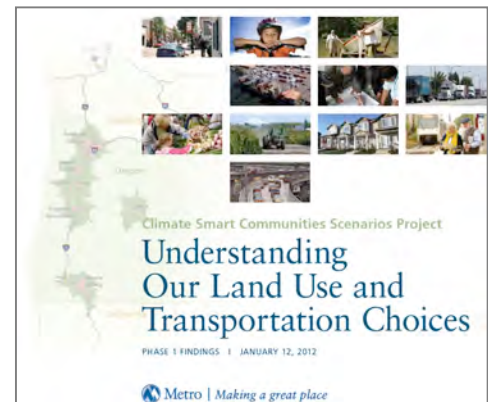
The initial scenario analysis found more than 90 of the 144 scenarios tested met or exceeded the target. The findings are summarized in *Understanding Our Land Use and Transportation Choices: Phase 1 Findings* (January 2012).

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

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

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

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



Understanding Our Land Use and Transportation Choices

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

Figure 2. Three approaches that were evaluated in 2013

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

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

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

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

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

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

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

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

SHAPING THE PREFERRED APPROACH IN 2014

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

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

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

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



Community Choices Health Impact Assessment

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



Discussion guide for policymakers

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

The six policy areas discussed at the joint meeting are:

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

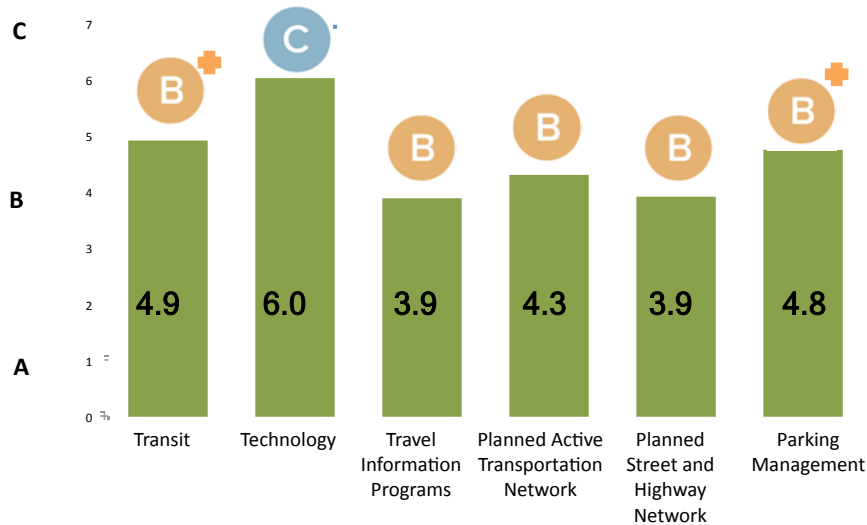
After receiving additional information about the policy options and previous engagement activities, MPAC and JPACT discussed the six policy areas contained within the Scenarios A, B and C. The April 11 meeting concluded with a straw poll conducted of members to identify the desired levels of investment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

Figure 3. April 11 MPAC/JPACT Straw Poll Results

April 11 JPACT/MPAC Straw poll results

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

Averages of all respondents (mean):

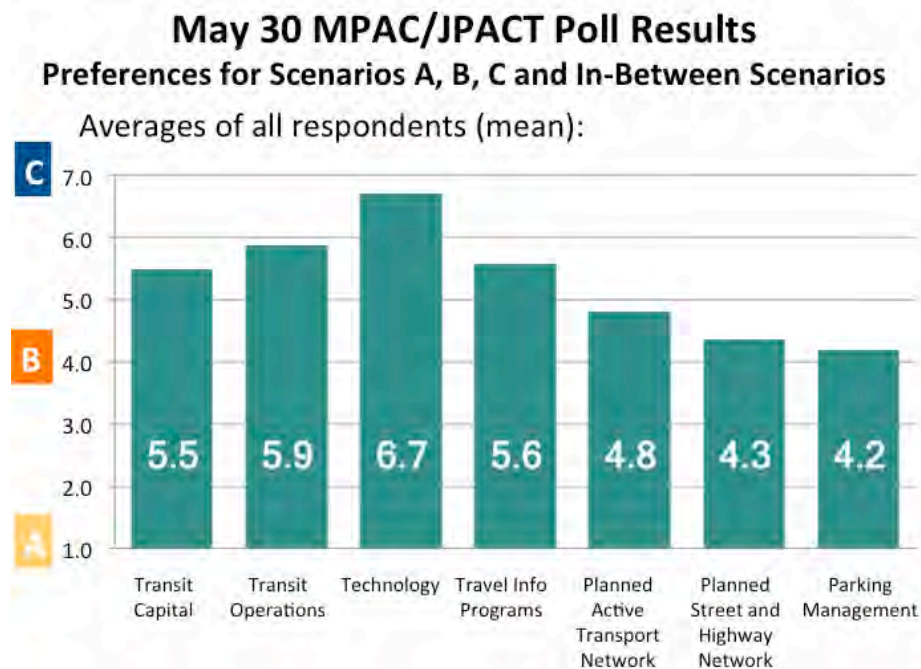


Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the straw poll results, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 12, a MTAC/TPAC workshop was held to begin shaping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

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

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

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



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

- **Growth** - adopted local and regional land use plans, including the 2040 Growth Concept, as assumed in the 2035 growth distribution adopted by the Metro Council in 2012⁵
- **State and federal actions related to advancements in fuels and vehicle fleet and technologies** - assumptions used by the state when adopting the region’s reduction target to account for

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

anticipated state and federal actions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies, including electric and alternative fuel vehicles⁶

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

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

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

- Less air pollution and run-off of vehicle fluids means fewer environmental costs. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods and a strong regional economy.
- Households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more.
- Reducing the share of household expenditures

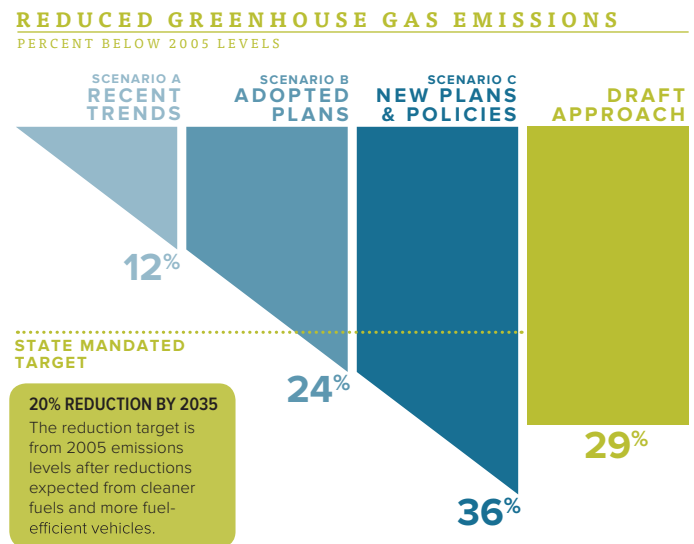


Figure 5. Estimated greenhouse gas emissions reduction from implementation of the draft approach

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

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

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

- Reduced air pollution and increased physical activity can help reduce illness and save lives.
- Reducing the number of miles driven results in fewer traffic fatalities and severe injuries.

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

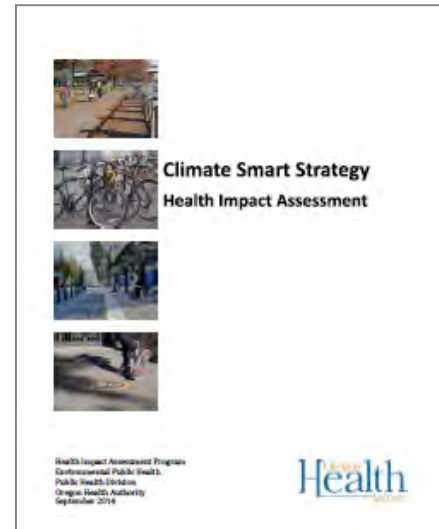
Staff also prepared cost estimates to implement the draft approach. At \$24 billion over 25 years, the overall cost of the draft approach is less than the full 2014 RTP (\$29 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$19 billion). The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond existing and anticipated revenues.

While the recommended level of investment for transit service and related capital, transportation system management technologies and travel information and incentive programs is more than what is adopted in the financially constrained 2014 RTP, the estimated costs fall within the full 2014 RTP funding assumptions the region has agreed to work toward as part of meeting statewide planning goals. The cost to implement the draft approach is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate the region’s road system. While this is about \$630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the draft approach can help people live healthier lives and save households and businesses money providing a significant return on investment.

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

CLIMATE SMART COMMUNITIES STRATEGY

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



Climate Smart Strategy Health Impact Assessment

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

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

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

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

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

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

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

WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION

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

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

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

ANALYSIS/INFORMATION

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

Metro Council actions

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

⁷ OAR 660-044-0040 and OAR 660-044-0045.

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

State of Oregon actions

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

3. Anticipated Effects

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

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

RECOMMENDED ACTION

Staff recommends approval of Ordinance 14-1346.

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

☛ = Phase 3 draft approach model input

Phase 2: 2010 base year and alternative scenario inputs

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

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

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

☐ = Phase 3 draft approach model input

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

Strategy

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

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



CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



KEY RESULTS

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

WHAT DID WE LEARN?

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

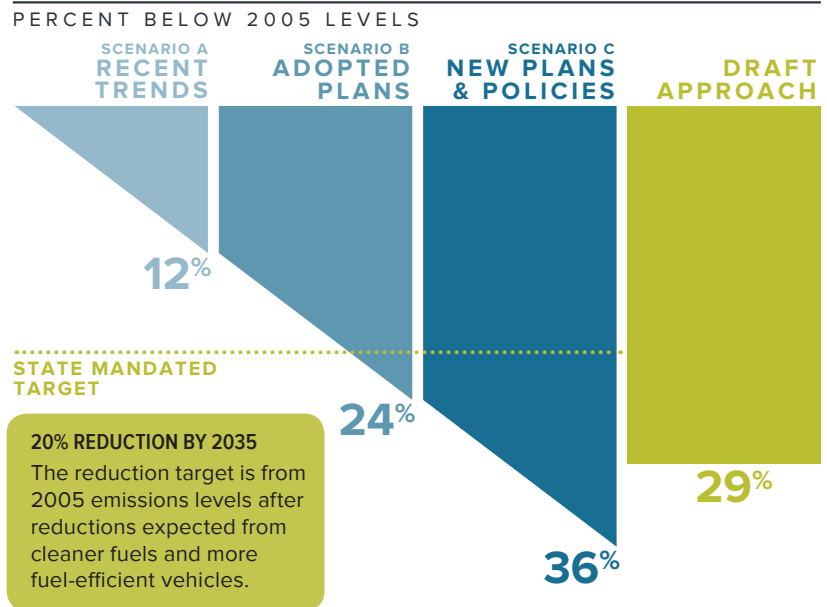
However, we will fall short if we continue investing at current levels.

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

WHAT KEY POLICIES ARE INCLUDED IN THE DRAFT APPROACH?

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

Reduced greenhouse gas emissions



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

WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

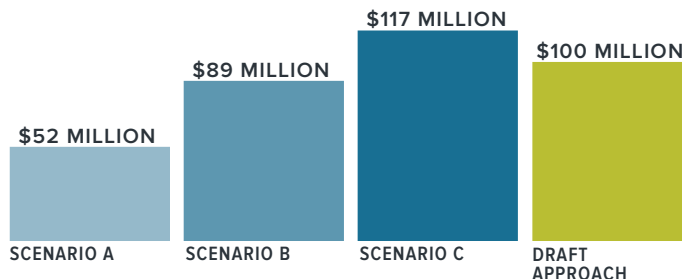
By 2035, the draft approach can help people live healthier lives and save businesses and households money through benefits like:

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



Our economy benefits from improved public health

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

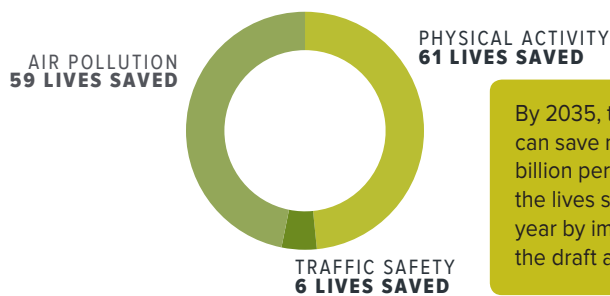


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. By 2035, the region can save \$100 million per year from implementing the draft approach.



More physical activity and less air pollution provide most health benefits

LIVES SAVED EACH YEAR BY 2035

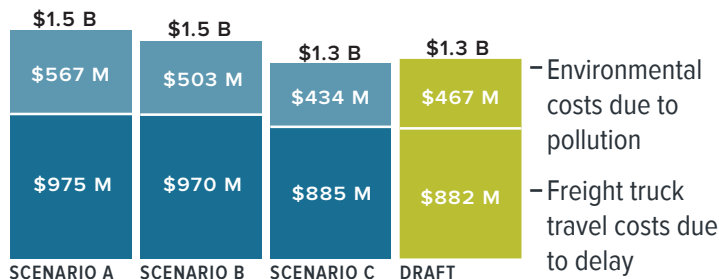


By 2035, the region can save more than \$1 billion per year from the lives saved each year by implementing the draft approach.



Our economy benefits from reduced emissions and delay

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

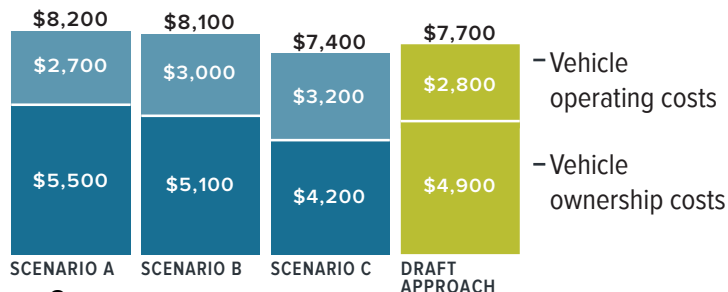


Cumulative savings calculated on an annual basis. The region can expect to save \$2.5 billion by 2035, compared to A, by implementing the draft approach.



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

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS IN 2005\$





WHAT IS THE RETURN ON INVESTMENT?

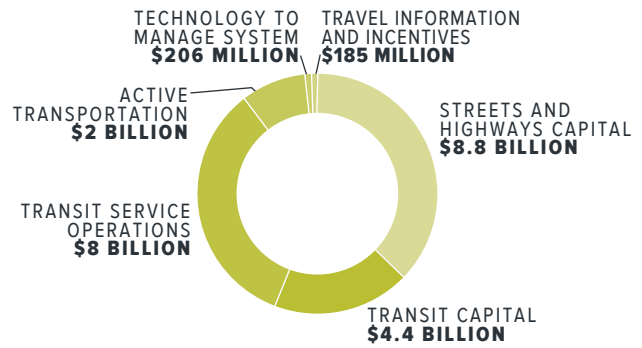
Local and regional plans and visions are supported. The draft approach reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to address current and future transportation needs in the region. At \$24 billion over 25 years, the overall cost of the draft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

More transportation options are available.

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

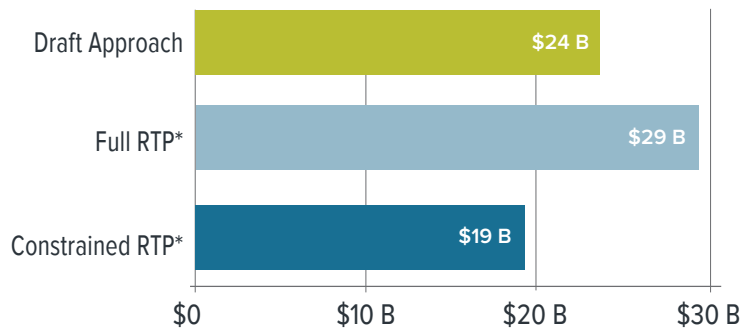
Households and businesses experience multiple benefits. The cost to implement the draft approach is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate our road system. While this is about \$630 million more than we currently spend as a region,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

\$ How much would we need to invest by 2035?

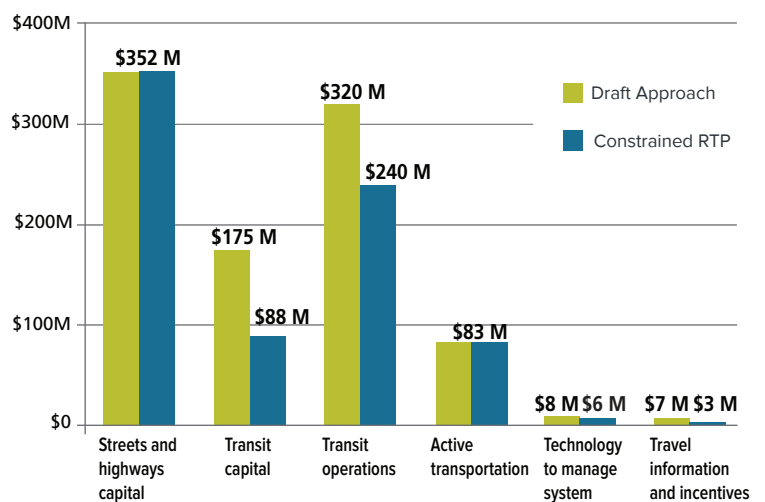


Investment costs are in 2014\$. The total cost does not include road-related operations, maintenance and preservation (OMP) costs. Preliminary estimates for local and state road-related OMP needs are \$12 billion through 2035.

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



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



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

WHAT'S NEXT?

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

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

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

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

December 2014 MPAC and JPACT make recommendation to Metro Council

December 2014 Metro Council considers adoption of preferred approach

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

2015 and beyond Ongoing implementation and monitoring



HOW DO WE MOVE FORWARD?

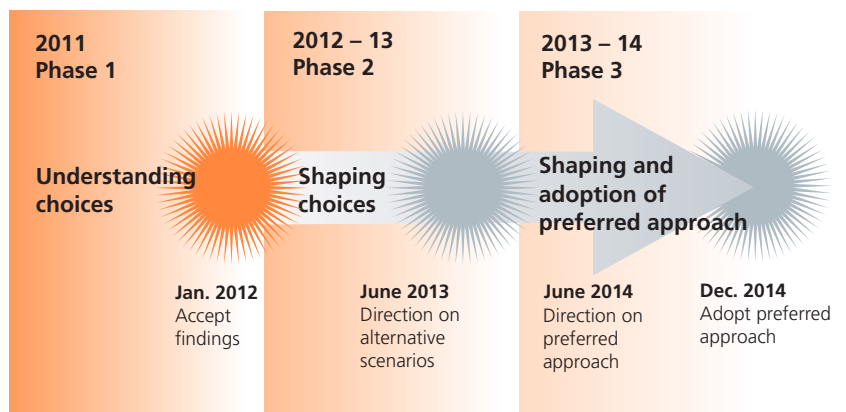
We're stronger together. Local, regional, state and federal partnerships and legislative support are needed to secure adequate funding for transportation investments and address other barriers to implementation.

Building on existing local, regional and statewide activities and priorities, the project partners have developed a draft toolbox of actions with meaningful steps that can be taken in the next five years. This is a menu of actions that can be locally tailored to best support local, regional and state plans and visions. Reaching the state target can best be achieved by engaging community and business leaders as part of ongoing local and regional planning and implementation efforts.

WHAT CAN LOCAL, REGIONAL AND STATE PARTNERS DO?

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

Climate Smart Communities Scenarios Project timeline



WHERE CAN I FIND MORE INFORMATION?

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

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



**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

Public Engagement Report

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

xx, 2014

**MAKING A
GREAT
PLACE**



About Metro

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

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

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

www.oregonmetro.gov/climatescenarios

Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Suzanne Flynn



OCTOBER 23, 2014

Revised Straw Proposal for TPAC Discussion

A SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016

BACKGROUND

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

WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION

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

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

CLIMATE SMART ACTIONS FOR 2015 AND 2016

Action 1	Advocate for increased federal, state, regional and local transportation funding for all transportation modes as part of a diverse coalition, with a top priority of maintaining and preserving existing infrastructure. <i>This action will advance efforts to implement adopted local city and county plans, transit service plans, and the 2014 Regional Transportation Plan.</i>
Action 2	Advocate for federal and state governments to implement actions and legislative changes to advance Oregon’s transition to cleaner, low carbon fuels, and more fuel-efficient vehicle technologies. <i>This action will accelerate the fuel and vehicle technology trends assumed in the state target.</i>
Action 3	Seek opportunities to advance existing local projects that best combine the most effective greenhouse gas emissions reduction strategies. <i>This action will implement adopted city and county plans and identify locally tailored approaches that integrate transit and active transportation investments with the use of technology, parking and transportation demand management strategies.</i>

PARTNERSHIPS TO IMPLEMENT EARLY ACTIONS CAN DRIVE POSITIVE CHANGE

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

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

Mosaic: Value and Cost Informed Planning

Frequently Asked Questions

What is Mosaic?

Mosaic is an analysis tool and recommended process for using it within the overall transportation planning process. The purpose of Mosaic is to enable comparison of different kinds of information that can be developed during a major planning process. Mosaic uses indicators to represent possible impacts of transportation investment decisions. The indicators are grouped in nine categories that are closely related to Oregon Transportation Plan goals and policies. The indicators were chosen to be useful, outcome oriented, implementable today or in the near future, and to avoid double-counting of impacts.

You can browse our websites for more information about Mosaic. The current Mosaic user guide, analysis tool, and more are available here: <http://oregonmosaic.org>, while the project history and information used to develop Mosaic is available here: <http://www.oregon.gov/ODOT/TD/TP/pages/lcp.aspx>

What happened to “least cost planning”?

Mosaic is Oregon’s version of least cost planning. In its direction to ODOT, the Oregon Legislature defined least cost planning as: *“a process of comparing direct and indirect costs of demand and supply options to meet transportation goals, policies or both, where the intent of the process is to identify the most cost-effective mix of options.”*

Mosaic has been developed in an effort to meet that definition. At this time Mosaic is focused at the planning level: sets or bundles of possible transportation actions or investments, and is not intended to analyze individual projects. The project stakeholder committee made this decision because a planning-level analysis allows for the inclusion of many different types of solutions including Transportation Demand Management, alternate modes, and others. In the future, Mosaic may be adapted for use at the project level.

The name was changed from “least cost planning” to “Mosaic” in response to feedback from many stakeholders that the least cost planning name was confusing. As shown in the definition above, this process is intended to find the most cost-effective mix of many options. Most cost-effective does not necessarily mean the least up-front cost. Mosaic is a name that implies a whole made up of many individual parts, and so it better expresses the project and its products.

In what situations might it be appropriate to use Mosaic?

Mosaic is currently intended to be applied at a broad planning level such as a major corridor, a metropolitan region, or a larger city transportation system plan (TSP). It is intended to help compare the possible impacts of sets or “bundles” of possible transportation investments against a variety of basic transportation goals such as mobility, accessibility, environmental stewardship, equity, etc. This comparison can assist decision-making, but is not a substitute for your planning and decision processes.

Mosaic is to be used within a transportation planning process. The planning process will develop a vision and identify some possible sets of investments needed to help achieve that vision. Evaluating those alternative sets of investments is where Mosaic can help. Mosaic can be used to evaluate possible impacts of very different means to achieve the vision, thereby helping to identify methods your community can support. Mosaic can also be used to help evaluate possible impacts of different groups of likely transportation investments.

Mosaic is scalable. The Mosaic analysis tool has two major components: a benefit-cost comparison for impacts that can be measured in dollars; and a component called MODA (for Multi-Objective Decision Analysis) for impacts that can be measured quantitatively or described qualitatively. Using the Mosaic tool to its full capacity, with as much measured in dollars as possible, requires a lot of data to be developed. This is most likely to occur during a major metropolitan planning process with many tools in use, such as travel models, emissions estimating tools, and more.

Mosaic can also be used in a MODA-focused or MODA-only manner that would require fewer formal analysis tools and more quantitative or qualitative estimates of impacts. If a jurisdiction with few tools and resources available wanted to use Mosaic in its transportation planning process, using Mosaic in this manner would be recommended.

What are the advantages of using Mosaic?

Mosaic allows users to gather a variety of data about possible impacts of transportation investments, and to weigh and compare them on both a benefit-cost scale and a values-based scale that is weighted with stakeholder input. This enables a thorough evaluation of possible investment impacts on multiple indicators that reflect basic transportation goals and OTP goals and policy. All indicators used in the MODA component of Mosaic should be weighted with stakeholders so that the final score is a combination of the scaled original measures and the weights decided by members of the community or decision making body. This allows Mosaic to reflect the values of a community.

Mosaic also is a means to document the information used to make a decision. The analysis tool is an Excel 2010 workbook. Assumptions and parameters used and data entered are all contained in the Mosaic workbook and are designed to be presented along with outputs of the analysis. This way, Mosaic provides a much more complete record of the information considered in a decision than is often available for a planning process.

For what types of planning processes is Mosaic most appropriate?

Mosaic is not intended to be used at the project level at this time. The indicators and methods used in Mosaic are designed to be used at a broad scale with multiple significant investments to compare. If used for analysis at a project-level scale, Mosaic would be not very helpful at best or misleading at worst. This means that Mosaic is not appropriate for analyzing alternatives for a project or refining the design or details of a project. Mosaic is intended for broader, planning-level analysis of transportation alternatives.

Mosaic has been developed specifically for the transportation field. While the Mosaic indicators assess impacts in many other fields (such as health and environment), these are designed to analyze transportation alternatives. The ideas behind Mosaic and its general structure could be used to inform the development of analysis tools for other fields, but Mosaic itself is not appropriate for a non-transportation use.

A Mosaic analysis should not be considered precise. Mosaic uses “indicators” that are intended to gauge the direction and degree of impact for different investment bundles relative to one another. The goal is to help your community compare them and make informed decisions, not to provide specific direction on selecting alternatives. Mosaic uses a lot of data that are estimates from a variety of tools or quantitative or qualitative comparisons. Mosaic even includes some estimating tools within it to help gauge impacts of certain kinds of investments that do not yet have well established tools for measurement. Mosaic gathers estimating data about possible impacts from many sources to enable a general comparison of impacts all together in a consistent and helpful manner.

What does Mosaic *not* do?

Mosaic does not provide answers; it provides information – a great deal of information about likely impacts of different possible decisions. It is your decision-making body’s role to consider the different impacts and costs and benefits and make a decision.

Mosaic takes time and data; it is not for quick answers or quick evaluation. Any decision to use Mosaic should be made early in the transportation planning process so that needed data can be developed throughout the process.

Mosaic will not identify possible projects or least expensive projects. Mosaic does not substitute for transportation planning or travel modeling. Transportation planning is the process by which alternatives for analysis are developed, appropriate to help achieve the identified vision. Mosaic is also not a travel model; it will not identify or predict travel demand.

How is Mosaic similar to or different from other comparative analysis tools and processes being developed by others?

Due to the recognized need for efficient transportation investments and the many kinds of impacts to consider, various tools are being developed and used simultaneously by different jurisdictions,

companies, and interest groups. Each of these tools has a different focus or purpose. Many of them are designed to focus analysis on a few key issue areas, such as greenhouse gas reduction or the “triple bottom line.” The new tools also differ in what they consider and when they are intended to be used. For example, some are focused on rating projects, others are more focused on certain types of impacts, and some are designed for general policy comparison.

Mosaic is one of the broadest and most flexible of these new evaluation tools, though it is designed for use after details about possible investment bundles are developed in a transportation planning process. For example, Mosaic has nine different categories of transportation investment impacts that are evaluated. None of these are inherently more important than any other within the tool. However, users can choose to weight some categories or indicators more heavily than others to emphasize those types of impacts in the evaluation and tailor the analysis to their community’s goals.

Another tool that ODOT has developed recently is the [Regional Strategic Planning Model](#) (formerly GreenSTEP) for greenhouse gas reduction policy analysis and scenario planning. RSPM can help evaluate very broad policy “levers” that may be used and their impacts on a similar range of issues to Mosaic analysis. RSPM applies before any particular investments are identified, to help communities find the kinds of policies that they can adopt to work on greenhouse gas reduction with acceptable impacts in other areas.

Mosaic evaluates specific bundles of well-defined investments that implement policies or the vision described in a plan. For example, if a community wished to, they could use RSPM to find the general policy direction desirable to the community. Then, after specific sets of possible investments are identified, Mosaic could be used to help evaluate the alternative bundles of investments against all of Mosaic’s indicators.

Mosaic is generally compatible with the other evaluation and analysis tools being developed for alternatives comparison. However, each is designed to be used for different purposes, or at different scales or points in the planning or project delivery process. Your community should carefully consider which might meet your analysis needs and select the right tool or tools for your purposes.

What resources do I need to have available to use Mosaic?

Mosaic is detailed and complex and that it will take time and effort to develop the data needed to employ Mosaic. Mosaic is designed to be used during a major transportation planning process such as a complex corridor plan or a larger city or region’s system plan. During such a process, a good deal of the data needed by Mosaic is likely to be developed anyway. Using Mosaic would then require some extra time and effort, but not to an extreme degree.

Full use of Mosaic’s capabilities requires a travel demand model and other tools, such as a geographic information system and emissions estimator such as MOVES. In this case, as many indicators as possible are included in the benefit-cost component of Mosaic.

To use the benefit-cost component for some indicators and MODA for most of them, at least a travel demand model will be needed.

For a MODA-only Mosaic evaluation, staff and stakeholder effort will be needed to develop quantitative and qualitative estimates of impacts for each indicator in the bundles to be evaluated and to weight the categories and/or indicators. The Mosaic workbook will then help translate these into scores on a shared scale to develop overall MODA scores for each bundle of investments.

If I think I want to use Mosaic, what should I do?

Mosaic's websites can be reviewed and the tool can be downloaded and explored now. Later this year, updated information and an updated version of the tool will be available on the Mosaic website (www.oregonmosaic.org). The updated information will help you determine if Mosaic is the right tool for your needs. Information will include lessons learned from the recent Mosaic tests, including how and when it works best and the resources needed to use it effectively in a transportation planning process.

Materials following this page were distributed at the meeting.

Unified Planning Work Program

Update to the 2013-15 UPWP

Tom Kloster, Metro

Chris Myers, Metro



What is the UPWP?

- Federally-required document
- Detailed descriptions of transportation planning tasks and relationships to other planning activities in the region.
- Summary of amount/source of funds
- Input from: TriMet, ODOT, FHWA, FTA, and local governments



What's new in the UPWP?

- Updates to planning project narratives, budget info, one MOU, and...
- Three new planning projects:
 1. Regional Intelligent Transportation System (ITS) Communications Master Plan (**pg. 83**)
 2. Regional Intelligent Transportation System (ITS) Architecture Update (**pg. 85**)
 3. N/NE Quadrant & I-5 Broadway/Weidler Additional Analysis (**pg. 110**)



What is MPO Self Certification

- Formal certification review every 4 years
- Self certification in the intervening years
 - MPO confirms compliance with federal transportation planning requirements
 - Prerequisite to receiving federal transportation funds



Next Steps

- Asking for TPAC recommendation
- Scheduled for April 10th JPACT
- Metro Council in May, date TBD



Questions

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Regional Transportation Planner

chris.myers@oregonmetro.gov

503-813-7554





OCTOBER 13, 2014

Straw Proposal for MTAC Discussion

A SHORT LIST OF REGIONAL ACTIONS TO BEGIN IMPLEMENTATION OF THE CLIMATE SMART COMMUNITIES STRATEGY

BACKGROUND

The Climate Smart Communities Scenarios Project responds to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. After a four-year collaborative process informed by research, analysis, community engagement and discussion, community, business and elected leaders have shaped a draft Climate Smart Communities Strategy that meets the state mandate and supports the plans and visions that have already been adopted by communities and the region.

The strategy, if implemented, achieves a 29 percent per capita greenhouse gas emissions reduction. The region has identified a strategy that does more than just meet the target. It supports many other local, regional and state goals, including clean air and water, transportation choices, healthy and equitable communities, and a strong economy. The strategy will deliver significant public health, environmental and economic benefits to communities and the region. It reduces air pollution, improves safety, helps people live healthier lives, manages congestion, expands travel options, improves access to jobs and essential destinations, and makes the most of past investments we have made in our transportation system – all of which help save businesses and households money and support job creation and economic development.

WORKING TOGETHER TO DEVELOP SOLUTIONS FOR OUR COMMUNITIES AND THE REGION

Adoption of the Climate Smart Communities Strategy and supporting implementation recommendations presents an opportunity for the region to make a commitment to act together to develop solutions for challenges relating to equitable growth, transportation funding, and climate change.

Building on existing local, regional and statewide activities and priorities, the project partners have developed a draft *Toolbox of Possible Actions* that recommend specific steps that can be taken by local, regional and state governments to implement the strategy. The toolbox is a comprehensive menu of more than 200 policy, program and funding actions that can be tailored to best support local, regional and state plans and visions that, if implemented, will reduce greenhouse gas emissions in ways that support community and economic development goals.

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

In addition to the local and state actions identified in the toolbox, there are actions that are regional in nature and best accomplished by local and regional officials working together. Seizing this opportunity, the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have recommended three toolbox actions for the region to work on together in 2015 and 2016.

OUR SHARED COMMITMENT CAN DRIVE POSITIVE CHANGE

Working together on these early actions presents an opportunity to drive positive change in communities and the region and demonstrate the region’s shared commitment to implementing the Climate Smart Communities Strategy. The early actions will lay a foundation for addressing our shared challenges through a long-term comprehensive and collaborative approach. The actions recommended are achievable, but need political will and collaboration among multiple partners to be successful. The recommended early actions also reflect a shared understanding that synergies will occur between the actions, leading to greater greenhouse gas emissions reductions and other community benefits than if the actions were taken individually.

By making a commitment to continue working together to implement these actions in 2015 and 2016, MPAC and JPACT members acknowledge that creating healthy, equitable communities and a strong economy while reducing greenhouse gas emissions will require new resources and active participation from a full range of partners over the long-term. These partners include MPAC, JPACT, the Metro Council, cities and counties, transit agencies, Port districts, parks providers, businesses, non-profits as well as state agencies, commissions and the Oregon Legislature.

Coordinated MPAC and JPACT work plans for addressing each action will be developed in consultation with both policy committees and the Metro Council in 2015.

Regional actions for 2015 & 2016 to begin implementation of the Climate Smart Communities Strategy

Action 1	Advocate for state actions and legislative changes related to transportation funding for all transportation modes; cleaner, low carbon fuels; more fuel-efficient vehicles; brownfield redevelopment, and local housing policies and programs as reflected in the region’s adopted 2015 Legislative Agenda.
Action 2	Build a diverse transportation funding coalition to secure federal, state, regional and local transportation funding for all transportation modes to implement adopted local and regional plans and transit service enhancement plans.
Action 3	<p>Advance demonstration projects that combine the most effective emissions reduction actions through seed money to local governments that leverage (1) local, regional, state and federal resources and (2) state and regional technical assistance to plan for or implement community pilot projects that combine the following elements:</p> <ul style="list-style-type: none"> • investments in transit facility and/or service improvements identified in TriMet Service Enhancement Plans or the South Metro Area Rapid Transit (SMART) Master Plan • local bike and pedestrian safety retrofits that also improve access to transit, schools and activity centers • investments in transportation system management technologies, including traffic signal timing and transit signal priority along corridors with 15-minute or better service, to smooth traffic flow and improve on-time performance and reliability • parking management approaches, including bicycle parking, preferential parking for alternative fuel vehicles, and shared and unbundled parking • transportation demand management incentives or requirements to increase carpooling, biking, walking and use of transit.

All Roads Transportation Safety (ARTS) Program

Doug Bish

Traffic Services Engineer

Oregon Department of Transportation

Sue D'Agnese

Region 1 Traffic Unit Manager

Oregon Department of Transportation

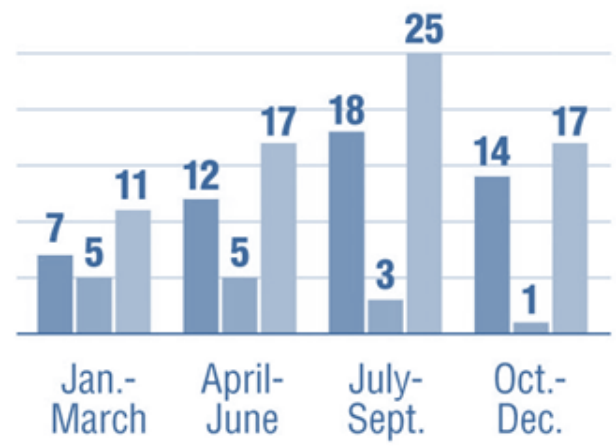
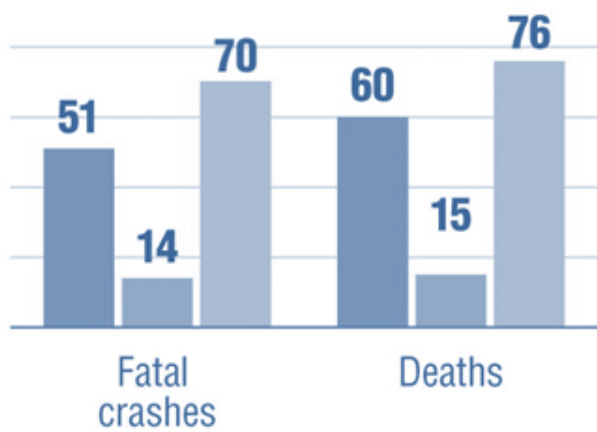
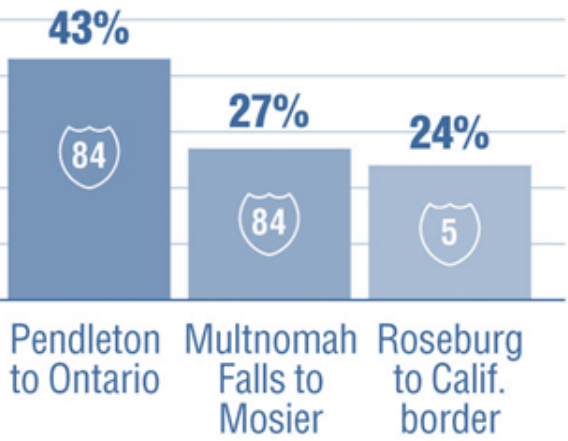




Oregon averages 1700 fatal and serious injury crashes each year

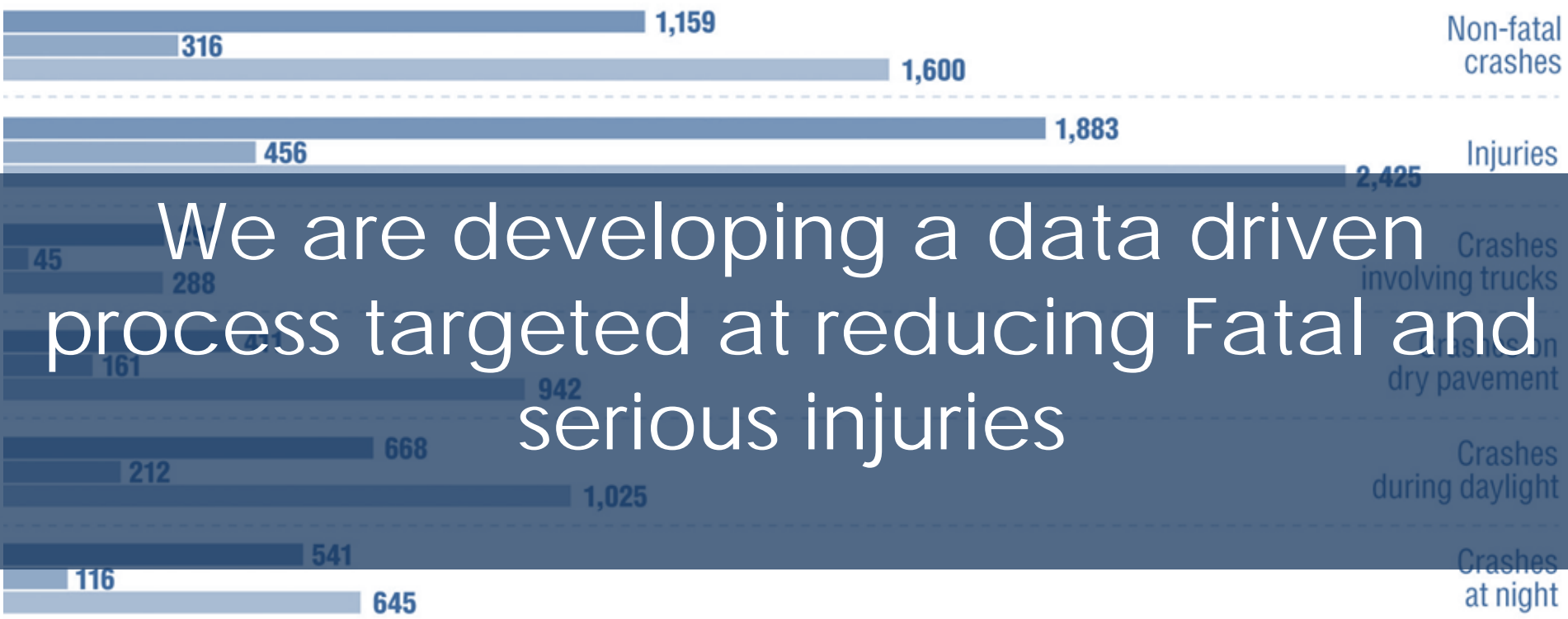


HSIP was traditionally only spent on State Highways, but 50% of our Fatal and Serious injury crashes occur on local agency roads



OTHER CRASH STATISTICS

from Jan. 1, 2002, to Dec. 31, 2011



We are developing a data driven process targeted at reducing Fatal and serious injuries



Using proven Safety Countermeasures and prioritizing based benefit/cost, most good for dollar spent

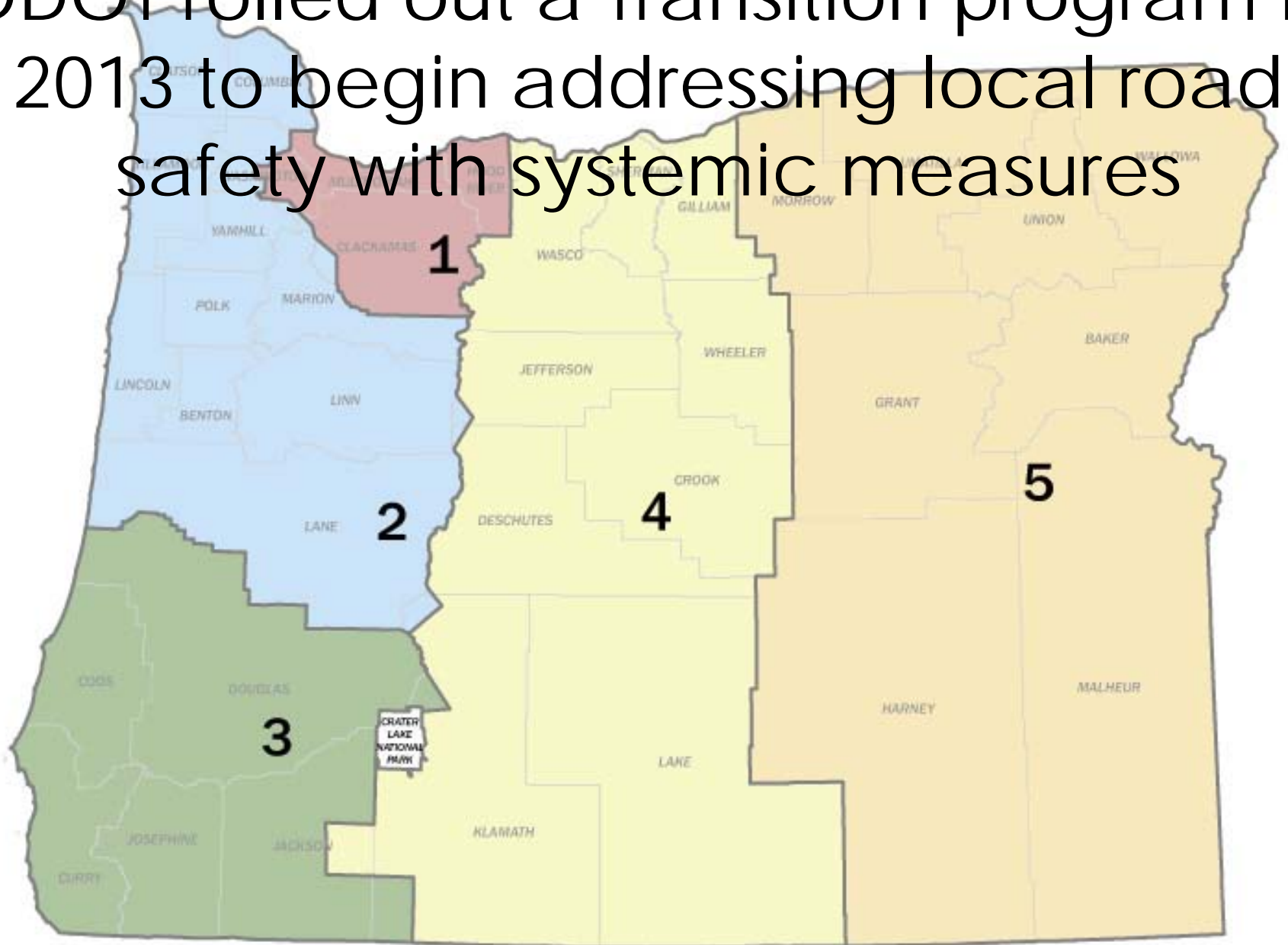
Using traditional hot spot methods we will target locations with histories of fatal and serious crashes



Using the Systemic approach half the funding will be used for low cost measures that can be widely implemented



ODOT rolled out a Transition program in 2013 to begin addressing local road safety with systemic measures



Funding will be split 50/50 between hot spot and systemic





Hot Spot lists will be developed by ODOT and shared with local agencies who will give input into the selection of the hot spot projects



Systemic selection will be through an application process, funding for each emphasis area will be split roughly proportional to the amount of F&A

Region 1 ARTS Program

Project Selection
and Refinement

Who to call?



Region 1 ARTS Process (Timeline)

Developing a 300% List

Fall 2014

Winter 2015




Building the
Program

Synthesizing
data

Draft 300%
List

Final 300%
List

Input Opportunities

- *November – Agencies weigh in on countermeasures 
- *January – Agencies can petition ODOT to add additional locations or corridors to 300%. 
- *January – Anticipating that systemic application period for systemic begin 



Region 1 ARTS Process (Timeline)

Developing a 150% List

Winter 2015

Spring 2015

Local Agency Meetings

Draft 150% List

Final 150% List

Input Opportunities

*January / Feb – ODOT meets with local agencies to review draft 300% list and solicit input. ▲

*March / April – Local agencies and public provide comments on 150% list. ▲



Region 1 ARTS Process (Timeline)

Developing a 100% List

Summer 2015

2016



Draft 100%
List



Public and
Local Agency
Review



Input Opportunities

- *Safety Assessments & Scoping
- *Draft 100% List
- *STIP Outreach



Thank You

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Oregon Mosaic Project Outcomes

TPAC

October 31, 2014

Lucia Ramirez, ODOT

Sam Seskin, CH2M Hill

Agenda

The slide features a decorative header with two horizontal bars. The top bar is a solid medium blue, and the bottom bar is a lighter, semi-transparent blue. They are positioned below the title and extend across the width of the slide.

- Mosaic Project Overview
- Mosaic Project Products and Information Available
- Mosaic Testing Outcomes and Lessons

ODOT's Mosaic project goals

- Enable fair comparison of different kinds of transportation solutions, including both projects and programs
- Compare them against common goals such as those in the OTP to determine impacts
- Include monetary measurement where possible
- Allow for non-monetary measurement where needed
- Help find cost-effective options to progress toward goals
- Enable better informed decisions in transportation planning
- Improve transparency of transportation decisions

Mosaic: what it is, what it does

- A web-based resource for use in *transportation planning* to assist decision-making
- An effective way to evaluate the social, environmental and financial costs and benefits of transportation plans
- A method that is scalable based on a jurisdiction's transportation staff, available data and particular needs
- Establishes a common set of measures to evaluate options and assist selection of the best actions and investments
- Allows communities to weight non-monetized indicators, reflecting their values in Mosaic analysis

How does using Mosaic help us improve?

- Mosaic lets us compare transportation impacts we can measure in dollars to impacts that we measure in other ways
- Decision-makers can see the components of value in different bundles of actions and investments
- The results allow decision-makers to discuss the tradeoffs between bundles of actions more explicitly
- Mosaic provides a clear, traceable and transparent record of the evaluation process, analysis and decision making
- *Mosaic helps decision makers make more informed decisions*

What Mosaic does not do

- *Mosaic results do not specify decisions*
- Mosaic is a decision assistance process and tool for use in large scale transportation planning, not for project alternative analysis
 - A plan scale is needed to fairly evaluate direct and indirect impacts of different transportation solutions
- While there are indicators representing other fields (e.g. health, environment) Mosaic is for transportation analysis
- Mosaic puts a lot of different information together on shared scales; it is intended as a gauge, not to be precise



Mosaic: Oregon's Value and Cost Informed Transportation Planning Method & Tool





Information available to you



Information available to you

Soon to be on the web (www.oregonmosaic.org)

- Updated web text
- Updated User Guide
- Tool Version 2.0
- Updated Indicator Sheets
- Programs Guide

On ODOT website (www.oregon.gov/ODOT/TD/TP/pages/lcp.aspx)

- Evaluation Report
- Peer Review Report

About

User's Guide

Categories &
Indicators

Programs Guide

Download Tool

Home > User's Guide

User's Guide

Mosaic is designed to be used from beginning to end. Before a project work must be done and to

Before you start: outline

Engaging mosaic, explain

- Step 1: Identify Bundles
- Step 2: Establish the Fra
- Step 3: Weight Modal In
- Step 4: Populate the Tool
- Step 5: Interpret the Results
- Step 6: Use the Results to Make Decisions

Before You Start ...

Engaging Mosaic

Step 1: Identify Bundles Of Actions

Step 2: Establish The Framework

Step 3: Weight Modal Indicators With Stakeholders

Step 4: Populate The Tool

Step 5: Interpret The Results

Step 6: Use The Results To Make Decisions



What's included in the Programs Guide

- [Bicycle and Pedestrian Programs](#)
- [Land Use Programs](#)
- [Operations/ Intelligent Transportation System \(ITS\) Programs](#)
- [Pricing Programs](#)
- [Transit Programs](#)
- [Travel Demand Management Programs](#)



What we learned from the test and the peer review



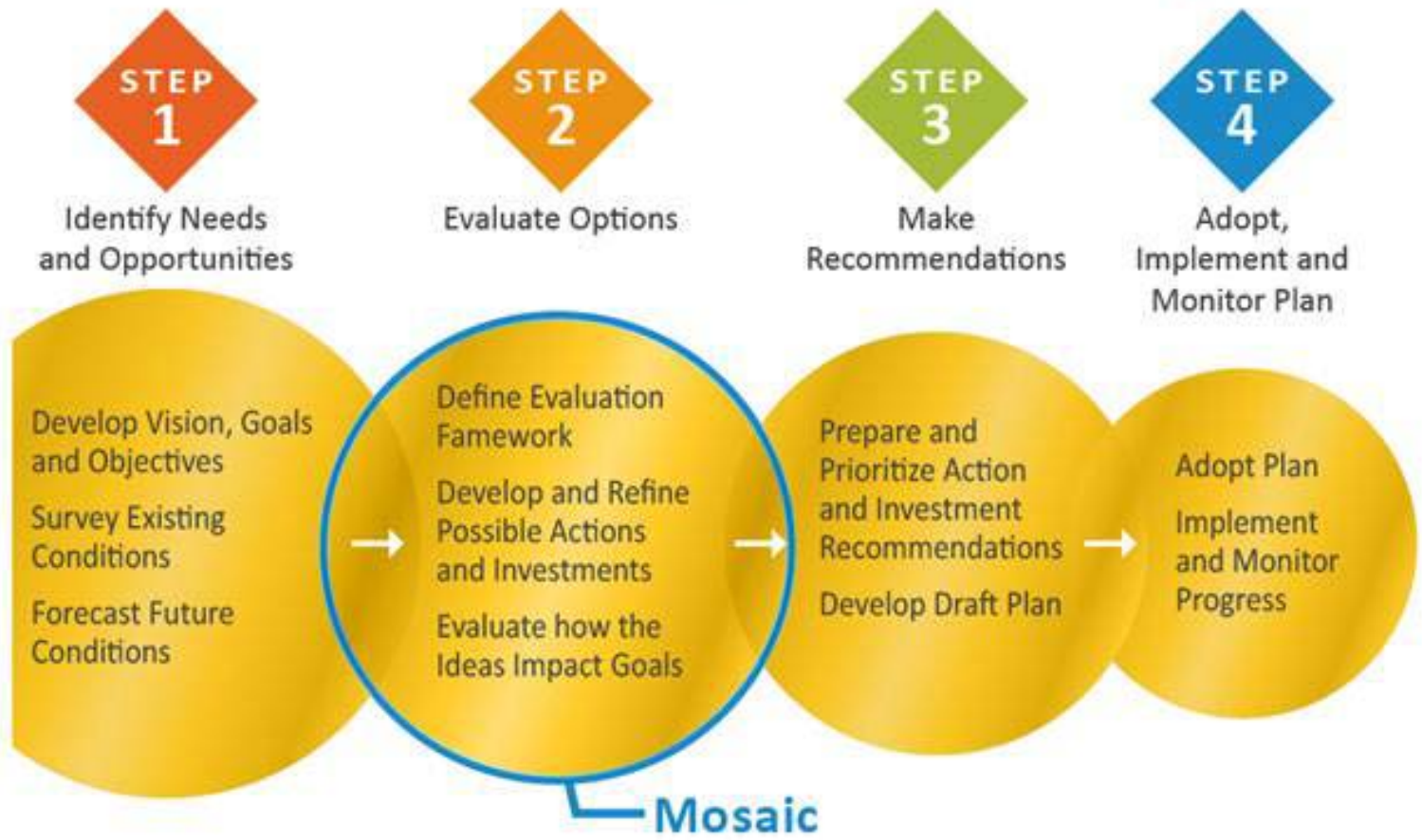
What we've learned overall



After over a year of testing, staff and peer reviewers agree that Mosaic represents an advancement in the state of the art. In the next steps, the key question will be how Mosaic advances the state of the practice.

Mosaic helps evaluate and refine options

How Mosaic Nests Within the Typical Oregon Planning Process



How Mosaic Fits



Planning Activity

- Define Evaluation Framework
- Refine bundles of possible actions and investments to achieve vision

Mosaic Role

- Offers researched set of categories and indicators
- Identifies required data
- Compares possible investment bundles against indicators and one another
- Programs Guide helps identify other possible actions

How Mosaic Fits



Planning Activity

- **Evaluate** actions and investments bundles

Mosaic Role

- Calculates monetized and non-monetized impacts
- Accounts for environmental, social and economic effects
- Measures **value**
- Highlights tradeoffs
- Accounts for risk and uncertainty



Expertise required

- Staff will likely need training or assistance with the details of using the analysis tool and ensuring an effective process for using Mosaic in planning.
- First time Mosaic users will need access to others who can offer technical assistance, answer questions, and support data development.

Lessons learned: Decision Making

- Mosaic cannot “make a decision” for its users and it does not show the “right” decision. Mosaic reveals sources of value in bundles of transportation investments and actions.
- Mosaic analyzes investments at a level most appropriate for bundles of investments, rather than individual projects.
- Some results may be surprising, and may challenge assumptions or preferences. Mosaic allows for discussion of these results in the context of data showing benefits and costs.



Summary & Closing Comments



What we've learned: It's about value



Mosaic reveals value

- Measured in \$
- Not measurable in \$
- Helps reveal the sources of value
- Is based on best science available
- Can be updated as science requires
- Is based on stakeholders stated preferences

What we've learned (cont'd)



- Complexity
 - We thought it might be simpler but...
- Flexibility
 - Mosaic's process can be scaled to fit available data and resources
 - There are many opportunities for user-specified inputs
 - Mosaic bundles can include many kinds of projects, programs, and other investments
- Discussion is a vital part of the process
 - Users must anticipate extra time for learning and evaluation

What we've learned (cont'd)



- Mosaic informs but does not dictate decisions
 - Mosaic provides new and varied information
 - Decision makers will still need to use and rely on staff
- Decision-makers must and will still have influence
 - over what is considered—bundles, assumptions
 - over all key decisions
- Mosaic is a compass, not a GPS
 - Users should acknowledge uncertainty around the value of key parameters and certain inputs
 - Mosaic will record all key inputs and assumptions

Questions and Discussion

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