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# Metro | *Agenda*

Meeting: Metro Technical Advisory Committee

Date: Wednesday, March 6, 2013

Time: 10 a.m. – 12 p.m.

Place: Metro Regional Center, Council Chamber

| Time | Agenda Item | Action Requested | Presenter(s) | Materials |
|---|---|---|---|---|
| 10 a.m. | **CALL TO ORDER / ANNOUNCEMENTS** | Information | John Williams, Chair | none |
| 10:10 a.m. | **Climate Smart Communities Project Update and Discussion on Investment Choices**<br><br>*Objective: Discuss evaluation approach and provide input on the draft assumptions.* | Information/ Discussion | Kim Ellis | In packet |
| 11:15 a.m. | **MPAC Work Program** | Information/ Discussion | John Williams | At meeting |
| 11:30 a.m. | **ADJOURN** | | | |

MTAC meets on the 1st & 3rd Wednesday of the month. **The next meeting is scheduled for March 20, 2013.**

*For agenda and schedule information, contact Alexandra Eldridge: 503-797-1839, Alexandra.Eldridge@oregonmetro.gov.*
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Metro | *Memo*

Date: February 27, 2013

To: MTAC members and interested parties

From: Kim Ellis, Principal Transportation Planner

Re: Climate Smart Communities Scenarios Project: Project Update

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**BACKGROUND**

Working together with city, county, state, business and community leaders, Metro is researching how land use and transportation policies and investments can be leveraged to help us create great communities, support the region's economy and meet goals for reducing greenhouse gas emissions. In 2013, Metro and local partners will test three scenarios that represent what the region could look like in 2035, if various transportation and land use strategies are pursued, and what it could mean for how we live, how we work and how we get around. The land use visions of cities and counties across the region are the foundation for the scenarios to be tested, with a goal of creating a diverse yet shared vision of how we can keep this region a great place for years to come – for everyone – and meet state greenhouse gas emissions goals.

**2012 PROJECT ACCOMPLISHMENTS**

The Climate Smart Communities Scenarios Project made significant progress in 2012:

- **Engaged local governments and other stakeholders to share project information and early findings.** From January to September 2012, Metro councilors and staff shared the Phase 1 findings and other project information through briefings to city councils, county boards, county-level coordinating committees, state commissions, Metro advisory committees, regional and state conferences and other meetings. Staff also regularly convened a local government staff technical working group in 2012. The work group provided technical advice to Metro staff, and assistance with engaging local government officials and senior staff.
- **Convened workshops with community leaders on the public health, equity/environmental justice, and environmental outcomes that are most important to consider in the scenario evaluation process.** Reports documenting the Environmental and Equity/Environmental Justice workshops can be downloaded from the project website – www.oregonmetro.gov/climatescenarios. The public health report will be made available in the next month.
- **Partnered with business associations to host a series of focus groups to understand their challenges, opportunities and priorities.** The first two focus groups were held in December in partnership with the Columbia Corridor Association and East Metro Economic Alliance. The remaining four focus groups will include business owners from Clackamas and Washington counties, small business owners in partnership with the Portland Business Alliance, and developers. A summary report will be prepared upon completion of the focus groups in April.
- **Developed a community investment choices frame to guide development of three alternative scenarios to be tested in Summer 2013.** The project's technical work group continues to serve an important advisory role to staff and helped develop the framework. The framework will be brought forward for discussion by MPAC and JPACT at their upcoming meetings.

- **Researched eight case studies to spotlight local success stories and the innovative strategies they have implemented to achieve their local visions and that will also help reduce greenhouse gas emissions.** Staff expects to complete the case studies in April in consultation with local planning staff.
- **Convened workshops with local staff to affirm visions for future community development using Envision Tomorrow to make sure the latest information on local land use goals is incorporated into the project.** Southwest Corridor project staff used Envision Tomorrow to develop the draft land use vision for the corridor last fall. All of these assumptions will be used as land use inputs in the scenarios we test this summer.

Several of these activities have been extended into early 2013 given the time it has taken to effectively engage local communities in work sessions, business leaders in focus groups and complete other activities.

## MOVING FORWARD TOWARD PHASE 3

All the work in the Planning and Development Department (e.g., East Metro Connections Plan, Southwest Corridor Plan, Regional Active Transportation Plan, Industrial Lands Readiness effort, TOD program) is focused on implementing the Region 2040 Growth Concept. The Climate Smart Communities project has the same focus: implementation.

Phase 2 of the Climate Smart Communities project is focused on further shaping future choices for the region to advance implementation of community visions and meet the region's greenhouse gas emissions reduction target. By helping communities implement their local visions and plans for main streets, downtowns and employment areas, citizens and businesses will experience all the benefits of increased transportation and housing choice, jobs, equity, cleaner air and water, and access to nature along with the added benefit of a reduction in greenhouse gas emissions.

To stimulate thinking about our choices for the future and the possibilities they present, three scenarios will be tested in 2013. Key findings from Phase 1 and subsequent work that has been completed during Phase 2 will inform to development and evaluation of the three scenarios. Staff direction on three scenarios to test will be provided in May 2013 as part of the regional summit. With regional support, staff will move forward with an evaluation of the three alternative scenarios using the agreed upon key outcomes to measure – e.g., economic, fiscal, equity, community and environmental outcomes.

The three alternative scenarios to be evaluated will be conceptual in nature, and are not intended to represent a preferred scenario. Phase 3 of the process will focus on development and evaluation of a preferred scenario – drawing elements from each of the three scenarios tested in Phase 2.

The results of evaluation will be released in Fall 2013 for discussion and input to identify which policies, investments and actions should be included in a preferred scenario by March 2014. A final preferred scenario is required to be selected by the end of 2014. The final scenario will be implemented through policies, investments and actions at the regional level, including the Regional Framework Plan and Regional Transportation Plan, and, ultimately local plans.

## UPCOMING ACTIVITIES AND MILESTONES

### FEBRUARY – APRIL 2013 (SHAPE CHOICES)

- Metro advisory committee briefings on investment choices and outcomes to evaluate.
- **Newsfeeds** on strategies under consideration are underway. The series is posted on the project web site.
- Complete **Business focus groups** in February and March in partnership with the Clackamas County Business Alliance, Westside Economic Alliance, and the Portland Business Alliance.
- Conduct **Opt In on-line survey** in late-March/early April to gather input on investment priorities and priority outcomes to be evaluated, and build understanding of the project and strategies under consideration

### MAY 2013 (SHAPE CHOICES)

Metro Council, MPAC, JPACT confirm policy and investment choices to be tested, research questions and outcomes to be addressed in analysis

### JUNE - SEPTEMBER 2013 (EVALUATE CHOICES)

Staff evaluates scenarios, scopes feasibility and implementation of strategies and works with the Chief Operating Officer and Metro Council to prepare materials to elicit regional and community discussion on results.

### OCTOBER 2013 – MARCH 2014 (SHAPE PREFERRED SCENARIO)

Report back to communities, decision-makers and regional partners on the results and decide which elements should be included in a preferred scenario.

### MARCH 2014 – DECEMBER 2014 (SELECT PREFERRED SCENARIO)

Evaluate and finalize preferred scenario and related conversations about what is needed to implement it – with final adoption in December 2014 after 45-day public comment period.

**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT**

## TPAC/MTAC Work Group Members

*February 5, 2013*

| | Name | Affiliation | Membership |
|---|---|---|---|
| 1. | Tom Armstrong | City of Portland | MTAC alternate |
| 2. | Andy Back | Washington County | TPAC alternate & MTAC alternate |
| 3. | Chuck Beasley | Multnomah County | MTAC member |
| 4. | Lynda David | Regional Transportation Council | TPAC member |
| 5. | Jennifer Donnelly | DLCD | MTAC member |
| 6. | Denny Egner | City of Lake Oswego | MTAC member |
| 7. | Karen Buehrig | Clackamas County | TPAC member |
| 8. | Steve Butler | City of Milwaukie | Local government staff |
| 9. | Jon Holan | City of Forest Grove | MTAC alternate |
| 10. | Katherine Kelly/<br>Jonathan Harker | City of Gresham | TPAC member/MTAC member |
| 11. | Nancy Kraushaar | City of Wilsonville | TPAC member |
| 12. | Alan Lehto/<br>Eric Hesse | TriMet | TPAC/MTAC member<br>TPAC/MTAC alternates |
| 13. | Mary Kyle McCurdy | MTAC citizen/community group | MTAC member |
| 14. | Ben Bryant | City of Tualatin | Local government staff |
| 15. | Tyler Ryerson | City of Beaverton | MTAC alternate |
| 16. | Margaret Middleton | City of Beaverton | TPAC member |
| 17. | Lainie Smith | ODOT | TPAC alternate and MTAC member |
| 18. | Dan Rutzick/<br>Peter Brandom | City of Hillsboro | Local government staff |
| 19. | Mara Gross | Coalition for a Livable Future | Community member |

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Metro | *Memo*

DATE: February 27, 2013

TO: TPAC, MTAC and Interested Parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project – Phase 2 Investment Choices Scenarios Evaluation

**********

This memorandum outlines the approach staff will use to evaluate three scenarios for the Climate Smart Communities Scenarios Project during the summer of 2013. Findings from Phase 1, additional Phase 2 work and technical work group and advisory committee discussions have informed development of this approach.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The analysis will evaluate the effects of distinct land use and transportation policy and investment choices on the future of the Portland metropolitan region. The results of the analysis will be released in October 2013 - launching the third, and final, phase of the CSCS project. Phase 3 will focus using the analysis results to stimulate a regional discussion aimed at deciding which elements from each of the three scenarios should go forward into a preferred land use and transportation scenario for the Metro Council to adopt in December 2014.

The Metro Council, Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT) and community leaders will be asked to support the evaluation approach in May 2013.

## ACTION REQUESTED

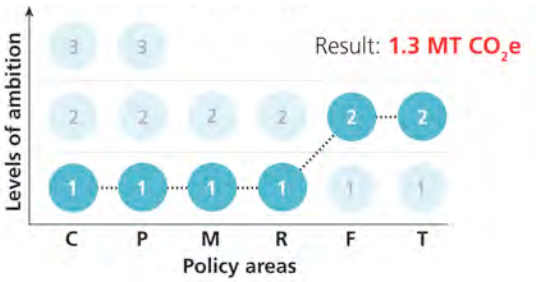
- Discuss the overall approach and provide input on the draft assumptions suggested for each scenario.

## OVERVIEW OF PHASE 1 AND 2 – UNDERSTANDING AND SHAPING LAND USE AND TRANSPORTATION CHOICES

Working together with city, county, state, business and community leaders, Metro is researching how land use and transportation policies and investments can be leveraged to help us create great communities, support the region's economy and meet goals for reducing greenhouse gas emissions. The adopted land use plans and zoning of cities and counties across the region are the foundation for the scenarios to be tested, with a goal of creating a diverse yet shared vision of how we can keep this region a great place for years to come – for everyone – and meet state greenhouse gas emissions goals.

Phase 1 focused on understanding the region's choices for reducing greenhouse gas emissions from cars and small trucks. Staff tested 144 different combinations of land use and transportation policies to learn what it might take to meet the region's greenhouse gas emissions reduction target.

More than 90 scenarios met or exceeded the target. In addition, staff found that current plans and policies together with advancements in fleet and technology get the region close to the target. [1]




**Current plans and policies together with advancements in fleet and technology get the region close to the state target of 1.2 MT $CO_2e$ per capita.**

A range of choices exist to meet the region's state greenhouse gas emissions reduction target and most of the strategies under consideration are already being implemented to varying degrees in communities to achieve other important economic, social and environmental goals.

Staff also conducted sensitivity analysis of the Phase 1 scenarios to better understand the GHG emissions reduction potential of individual strategies.[2 and 3] Assuming adopted community plans and national fuel economy standards, the most effective individual strategies for reducing greenhouse gas emissions were found to be:

- Advancements to **fleet and technology**
- Increased **transit** service
- Increases to the **cost of driving** (e.g., fuel price, parking fees, mileage-based fee, and carbon fee)

The reductions found for each strategy individually do not reflect synergistic benefits that could come from combining various strategies. It is also important to note that while some strategies did not individually achieve significant GHG 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 community plans. To date, no evaluation has been conducted on the potential financial, political, social equity, environmental or economic implications of the different strategies; these implications will be considered as part of the summer 2013 evaluation.

Phase 2 is focused on shaping future choices for the region to advance implementation of community visions and meet the region's greenhouse gas emissions reduction target. This approach is based on the premise that by helping communities implement their local visions and plans for main streets, downtowns and employment areas, citizens and businesses will experience all the benefits of increased transportation and housing choice, jobs, equity, cleaner air and water, and access to nature along with the added benefit of a reduction in greenhouse gas emissions from cars and small trucks.

To stimulate thinking about our choices for the future and the possibilities they present, three scenarios will be tested in 2013. Findings from Phase 1, additional Phase 2 work and technical work group and advisory committee discussions have informed development of this approach. Staff direction on three scenarios to test will be requested in May 2013. With regional support, staff will move forward with the evaluation, using the agreed upon key outcomes to measure – e.g., economic, fiscal, equity, community and environmental outcomes.

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[1] Understanding Our Land Use and Transportation Choices: Phase 1 Findings (January 2012).
[2] Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012).
[3] Memo to TPAC and interested parties on Climate Smart Communities: Updated Draft Scenario Options Framework (June 26, 2012).

## OVERVIEW OF INVESTMENT CHOICES TO BE TESTED IN PHASE 2

### Background

The three alternative scenarios to be evaluated are conceptual in nature, and are not intended to represent a preferred scenario or future Metro Council, Oregon Transportation Commission (OTC), local government or TriMet policy intentions. The scenarios to be tested will draw from the policies tested in Phase 1 and bear greater resemblance to realistic, yet ambitious policy alternatives than the 144 scenarios tested in Phase 1 of the project. The proposed approach is consistent with OAR 660-044-0040, which requires the region to evaluate at least 3 scenarios – a reference case scenario that reflects implementation of existing adopted comprehensive plans and transportation plans and at least two alternative land use and transportation scenarios for meeting greenhouse gas reduction targets.

The adopted land use visions (as expressed in local plans and zoning codes) of cities and counties across the region are the foundation for the scenarios to be tested. The analysis will consider transportation investments together with different levels of funding, advancements to clean fuels and vehicle technologies and, to the extent possible, updated community visions identified through the Southwest Corridor Plan, East Metro Connections Plan and local planning and periodic review activities currently. The analysis will inform development of a preferred land use and transportation scenario and identification of the policies, tools, investment and actions needed to implement it. It is important to emphasize that the preferred scenario developed in 2014 will likely include elements from all 3 scenarios tested.

### Purpose

The purpose of scenario planning is to test a range of potential futures that reflect choices policymakers, businesses and individuals might make. The CSCS investment scenarios analysis is intended to provide policy makers with better information about the implications and tradeoffs of different land use and transportation policy and investment choices, relative to the region's shared equity, economy, environmental and community goals.

Major objectives of the analysis are to:

- Test distinct investment policy choices that frame the boundaries of the political landscape and public opinion to better understand the effect of different levels of investment on public health, travel behavior, development patterns, equity, the economy, the environment and greenhouse gas emissions.
- Evaluate the relative effect and cost of different investment choices in order to recommend what combinations of investments, tools and strategies are needed to best achieve community visions and state greenhouse gas emissions reductions.
- Provide recommendations to guide development of a preferred land use and transportation scenario.

### Research Questions to Answer with Investment Choices Scenarios

The scenarios will help answer policy questions that forecasted growth and fiscal constraints in the region raise about our ability to protect the region's quality of life and economy for current residents and future generations and meet state targets for reducing greenhouse gas emissions, including:

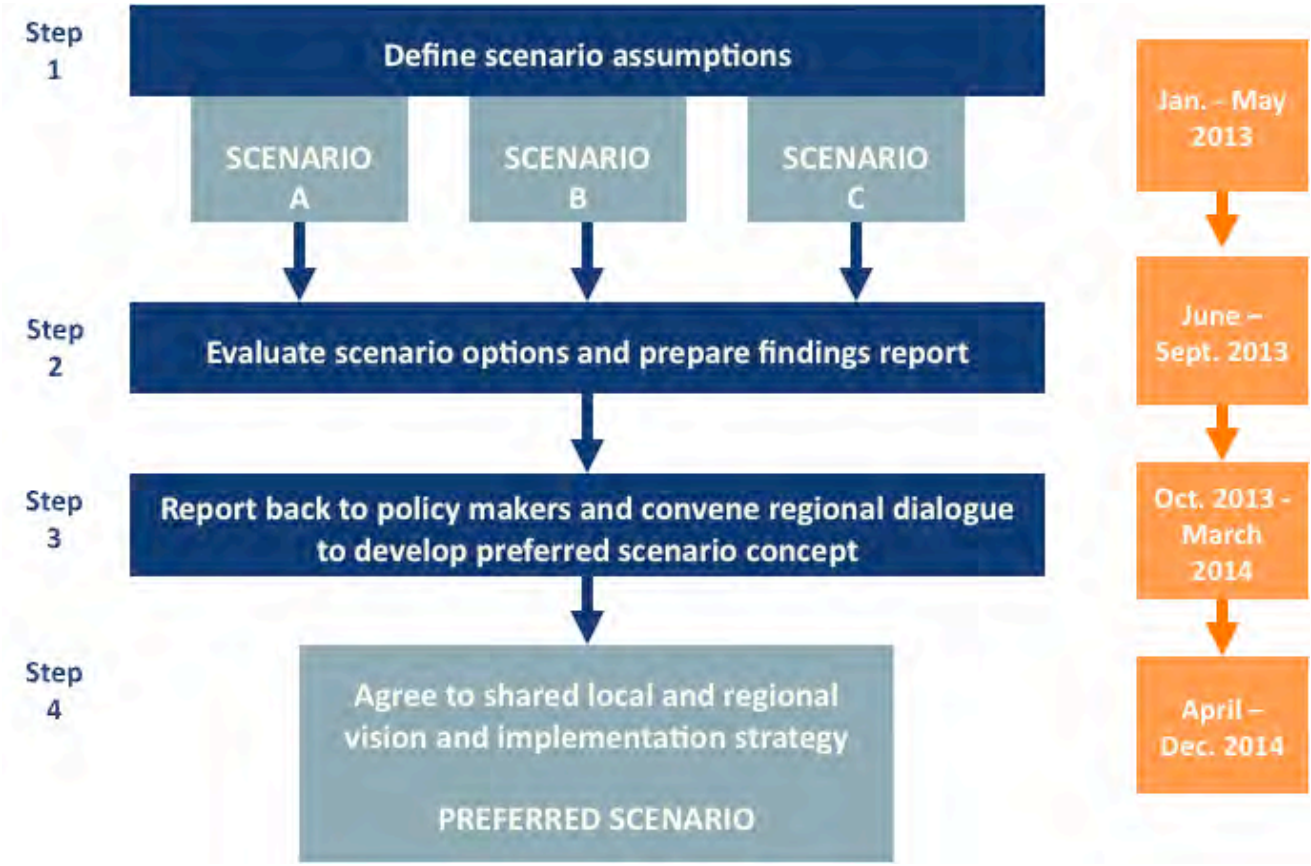
- What will our choices cost and what can we afford?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What are the risks, opportunities and tradeoffs of our choices – considering public health, social equity, environmental, economic, financial, and political implications?

## General Construct and Scope

This analysis will examine three conceptual futures for their ability to serve forecast 2035 population and employment growth and meet state greenhouse gas emissions reduction targets. Each of the three scenarios is based on a "What if" policy-theme focus, resulting in a distinct mix and level of transit service, bike, pedestrian, road, system and demand management strategies that are linked to pricing strategies (revenues) assumed within in each scenario. The three scenarios represent what the region could look like in 2035, if various transportation and land use strategies are pursued, and what it could mean for how we live, how we work and how we get around. The adopted land use plans and zoning codes of cities and counties across the region are the foundation for the scenarios to be tested.

**Figure 1** shows the general construct and timeline for this analysis.

**Figure 1. Climate Smart Communities Investment Scenarios Construct and Timeline**



Each scenario is initiated by a "what if" question:

- **Scenario A (Recent Trends)** - What if we implement adopted plans with existing revenues?

  *Purpose: This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues.*

- **Scenario B (Adopted Plans)** - What if we implement adopted plans and raise additional revenues as called for in the adopted Regional Transportation Plan?

  *Purpose: This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues proiected in the adopted RTP.*

- **Scenario C (New Plans and Policies)** - What if we more fully achieve adopted and emerging plans, and pursue new policies and revenues to meet greenhouse gas emissions reduction targets and achieve other goals?

  *Purpose: This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and greenhouse gas emissions reduction targets.*

**The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission (OTC), local government or TriMet policy intentions.**

## Methodology

MPAC, JPACT and the Metro Council will provide direction on the assumptions to be tested in each of the scenarios. The three scenarios will be developed and evaluated in the summer of 2013 using the Metropolitan GreenSTEP model, GIS analysis and workshops aimed at identifying the action needed to implement each scenario.

**Scenario A** represents what the future could look like if recent trends continue and we implement adopted plans with existing revenues (e.g., gas tax, payroll tax and existing local sources like urban renewal district (URD), SDCs, TIFs that have been used to fund transportation investments). Scenario A assumes the region continues to rely on existing revenues, which continue to decline in their purchasing power over time due to rising costs, inflation and improved fuel economy of vehicles. In addition, some URD are set to expire between now and 2035. This future would reflect maintaining existing TriMet service with small increases targeted to address overcrowding and delays due to congestion. An implication of limited community investment is that cities and counties are not able to achieve their adopted plans. *This scenario is not expected to meet the greenhouse gas emissions target.*

**Scenario B** represents what the future could look like if we counter recent trends and are successful implementing adopted plans with additional revenues assumed in the 2035 Regional Transportation Plan. The scenario would assume the adopted RTP levels of transit, road, operations and bike/pedestrian investment, current adopted local land use plans and planned funding as adopted in the RTP (e.g., 1 cent per year gas tax increase, increases to vehicle registration fees, some increase in the payroll tax for transit). In this scenario, TriMet is able to restore and expand frequent bus service in priority corridors, consistent with Service Enhancement Plans. Scenario B assumes the 2035 RTP Financially Constrained System of projects and programs adopted by JPACT and the Metro Council in June 2010. An implication of this scenario is that with significantly more community investment, cities and counties are better able to achieve their adopted plans –as

reflected in the regionally-reviewed 2035 growth distribution adopted by the Metro Council in November 2012. *This scenario may meet the greenhouse gas emissions target.*[4]

**Scenario C** represents what the future could look like if we are able to fully implement adopted plans (including the full RTP) and additional transit, bike, pedestrian and road investments needed to support new plans such as the Southwest Corridor Plan, East Metro Connections Plan, the Regional Active Transportation Plan, and updated community plans identified through local planning efforts. In this scenario, TriMet is able to further expand frequent and local bus service to more parts of the region with supporting land use. This scenario also reflects a policy area (pricing) that Metro and the region have not examined in great detail and more work is needed to understand the effectiveness and the potential benefits and impacts pricing policies bring, including effects on households of modest means and businesses. This scenario presents an opportunity to test new revenue mechanisms like a bike fee, mileage-based fee or a carbon fee to help fund needed investments that help reduce GHG emissions reductions. This scenario could also be designed to explore using the mileage-based fee to test the effect of transitioning from the state gas tax to a mileage-based fee. *This scenario is expected to meet or exceed the greenhouse gas emissions target.*

### Evaluation

While the technical evaluation of the investment scenarios will generate an array of data, the analysis will focus on reporting how each scenario responds to shared concerns about growth in the region as expressed in the Outcomes-Based Evaluation Framework endorsed by the MPAC and JPACT in June 2011. Performance of each scenario will be compared using a set of key indicators being developed based on input provided by business and community leaders in 2012 and early 2013, and the public through an Opt-In opinion survey. [5] The evaluation will consider public health, social equity, environmental, economic, financial, and political implications associated with each scenario.

Planning-level cost estimates for each scenario will be developed by Metro, in partnership with ODOT and TriMet. In addition, project staff will convene workshops as part of the evaluation to identify feasibility and actions needed to implement the scenarios being evaluated.

The Investment Choices Scenarios Analysis is intended to be a starting point for developing a recommended land use and transportation scenario that meets the state greenhouse gas emissions reduction target. The understanding gained through this analysis will guide the design and analysis of a preferred scenario in Phase 3 of the project.

## OVERVIEW OF PHASE 3 - DEVELOPMENT AND SELECTION OF A PREFERRED LAND USE AND TRANSPORTATION SCENARIO

Phase 3, the final phase of the process, will begin in Fall 2013 with release of the scenarios analysis results. The results of the analysis will be reported using an Outcomes-Based Evaluation Framework being refined by Metro staff based on input provided during a series of workshops and focus groups held with community leaders working to advance public health, equity and environmental justice, protection of the environment and economic prosperity in the region.

Release of the findings will kick-off a broader regional discussion aimed at identifying which policies, investments and actions should be included in a preferred scenario - likely drawing elements from each of the three scenarios tested in Phase 2. Policy recommendations that result

[4] The regionally-reviewed growth distribution will be used in this analysis. A draft distribution was used in Phase 1. In addition, the RTP financially constrained system state gas tax increase assumption of 1 cent per year increase was not fully evaluated in Phase 1. It was assumed in the Level 2 pricing assumptions as a mileage-based fee. Many of the Phase 1 scenarios with Level 2 pricing met or exceed the state greenhouse gas emissions target.

[5] A series of scorecard workshops and business focus groups and an Opt-In survey will inform refinements.

from this discussion will provide direction to Metro, ODOT, TriMet and local agency staff on the draft preferred scenario to be analyzed in Spring 2014. A draft preferred scenario concept is anticipated by March 2014 to allow sufficient time to meet state timeline and scenario selection requirements.

A final preferred scenario is required to be selected by the end of 2014 after public review and consultation with local governments and state and regional partners. The preferred scenario will be implemented through amendments to Metro's Regional Framework Plan and 2040 Growth Concept in December 2014 and Metro's functional plans and local comprehensive plans, land use regulations and transportation system plans through future actions as defined by Oregon Administrative Rules adopted by the Land Conservation and Development Commission.[6]

## TIMELINE

The timeline for the scenarios analysis and final adoption of a preferred scenario meets OAR 660-044-0040:

| | |
|---|---|
| **February - May 2013** | Metro Council, MPAC, JPACT review investment choices scenarios construct and outcomes-based evaluation framework |
| **May 2013** | Metro Council, MPAC, JPACT confirm policy and investment choices to be tested, research questions and outcomes to be addressed in analysis |
| **June-August 2013** | Project staff and technical work group analyze investment scenarios using Metropolitan GreenSTEP |
| | Convene workshops to identify feasibility and actions likely to be necessary to implement scenarios |
| **August-September 2013** | Project staff and technical work group report analysis results in CSCS Investment Choices Findings Report |
| **October 2013** | Staff release CSCS Investment Choices Findings Report for regional discussion; begin phase 3 |
| **March/April 2014** | MPAC, JPACT and Metro Council confirm draft preferred scenario concept |
| **April-July 2014** | Consult with local governments, and state and regional partners on draft preferred scenario concept and implementation strategies |
| | Analyze draft preferred scenario using the regional travel demand model and Metropolitan GreenSTEP |
| **Summer 2014** | Project staff prepare adoption package for public comment period |
| **Fall 2014** | 45-day public comment period on adoption package |
| **December 2014** | MPAC and JPACT recommendation to the Metro Council on the preferred land use and transportation scenario |
| | Metro Council adopts preferred land use and transportation scenario |

[6] OAR 660-044-0040 and OAR 660-044-0045.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT


**DRAFT**

February 26, 2013

## Shaping our choices for the future – a starting point for gathering input on what choices to test

A scenario is an example of what the future might look like based on the choices we make today. The three scenarios presented are intended to serve as a starting point for gathering input on what choices should be tested in summer 2013.

An analysis of the scenarios will stimulate a discussion about our choices for the future and the possible impacts they may have on how we live, travel, work and invest in our communities. Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014. Considerations for developing a preferred scenario will include: costs and benefits across public health, environmental, economic and social equity outcomes, financial implications, public support and political will.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

**NOTE: The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission, TriMet or local government policy intentions.**

### WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

| | Scenario A<br>RECENT TRENDS | Scenario B<br>ADOPTED PLANS | Scenario C<br>NEW PLANS AND POLICIES |
|---|---|---|---|
| **Purpose** | This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues. | This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues projected in the adopted Regional Transportation Plan. | This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and GHG emissions reduction targets. |

LESS INVESTMENT AND POLICIES MORE

### FLEET AND TECHNOLOGY ASSUMPTIONS

| | Scenario A<br>RECENT TRENDS | Scenario B<br>ADOPTED PLANS | Scenario C<br>NEW PLANS AND POLICIES |
|---|---|---|---|
| **Fleet and technology** | Target rulemaking assumptions will be used for all three scenarios. | | |

| Vehicle and Fuel Characteristics | Target Rulemaking Assumption |
|---|---|
| Auto fuel economy (miles per gallon) | 68 |
| Light truck fuel economy (miles per gallon) | 48 |
| Auto fuel economy—plug-in hybrids in charge sustaining mode (miles per gallon) | 81 |
| Light truck fuel economy—plug-in hybrids in charge sustaining mode (miles per gallon) | 56 |
| Proportion of autos that are plug-in hybrids or electric vehicles | 8% |
| Proportion of light trucks that are plug-in hybrids or electric vehicles | 2% |
| Plug-in hybrids battery range (miles) | 35 |
| Electric vehicles battery range: auto and light truck (miles) | 175 |
| % reduction in fuel carbon intensity from current levels | 20% |
| Electric power sources compared to current Renewable Portfolio Standard | Meet |
| Average vehicle replacement rate (years) | 8 |

### LAND USE ASSUMPTIONS

| | Scenario A<br>RECENT TRENDS | Scenario B<br>ADOPTED PLANS | Scenario C<br>NEW PLANS AND POLICIES |
|---|---|---|---|
| **Land use plans and zoning** | Local land use plans and zoning as adopted by cities and counties for downtowns, main streets and employment areas will be the same for all three scenarios. | | |
| **Growth captured in UGB** | TBD | As reflected in 2035 Regional Growth Distribution adopted by the Metro Council in November 2012. | Southwest Corridor Plan land use vision and other city and county planning efforts underway (if available). |
| **Public/private investment** | TBD | | TBD |

*See reverse for more information*

**NOTE: The scenarios are cumulative and for research purposes. The scenarios do not represent future Metro Council, Oregon Transportation Commission, TriMet or local government policy intentions.**

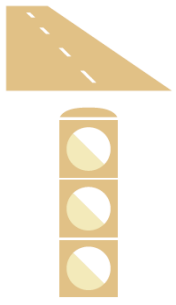
**DRAFT**

# WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

February 26, 2013

| | Scenario A<br>RECENT TRENDS | Scenario B<br>ADOPTED PLANS | Scenario C<br>NEW PLANS AND POLICIES |
|---|---|---|---|
| **Purpose** | This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues. | This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues projected in the adopted Regional Transportation Plan. | This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and GHG emissions reduction targets. |

## TRANSPORTATION ASSUMPTIONS

| | Scenario A<br>RECENT TRENDS | Scenario B<br>ADOPTED PLANS | Scenario C<br>NEW PLANS AND POLICIES |
|---|---|---|---|
| **Transit**  | **Operations and maintenance**<br>▪ Maintain existing TriMet service with small increases targeted to address overcrowding and delays due to congestion<br>▪ Implement SMART and C-TRAN plans<br>**Capital**<br>▪ Extend MAX to Milwaukie<br>▪ Powell/Division BRT<br>▪ Extend MAX to Vancouver, WA<br>▪ Close Portland streetcar loop | **Operations and maintenance**<br>▪ Restore and expand frequent bus service in priority corridors, consistent with Service Enhancement Plans<br>**Capital**<br>▪ Streetcar extension along priority corridors<br>▪ Additional transit priority and pedestrian/bike access to transit projects | **Operations and maintenance**<br>▪ Expand frequent bus service coverage to all major arterials with supporting land use connecting regional and town centers, consistent with TriMet Service Enhancement Plans<br>▪ Expand local bus service coverage and connections to frequent bus service and high capacity transit, consistent with TriMet Service Enhancement Plans<br>**Capital**<br>▪ Cascadia rail connections to Eugene, Salem and Vancouver B.C.<br>▪ High capacity transit: Southwest Corridor and AmberGlen<br>▪ WES service frequency improvements<br>▪ Bus rapid transit serving I-205 and Tualatin-Valley Highway corridors<br>▪ Other Portland streetcar extensions<br>▪ Additional transit priority and pedestrian/bike access to transit projects |
| **Streets and highways**  | **Operations and maintenance**<br>▪ Fall behind on fixing potholes and repairs<br>▪ Implement 50% of regional TSMO strategic plan to achieve 10% delay reduction<br>**Capital**<br>▪ I-5 Bridge Replacement<br>▪ 2016-18 STIP and MTIP projects | **Operations and maintenance**<br>▪ Keep up with fixing potholes and repairs<br>▪ Implement full regional TSMO strategic plan to achieve 20% delay reduction<br>**Capital**<br>▪ Adopted RTP including: I-5 Bridge Replacement, Sunrise Project from I-205 to 172nd Avenue, US 26 widened to 6 through lanes to Cornelius Pass Road and interchange improvements at US 26, OR 217, I-205, Troutdale/I-84 and I-84/I-5 | **Operations and maintenance**<br>▪ Keep up with fixing potholes and repairs<br>▪ Expanded TSMO strategic plan achieves 35% delay reduction<br>**Capital**<br>▪ I-5/OR 217 interchange (Phase 2)<br>▪ State RTP project list |
| **Bike and pedestrian**  | ▪ Investments are limited with no dedicated funding; X% of regional system completed<br>▪ Complete 2016-18 STIP and MTIP projects | ▪ Complete adopted RTP bike and pedestrian projects; X% of regional system completed | ▪ Complete 100% of regional bike and pedestrian networks, including regional trails, further targeting short trips and access to transit and centers |

## EDUCATION AND INCENTIVES ASSUMPTIONS

| | Scenario A<br>RECENT TRENDS | Scenario B<br>ADOPTED PLANS | Scenario C<br>NEW PLANS AND POLICIES |
|---|---|---|---|
| **Education and incentives**  | ▪ 10% of households practice ecodriving and participate in travel options programs<br>▪ 20% of employees participate in commute programs<br>▪ 1% of households participate in car-sharing<br>▪ 10% of vehicle owners use pay-as-you-drive insurance | ▪ 20% of households practice ecodriving and participate in travel options programs<br>▪ 20% of employees participate in commute programs<br>▪ 2% of households participate in car-sharing<br>▪ 10% of vehicle owners use pay-as-you-drive insurance | ▪ 40% of households practice ecodriving and participate in travel options programs<br>▪ 40% of employees participate in commute programs<br>▪ 4% of households participate in car-sharing<br>▪ 10% of vehicle owners use pay-as-you-drive insurance |

## PRICING ASSUMPTIONS

| | Scenario A<br>RECENT TRENDS | Scenario B<br>ADOPTED PLANS | Scenario C<br>NEW PLANS AND POLICIES |
|---|---|---|---|
| **Pricing**  | **Existing revenues at 2012 levels**<br>**Fuel use and emissions fees**<br>▪ Federal gas tax = 18 cents/gallon<br>▪ State gas tax = 30 cents/gallon<br>▪ Local gas tax = 1-2 cents/gallon<br>Vehicle travel fees<br>▪ I-5 Bridge toll<br>**Other transportation fees**<br>▪ Payroll tax and farebox recovery<br>▪ Parking fees in downtown Portland, OHSU campus and the Lloyd district<br>▪ Other federal, state and local revenues at existing levels | **Revenues assumed to fund adopted RTP**<br>**Fuel use and emissions fees**<br>▪ Federal gas tax = 18 cents/gallon<br>▪ State gas tax = 55 cents/gallon<br>▪ Local gas tax = 1-2 cents/gallon<br>Vehicle travel fees<br>▪ I-5 Bridge toll<br>**Other transportation fees**<br>▪ Payroll tax and farebox recovery<br>▪ Parking fees in more locations served by high capacity transit<br>▪ Other federal, state and local revenues at RTP levels | **New and expanded revenues**<br>**Fuel use and emissions fees**<br>▪ Federal gas tax = 18 cents/gallon<br>▪ Carbon fee = $20-50/ton<br>▪ Local gas tax = 1-2 cents/gallon<br>**Vehicle travel fees**<br>▪ I-5 Bridge toll<br>▪ VMT fee = $.03-.15/mile<br>**Other transportation fees**<br>▪ Payroll tax and farebox recovery<br>▪ Parking fees in new locations served by high capacity transit<br>▪ Bicycle fee |



Metro

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT **FEBRUARY 15, 2013**

# FREQUENTLY ASKED QUESTIONS


**What is the Climate Smart Communities Scenarios Project all about?**
Working together with city, county, state, business and community leaders, Metro is researching the most effective combinations of land use and transportation policies and strategies to help us create great communities and meet Oregon's targets for reducing greenhouse gas emissions. Adopted in 2009, House Bill 2001 requires the Portland metropolitan region to develop a land use and transportation plan that will reduce greenhouse gas emissions from cars and light duty trucks (excluding freight vehicles) to help meet state goals for a healthy environment.

Policies that for years have protected farm and forestland and preserved air quality have also reduced how much we drive, resulting in lower emissions compared with other regions. Through December 2014, Metro and local partners will study scenarios that represent what the area could look like in 2035 if various transportation and land use strategies are pursued. In the largest sense, the project is as much about where we invest to keep this region a great place to live, work and prosper as it is about reducing greenhouse gas emissions.

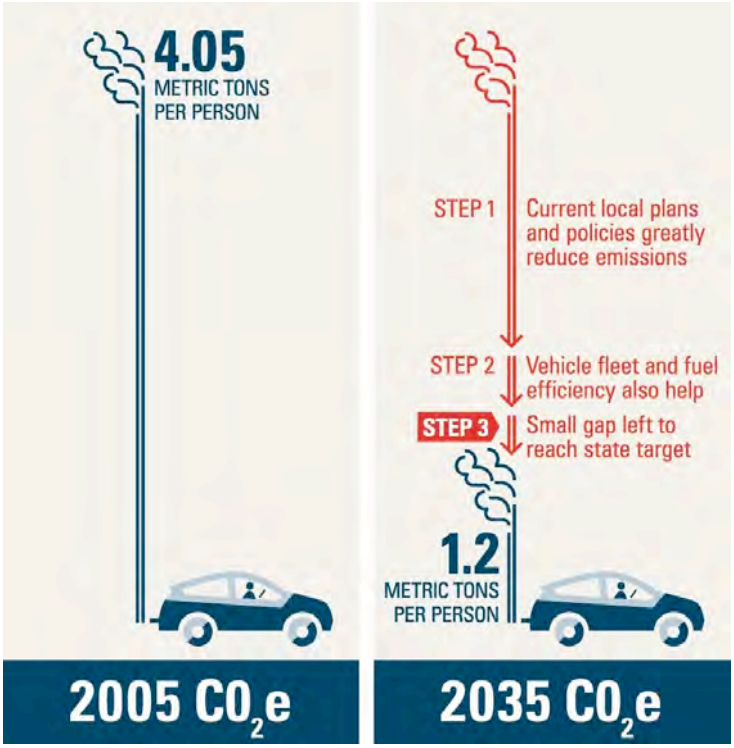
**Why is this important?**
Many of the policies and actions that can reduce greenhouse gas emissions – planning and building walkable, transit-friendly communities, facilitating advances in technology (cleaner fuels and more fuel-efficient vehicle and engine designs), and making investments in infrastructure and public awareness programs – will not only reduce harmful emissions, they will create great local communities, support good jobs and a resilient regional economy and help the region meet state greenhouse gas emissions reduction targets.

**Why should I care about greenhouse gas emissions?**
Greenhouse gas (GHG) emissions reductions are part of the state's plan to protect public health, lower energy consumption and reduce the need for driving. Carbon emissions affect the air we breathe and the state has initiated a number of actions to respond to this public health challenge. In 2007, the Oregon Legislature adopted House Bill 3543, setting statewide greenhouse gas reduction goals that apply to all sectors — energy production, buildings, solid waste and transportation.

The first state laws to implement carbon emissions reduction goals focused on the transportation sector, which accounts for approximately 25 percent of the overall emissions in Oregon. Adopted in 2009, House Bill 2001 requires the Portland metropolitan region to develop and adopt a land use and transportation plan that will reduce greenhouse gas emissions from cars and light duty trucks (excluding freight vehicles) to meet these goals.

**How much do we have to reduce emissions, and by when?**
HB 2001 directs Metro to develop combined land use and transportation plans, called scenarios, that show what policies and investments are needed to accommodate growth while reducing emissions. The

law requires the region to adopt a preferred scenario after public review and consultation with local governments, and local governments are required to implement the scenario through their plans. In 2011, the state land use agency - the Land Conservation and Development Commission - adopted greenhouse gas emissions reduction targets for the year 2035 for each of Oregon's six metropolitan areas. The target for the Portland metropolitan region calls for cutting roadway tailpipe emissions to 1.2 metric tons per person by 2035.



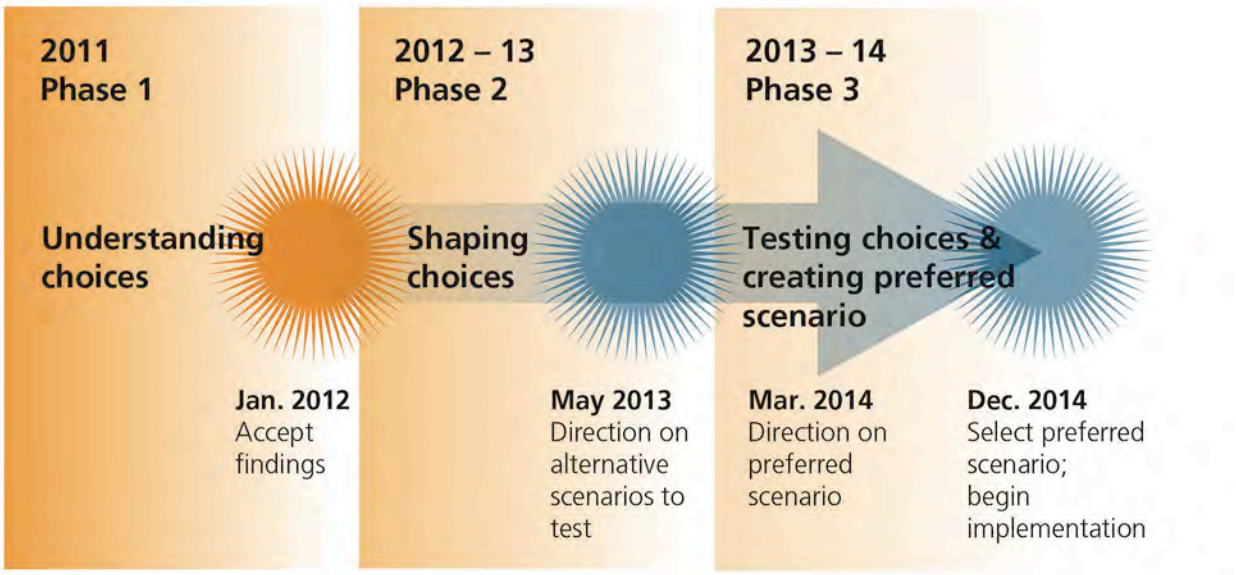

The good news is that implementing current local plans and realizing advancements in cleaner fuels and more efficient vehicles (Steps 1 and 2) are expected to reduce emissions to 1.3 metric tons per person by 2035. Metro and local communities will need to continue working together to make those current plans a reality, and additional investment and policy action will be needed to meet the region's target. In November 2012, the Land Conservation and Development Commission adopted additional rules that provide more details as the region selects a scenario to meet the state target by December 31, 2014.

The Climate Smart Communities Scenarios Project will demonstrate to Oregonians and the nation that carbon reduction targets set by the state can be achieved while producing outcomes of equal importance to residents: clean air and water, vibrant communities, transportation choices, equity, and economic prosperity.

**Why is it a *regional* target as opposed to a target for every city and town in the region?**
Vehicle travel in the region includes a combination of local travel (trips that begin and end within the region) plus trips that pass through the region, or that begin or end outside the region. In addition, residents of one community often work, shop or go to school in another city or county. That's why the Land Conservation and Development Commission, the state agency responsible for setting the Portland area's carbon reduction target, set the goal at a regional level rather than community by community.

**Does that mean that Metro is going to create one solution for the whole region?**
There is no single solution to meet the state's greenhouse gas reduction goals. Communities will each have a role to play and a way to reduce emissions their own way. Different policies, actions, investments and technology improvements will combine to form a solution that will be implemented at state, regional and local levels. Local solutions will vary community by community.

**Where are we in the project?**
The project has three phases. Phase 1 focused on understanding choices. In this phase, all policy options that help reach the targets were open for consideration.




In Phase 2 the climate scenarios project team integrates community input from local government officials, community and business leaders, and the Metro Council to define the alternatives and strategies to be further evaluated. All will be tested in 2013, so cities, counties and community partners can decide which elements of the three should go forward into one scenario for the region to adopt in 2014.

Phase 3 is about building the strategy and defining how best to implement it. Metro, in partnership with local community and business leaders, will develop and recommend the preferred land use and transportation scenario and strategies needed to support implementation. In 2014, the region must adopt a scenario that supports local goals but also meets the emissions reduction target adopted for the region.

**What do you mean by policies and strategies?**
During Phase 1 analysis the team evaluated six categories of policies that could be evaluated using a new modeling tool called GreenSTEP, as seen below:


With as many as five different strategies in each of six categories, and including up to three levels of ambition in each category, the team analyzed 144 different combinations, called scenarios.

**What is GreenSTEP?**
GreenSTEP is an innovative modeling tool that supports scenario planning at the state and metropolitan area levels. It was developed at the request of the Oregon Global Warming Commission. Standard urban travel models are concerned only with forecasting traffic volumes on specific roadways in urban areas. GreenSTEP models account for household vehicle travel, energy consumption and greenhouse gas emissions regardless of where the travel occurs. But GreenSTEP can also calculate household vehicle travel, household walk and bicycle trips, amounts of money households spend on vehicle travel, and more.

Because it is a new type of model, GreenSTEP has been and continues to be peer-reviewed by state, national and international modeling experts. It is recognized by the U.S. Department of Transportation and by the American Association of State Highway and Transportation Officials.

ODOT and Metro worked together to develop a metropolitan area version of GreenSTEP used to support Phase 1 of the climate scenarios project. This version allows planners to evaluate prospective policies at a much finer level of geographic detail than is possible with the state level version.

**What has been learned so far?**
The Phase 1 findings are summarized below:

1. Current local and regional plans and policies are ambitious and provide a strong foundation for meeting the region's greenhouse gas target.

2. The reduction target is achievable but will take additional effort and new strategic actions.

3. Most of the strategies under consideration are already being implemented to varying degrees in the region to achieve the 2040 Growth Concept vision and other important economic, social and environmental goals.

4. A range of policy choices exists to reduce greenhouse gas emissions; the best approach is a mix of strategies.

5. Community design and pricing play a key role in how much and how far people drive each day and provide significant greenhouse gas emissions reductions.

6. Fleet, technology and pricing strategies provide similar significant greenhouse gas emissions reductions but no single strategy is enough to meet the region's target.

7. Road management and marketing strategies improve system and vehicle efficiency and reduce vehicle travel to provide similar, but modest greenhouse gas emissions reductions.

You can download a pdf of the complete Phase 1 Findings Report at
http://www.oregonmetro.gov/climatescenarios

**How will social equity and environmental justice be considered and achieved? Will Metro make sure that the region's most vulnerable populations – low-income households, communities of color, older adults and children, people with disabilities and households with limited English proficiency - benefit from the climate scenarios project?**
We all want a region that provides good jobs, safe and reliable transportation, livable neighborhoods, and access to the opportunities that create the quality of life for which our region is known – for everyone. As part of the project, Metro is creating a "scorecard" to measure how well the chosen scenarios work to advance environmental justice and equity along with other desired outcomes. The scorecard will include a set of environmental justice and equity outcomes that the region desires, along with ways to measure each outcome. A variety of evaluation measures will be used to assess the scenario options, including housing and transportation costs, access to jobs and affordable housing and transportation choices, air quality, implementation costs, vehicle miles traveled, freight costs, and so on. Housing and transportation costs in particular will help determine the effect of certain policy actions on vulnerable communities.

Phase 2 outreach includes discussions with organizations working to advance equity and environmental justice in the region to provide guidance to this aspect of the process. Project outreach will also include

opportunities for community leaders to help identify what strategies should be included in the preferred scenario and how best to implement the strategies being considered to ensure the preferred scenario advances equity and environmental justice in the region.

**What about the business community? How will business and economic interests be considered? Will Metro make sure that the region's preferred approach creates jobs and supports the area's economic competitiveness?**

The community engagement strategy described for equity and environmental justice will also involve business leaders and business associations. Project outreach will include meetings with representatives from business sectors such as freight and building industries, shippers, ports, commercial and residential developers, small business owners, as well as the region's largest employers and business associations. Project outreach will also include opportunities for business leaders to help identify what strategies should be included in the preferred scenario and how best to implement the strategies being considered to ensure the preferred scenario advances job creation and economic prosperity in the region.

**How much is all this going to cost and who's going to pay for it?**

Cost will be one of many evaluation criteria used to guide the region's final selection and adoption of a preferred scenario in 2014. It will be a critical dimension in any discussion of implementation.

Phase 1 was intended to study a range of options to meet the target. With a variety of options still under consideration, it is not possible to estimate costs until a more specific direction is agreed upon.

Evaluation of costs as well as potential cost savings will occur in Phase 3. After Phase 3, the preferred scenario will be implemented through policies, actions and investments at the state, regional and local levels. An important outcome of the project will be documenting the investments and policies necessary to achieve local plans and visions, working together to realize those visions and finding ways to leverage or seek additional state and regional investment.

As the scenarios planning continues to be refined, policies and actions already being implemented as part of a community's planning process will likely become important building blocks in the final scenario's recommendation. The project is as much about investing in smart growth, healthy communities and a wonderful place to live and work as it is about reducing carbon emissions.

**How can I stay involved?**

There are many ways to stay involved in the development of the preferred scenario. Sign up to receive updates via e-mail about additional public events, forums, and web surveys at the project website at www.oregonmetro.gov/climatescenarios or by calling 503.797.1551.

## About Metro

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

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

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# New challenges call for new choices

### What choices are you willing to make to respond to these challenges?

**Clean fuels and technology**
How can the region support state and federal efforts to transition to clean fuels and technology?

**Community investment**
How do we pay for investments needed to realize our shared vision for walkable communities, job creation, and affordable housing and transportation choices?

**Transit**
How much frequent transit should the region provide and what areas should be a priority? What other investments are needed to complement this strategy?

optin ONLINE PANEL

Join Metro's online opinion panel today at **www.optinpanel.org** and be entered to win a $100 gift card.

## LOOKING AHEAD

### Developing a preferred scenario

Working together, cities, counties and regional partners will decide which elements from each of the three scenarios should go forward into one preferred scenario for the region to adopt in December 2014.

Considerations for developing a preferred scenario include:

- costs and benefits across public health, environmental, economic and social equity goals
- financial implications
- public support and political will.

**www.oregonmetro.gov/climatescenarios**

**MAKING A GREAT PLACE**

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**CLIMATE SMART COMMUNITIES SCENARIOS PROJECT**

## The Road to 2040

# Choices for our future

Nearly two decades ago, the residents of this region set a course for growth with the adoption of the 2040 Growth Concept – a plan for how the region grows over the next 50 years.

The vision for 2040 calls for each community to decide the best way to create vibrant downtowns, provide good jobs, and offer affordable housing and transportation choices for its residents. Together, these community visions encourage growth in downtowns, main streets and employment areas, and preserve farms, forestland and natural areas. They help build a strong regional economy, while celebrating and strengthening individual local character.

### Shaping the region with intention

The desired outcome of this shared vision is a region where people live, work and play in healthy communities with easy access to everyday needs. Where safe and reliable transportation choices connect people to jobs and goods to market. Where current and future generations benefit from the region's sustained economic competiveness and resilience. Where everyone enjoys clean air, clean water and a healthy ecosystem. And where the benefits and costs of growth and change are equitably shared among all communities.

The Oregon Legislature has required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

**How we get there is up to you.**

Shared values for livable communities guide our policy and investment choices to create a unique sense of place and quality of life that attract people and businesses to the region and inspire generations to call this place home.

### Leadership on climate change

Because we have focused development where it makes sense – in downtowns, main streets and employment areas – and invested in transportation choices, we drive 20 percent fewer miles every day than other regions of a similar size.

By taking direction from the 2040 plan and working together with local communities as they develop and update community visions, we can grow in a more sustainable manner that reduces greenhouse gas emissions from transportation and improves the environment for healthier, more livable communities.

But there's more to be done.

# CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

## WE ALL HAVE CHOICES TO MAKE

The choices we make today will determine the future of the Portland metropolitan region. While we have worked together to create strong local communities and a region with an enviable quality of life, today's uncertain economy, limited resources, rising energy costs and a growing and diverse population have brought new challenges.

In collaboration with city, county, state, business and community leaders, Metro is researching how investments and transportation and land use policies can be leveraged to respond to these challenges and meet climate goals.

**Scenario planning**

To stimulate thinking about our choices for the future and the possible impacts they may have on how we live, travel and work, three scenarios will be tested in 2013 to help answer the questions:

- What will our choices cost and what can we afford?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What are the risks, opportunities and tradeoffs of our choices?

## WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

### Scenario A
**RECENT TRENDS** — $

This scenario follows the funding trends of the past decade and shows the results of limiting community investments to existing revenues.

**How we live**
Developers provide some new housing choices near transit and downtown areas.

**How we get around**
Streets in my community need repair. I often drive because transit is not available in my neighborhood. There are limited new pathways for biking and walking to get me to transit.

**How we work**
I look for ways to lower the fuel operating costs for my business while maintaining my delivery schedule and serving customers.

**How we invest**
We rely on existing revenues, many of which are declining (e.g., gas tax, payroll tax, federal funds). We spend an increasing share of that revenue on maintaining what we have.

**What is a scenario?**

A scenario is an example of what the future might look like, based on the choices we make today.

The scenarios presented are intended to serve as a starting point for gathering input on what choices should be tested in 2013.

### Scenario B
**ADOPTED PLANS** — $$

This scenario counters recent funding trends and shows the results of investing in a mix of transportation and land use strategies with revenues projected in the adopted Regional Transportation Plan.

**How we live**
My community provides more housing choices, jobs and services near transit.

**How we get around**
Streets, highways and transit systems in my community are in good repair. Targeted investments make it easier to walk, bike or take transit to work and to meet my everyday needs.

**How we work**
I build on past cost saving measures to invest in new technologies and cleaner fuels to support my delivery and business needs.

**How we invest**
We partner with nearby city, regional and state leaders to increase existing revenues to properly maintain and expand streets, highways, transit, sidewalks and bike pathways.

### Scenario C
**NEW PLANS AND POLICIES** — $$$

This scenario shows the results of more investment aimed at fully achieving adopted and emerging plans and greenhouse gas emissions reduction targets.

**How we live**
More young people, seniors and families live close to services and transit because of the convenience this offers. I live close to where I work and can choose to drive or take another way.

**How we get around**
Streets, highways and transit systems in my community are in good repair. I can easily walk, bike and take transit to work and to meet my everyday needs.

**How we work**
I reinvest cost savings to create more jobs and further shift operations toward energy efficiency for my business and delivery needs.

**How we invest**
We work together with business and community leaders to find new ways to fund maintenance and make new investments in streets, highways, transit, sidewalks and bike pathways.

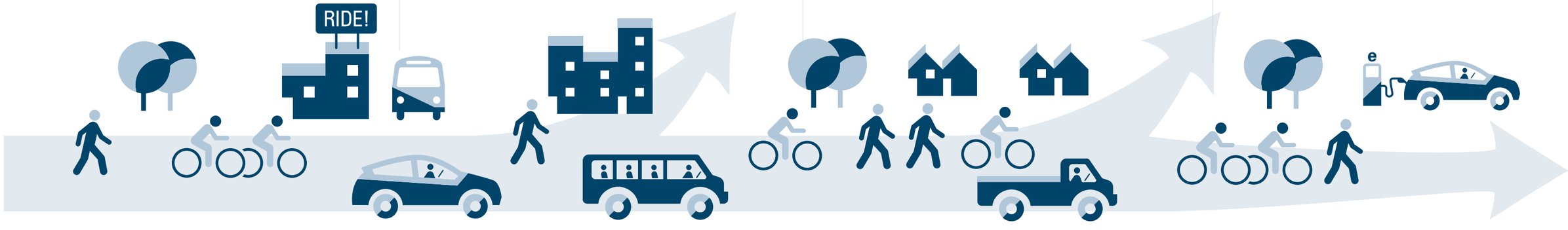
## CLIMATE SMART COMMUNITIES SCENARIOS PROJECT TIMELINE

### UNDERSTAND CHOICES
**2011-12**
Research how strategies could impact community outcomes and GHG emissions

### SHAPE CHOICES
**Jan.-Sept. 2013**
Develop and evaluate scenario options to learn how choices today impact our communities tomorrow

### SHAPE PREFERRED SCENARIO
**Oct. 2013-March 2014**
Report back to communities and develop a preferred scenario

### SELECT PREFERRED SCENARIO
**April-Dec. 2014**
Adopt a preferred land use and transportation scenario



Materials following this page were distributed at the meeting.

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# *2013 MPAC Tentative Agendas*

***As of 3/1/13***

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

| | |
|---|---|
| **MPAC Meeting**<br>Wednesday, Feb. 27, 2013<br>• 2013 State legislation: MPAC members update group on their priorities – Discussion<br>• Clean Energy Works Oregon – Information<br>• Regional Air Quality Impacts of Diesel Engines – Information<br>• I-5 Bridge Replacement Project – Information | **MPAC Meeting**<br>Wednesday, March 13, 2013<br>• Legislative Update –Information<br>• Climate Smart Communities Scenarios project: investment choices – Information/discussion<br>• Climate Smart Communities Health Impact Assessment – Information<br><br>**FYI: National League of Cities Congressional City Conference**<br>March 9 to 13, 2013 |
| **MPAC Meeting – Canceled**<br>Wednesday, March 27, 2013 | **MPAC Meeting**<br>Wednesday, April 10, 2013<br>• Legislative Update –Information<br>• Update from MPAC members who attended the National League of Cities conference – Discussion<br>• 2035 RTP Amendments – Information<br>• Climate Smart Communities Scenarios project: presentation on the scorecard workshops – Information/discussion<br>• *Community Investment Initiative Regional Infrastructure Enterprise - Information*<br><br>**FYI: Best Practices Trip – Atlanta, GA**<br>April 9 to 12, 2013 |

| | |
|---|---|
| **MPAC Meeting**<br>Wednesday, April 24, 2013<br>• *Update from MPAC members who attended the Atlanta Best Practices trip – Discussion*<br>• *2035 RTP Amendments – Action*<br>• *Eco-Efficient Employment – Information/Discussion*<br>• ***2014 Urban Growth Report and growth management decision** – present draft timeline*<br>• *Institutional Food Buying Alliance – presentation by Multnomah County, Clackamas County, private sector representatives – Information/ Discussion*<br>• *Brownfields – presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.* | **MPAC Meeting**<br>Wednesday, May 8, 2013<br>• Climate Smart Communities Scenarios project – Recommendation to the Metro Council requested<br>• *Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU* |
| **MPAC Meeting**<br>Wednesday, May 22, 2013<br>• *Legislative Update –Information*<br>• *Presentation on health & land use featuring local projects from around the region*<br>• *Community Investment Initiative Development – Readiness Pilot Program – Preliminary Results – Information* | **MPAC Meeting**<br>Wednesday, June 12, 2013<br>• *Legislative Update –Information*<br>• *Presentation on the final draft of the **Regional Active Transportation Plan** – Information*<br>• *Community Investment Initiative update*<br>• *Metro Planning & Development grants update*<br>• *Affordable Housing Opportunities, tools and strategies – Discussion* |
| **MPAC Meeting**<br>Wednesday, June 26, 2013<br>• *Large site industrial site readiness – further discussion of policy recommendations and update on 2013 state legislation.*<br>• ***2040 Regional Transportation Plan** Update – Information* | **MPAC Meeting**<br>Wednesday, July 10, 2013<br>• *MPAC field trip?* |
| **MPAC Meeting**<br>Wednesday, July 24, 2013<br>• *Consider cancellation* | **MPAC Meeting**<br>Wednesday, Aug. 14, 2013<br>• *Metropolitan Export Initiative*<br>• *SW Corridor Plan* |

| | |
|---|---|
| **MPAC Meeting**<br>Wednesday, Sept. 11, 2013<br>• *Discuss next steps on brownfields/large site industrial if needed* | **MPAC Meeting**<br>Wednesday, Sept. 25, 2013<br>• ***2040 Regional Transportation Plan*** *– Project Solicitation* |
| **MPAC Meeting**<br>Wednesday, Oct. 9, 2013<br>• *20-year population and employment forecasts*<br>• *Climate Smart Communities: Phase II Findings– update/discussion* | **MPAC Meeting**<br>Wednesday, Oct. 23, 2012<br>• *Topics TBD* |
| **MPAC Meeting**<br>Wednesday, Nov. 13, 2012<br>• *Topics TBD* | **MPAC Meeting**<br>Wednesday, Dec. 11, 2012<br>• *Climate Smart Communities: Final check-in for 2013 – update/discussion* |

**Parking Lot:**

- Equitable distribution of transit services in the region
- Presentation on Metro Council work plan for 2013
- Equity indicators in the region
- Apartments without parking
- Equity Atlas
- Oregon Energy Plan
- Statewide Transportation Strategy