www.oregon**metro.gov/climatescenarios**

Equity and Environmental Justice Scorecard Workshop Report

A Summary of the Climate Smart Communities Scenarios Project Workshop of July 31, 2012

November 2012

Metro | *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/connect

Metro Council President

Tom Hughes

Metro Councilors
Shirley Craddick, District 1
Carlotta Collette, District 2
Carl Hosticka, District 3
Kathryn Harrington, District 4
Rex Burkholder, District 5
Barbara Roberts, District 6

Auditor
Suzanne Flynn

Metro collaborated with the Coalition for a Livable Future and the Coalition of Communities of Color in planning and executing the Equity and Environmental Justice Scorecard Workshop. The opinions, findings and conclusions expressed in this report are not necessarily those of our partner organizations.

The preparation of this report was partially financed the Oregon Department of Transportation and U.S. Department of Transportation. The contents of this report do not necessarily reflect the views or policies of the State of Oregon or U.S. Department of Transportation.

TABLE OF CONTENTS

Executive summary 2

Workshop narrative 5

Appendix A: Workshop attendance 18

Appendix B: Workshop presentations 20

Appendix C: Workshop materials 88

Appendix D: Participant feedback 108

Appendix E: Workshop follow-up and lessons learned 112

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Executive summary

Introduction

This report summarizes the Equity and Environmental Justice Scorecard Workshop held in the Metro Council Chamber from 8 a.m. to noon on Tuesday, July 31, 2012. The workshop was one of several community engagements for the Climate Smart Communities Scenarios Project in 2012.

Background

At the time of the equity scorecard workshop, the scenarios project was nearing completion of engagement with local elected officials to achieve understanding of Phase 1 findings and was making progress into the next period of engagement. During this new period, outreach would involve more detailed communications and more in-depth methods of communicating to strengthen connections with communities and build relationships with key community members. Extending beyond elected officials and local planning staff, this phase mainly focused on leaders of the business, environmental, public health and equity and environmental justice communities. Workshops with these community leaders were among several activities planned to achieve the engagement goals and inform the project.

For the equity and environmental justice workshop, Metro partnered with the Coalition of Communities of Color and the Coalition for a Livable Future. Partners encouraged their contacts to attend and advised on the workshop agenda and activities. Many workshop attendees were unfamiliar with the Scenarios Project prior to the workshop; others had attended the April 2011 Climate Leadership Summit where summit participants explored ways the Portland area could build vibrant neighborhoods and spread economic growth while reducing carbon emissions that are linked to climate change.

The workshop was intended to inform and engage community leaders and foster collaboration, mutual learning and relationship building between the planning staff and these communities. Participants were invited to discuss how to measure the benefits and impacts of land use and transportation policy actions in equity and environmental justice terms. Pre-workshop materials explained that planning staff would use the input gathered at the workshop to develop a scorecard that could measure how well various combinations of land use and transportation strategies could advance equity and environmental justice in the region while also meeting carbon emissions goals.

Overview of workshop format

The workshop followed a format of short presentations by invited guests and project leaders combined with open discussion and question/answer periods involving all 43 meeting attendees. The meeting flowed as follows:

- Welcome and Introduction to Climate Smart Communities Scenarios Project – Jeanne Lawson of Jeanne Lawson Associates, the meeting facilitator, briefly convened the meeting and handed it off to Metro Councilor Carlotta Collette who provided an introductory level overview of the CSC Scenarios Project.
- Meeting Orientation – Jeanne Lawson explained the purpose, structure and steps of the meeting agenda.
- "Measuring and Promoting Regional Equity" - Dr. Manuel Pastor from the University of Southern California gave the keynote address.
- Q&A Discussion – The group engaged in a facilitated discussion following Dr. Manuel Pastor's talk.
- Discussion of Proposed Outcomes – The group participated in a facilitated discussion where messages emerging from attendees regarding the outcomes were noted; Kim Ellis, Metro's project manager for the Scenarios Project, provided further information and clarification on the outcomes.
- Introduction to Transportation and Land Use Strategies – Kim Ellis introduced the 22 strategies that have been analyzed to date. Lawson invited attendees to participate in a dot exercise to indicate the most important strategies to achieving the outcomes.
- Dot Exercise and Break – While taking a coffee break, participants were asked to paste dots on a graphic display of all the strategies, indicating which ones each felt were most important to achieving equity and environmental justice outcomes.
- Reflection on Priority Strategies – A panel consisting of Dr. Manuel Pastor, Mara Gross of the Coalition for a Livable Future, Julia Meier of the Coalition of Communities of Color and Nuin-Tara Key, a Metro staff member, shared observations on the strategies that emerged from the audience dot exercise.
- Getting from Strategies to Outcomes – An open discussion was held with the panel available for guidance, on which strategies appeared to be the most important to achieving the desired equity and environmental justice outcomes.
- Observations and Recommendations – Dr. Manuel Pastor provided his final reflections on the morning's events.
- Individual Feedback – Prioritization form – Kim Ellis explained the project's next steps. Lawson invited attendees to provide feedback on strategies and outcomes, as well as on the workshop.
- Thank You and Next Steps – Councilor Collette thanked participants and invited them to attend a summit on the project to be held in spring 2013.

This document provides a description of what happened and what project members heard during each stage of the workshop. The report is followed by five appendices:

- Appendix A: Workshop attendance
- Appendix B: Workshop presentations
- Appendix C: Workshop materials

- Appendix D: Participant feedback
- Appendix E: Workshop follow up and lessons learned

Workshop narrative

Welcome and introduction

Metro Councilor Carlotta Collette welcomed everyone to the meeting and thanked the Coalition of Communities of Color and Coalition for a Livable Future for their partnership in this effort. Metro staff and workshop participants introduced themselves.

Councilor Collette gave a brief presentation of the Climate Smart Communities (CSC) Scenarios Project. She made the following main points:

- Timeline: The CSC Scenarios Project has three phases. In Phase 1 (2011), Metro studied 144 different combinations of land use and transportation strategies that could help reduce green house gas (GHG) emissions. Metro found that current community plans plus cleaner fuels and vehicles would get the region very close to the target of 1.2 metric tons of carbon dioxide equivalent per capita by 2035. There is a small gap left to reach this target, and to achieve it, communities will need to focus on becoming more walkable and having better transit service. The project is currently in Phase 2, and Metro is beginning conversations with communities and groups to get input on how the scenarios project can integrate existing community plans and goals. Phase 2 also includes development of scorecards to evaluate options. In Phase 3 (2013-2014), Metro and local elected officials will narrow down the scenarios and choose and implement one preferred scenario.
- Desired outcomes: Metro started the CSC Scenarios Project with a set of six desired regional outcomes, including vibrant communities, equity, economic prosperity, transportation choices, clean air and water, and climate leadership. In addition, the project builds on community aspirations. Each community has its own vision or plan, and Metro is working with them to see how the CSC project can support their visions.
- Scorecard: The purpose of today's workshop is to gather input from equity and environmental justice community leaders on a draft set of outcomes and how well the land use and transportation strategies studied to date may advance achievement of those outcomes.

  As part of the CSC Scenarios 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 region wide desired outcomes for environmental justice and equity, along with ways to measure each outcome. The input provided will help inform development of the scorecard.

  To this end, Metro staff developed a draft set of equity and environmental justice outcomes as a starting point for the conversation. These outcomes come from various sources, including the Greater Portland Pulse project, Statewide Transportation Strategy, the Oregon Department of Transportation's Mosaic tool, and the Coalition for a Livable Future's Regional Equity Atlas. Today, Metro wants input on which outcomes are missing and which outcomes are most important to measure as part of the equity and environmental justice scorecard.
- Scorecard Next Steps: Metro will create a scorecard that will measure business, environment, equity and environmental justice, and public health outcomes. Metro

conducted a workshop for public health in March and another for the environmental scorecard earlier in July. This winter, Metro will host business focus groups and an Opt In survey. There will also be a summit in spring 2013 to bring regional decision-makers and all of the scorecard workshop participants together.

Workshop partners Coalition of Communities of Color (CCC) and the Coalition for a Livable Future (CLF) briefly introduced their organizations.

Julia Meier explained that CCC's primary mission is to advance racial equity. In the past few years, Metro has acknowledged that planning in the region does not always effectively engage communities of color. To address this, Metro is developing a long-term partnership with CCC to make sure that Metro's work is inclusive of communities of color, to help develop leaders of color in planning, and to create new partnerships with community-based organizations.

Mara Gross explained that CLF has been working with Metro on its long-range planning efforts for many years. She noted that climate change doesn't impact everyone equally, but the CSC Scenarios Project can provide opportunities to start shifting that dynamic. As the Portland metropolitan region becomes more diverse, it is imperative that policy decisions provide opportunity for everyone. CLF is most interested in creating communities where everyone is able to take transit and walk; supporting sustainable transportation and land use planning for underserved communities that does not displace them; making transportation and jobs accessible to communities of color; and enabling everyone to be part of the decision-making process.

Workshop description and expectations

Jeanne Lawson introduced herself and reviewed the rest of the agenda. She noted that the two main goals of this workshop are to determine which equity and environmental justice outcomes are most important, and which land use and transportation strategies are most important to get us there. She briefly reviewed the draft Equity and Environmental Justice Outcomes before introducing the keynote speaker, Dr. Manuel Pastor.

Keynote speaker Dr. Manuel Pastor – *"Measuring and Promoting Regional Equity"*

Dr. Manuel Pastor is a Professor of American Studies and Ethnicity at the University of Southern California. As the founding director of the Center of Justice, Tolerance, and Community at the University of California, Santa Cruz, Dr. Pastor currently directs the Program for Environmental and Regional Equity at USC and co-directs USC's Center for the Study of Immigrant Integration.

Dr. Pastor gave a presentation on measuring and promoting regional equity, drawing on his experience in various equity indicator projects. The main points of his presentation include:

- Measuring Equity: Three reports provide examples of ways to measure equity, including: 1) the Bay Area Social Equity Caucus, 2) CAUSE, and 3) immigration reports. These processes show that equity is consistent with and can help advance economic, environmental and sustainability goals.
- Data Collection: Data collection is extremely important in order to measure equity. However, before collecting data, you must show a need for the data. Once data is

collected, it is important to present the data and tell a story with appropriate framing. Then you can identify policy opportunities moving forward.

- Indicators: The purpose of indicators is to measure change; to look forward to identify opportunities; and to shift policy.
- Measuring Change – Dr. Pastor gave examples from the Bay Area Social Equity Caucus and a San Francisco study that tracked gentrification, showing how maps can help tell a visually compelling story when used in indicator reports.
- Looking Forward – It is important to do demographic projections to see what the future will look like, in order to move people to action.
- Shifting Policy – It is important to decide what to do about the data. For example, the Bay Area study showed that toxics were found disproportionately in low-income communities, which motivated these communities to want to organize themselves.

Lessons Learned about Indicator Projects:

- Need to start with strong outcomes, to know what the goal is.
- Need to set up why you are measuring the data.
- Should figure out whether the data is available, and whether it can be collected over time to measure progress.
- Indicator projects should surprise people, and teach them something new.
- Try to complicate measures to take into account the real dimensions of vulnerability and other dimensions of equity.
- Connect data to policy choices.
- The process must connect to community. The community members themselves should be involved, and the process should figure out the best way to involve them. In one example, community members performed air monitoring themselves and thus felt ownership over the process.
- The biggest lesson – Yes we can! We can measure regional equity and environmental justice, and if we do, we can have a better transit system and reconnect communities.

Question and answer with Dr. Manuel Pastor

Participants asked the following questions of Dr. Manuel Pastor:

- **Question:** (inaudible)
  Answer: No, because Census data feels unreliable with respect to people with disabilities.
- **Question:** What is "just in time review?"
  Answer: When we did environmental justice screening methods in California, we checked in with community members all along the way, which is why we called it "just in time review." The environmental justice organizations around California feel connected to the environmental justice screening method because they have been involved from the beginning, have trust, and feel that they are co-creators.

- **Question:** Have you set some metrics around socioeconomic indicators?
  Answer: We use micro-data to produce our own measures, usually using the American Community Survey (ACS) 3-year census sample. We also use power measures, such as homeownership and voting rates as measures of social power and vulnerability.
- **Question:** What are the tensions between smart growth and no-growth environmentalism?
  Answer: People sometimes think that all we need is growth, but what we really need is *just* growth. One of the biggest tensions is the suburbanization of communities of color in the US. In those places, the physical, social-services, and civic infrastructure are tired. Special attention needs to be paid to those communities both by governments and by organizers.
- **Question:** How much do you have to look to the past to be able to look forward?
  Answer: Americans tend to think that looking backward means whining and complaining. One way of combating this is by first looking forward to see what the future looks like, and then looking back to see why it is like that. People often think that looking forward means ignoring racial disparities, but that is not true.

Discussion of proposed outcomes

Participants reviewed the draft Equity and Environmental Justice Outcomes, which include:

- Public health and safety
- Access to opportunity
- Mobility
- Affordability
- Inclusive decision-making process
- Healthy soils
- Healthy air
- Clean water
- Resiliency
- Business prosperity
- Community prosperity
- Individual/household prosperity
- Revenues generated

Participants made the following comments on the draft outcomes:

- The outcomes should explicitly address housing.
- The definition of "vulnerable populations" should include people with disabilities.
- The outcomes should include neighborhood stability, which is different from affordability. This is important as a measure against gentrification.
- The outcomes should reference where public and private investments are being made, and whether there is disparity in spending in certain areas.
- The definition of community prosperity should be broadened to include racial prosperity.
- The inclusive decision-making outcome should be broadened to go beyond just decision-making, and include creating civic leaders.

- Participants commented that education should be included as an outcome, either in the healthy communities category or as part of the public health and safety or mobility outcomes.
- The public health and safety outcome should look at the neighborhood level, and look at individual or population-based health. "Healthy people" could be called out as an outcome. The current description of public health might itself be a potential measurement.
- Participants asked whether and how the scorecard will measure geographic areas against one another, to see how well communities across the region score in terms of equity and environmental justice. Kim Ellis, CSC Project Manager, responded that Metro has not yet decided whether the scorecard will drill down to a specific community level or have a broader view. However, Metro will not be able to measure each of the outcomes at a city-level or neighborhood level.
- Participants noted that the strategies look like a very limited set of ways to address a very broad set of outcomes. Kim Ellis responded that the strategies are things that Metro is able to analyze within its current model. But Metro also knows that *how* the strategies are implemented matters a lot for getting to outcomes.

The meeting partners then provided their feedback on the draft outcomes. Mara Gross of CLF explained that the outcomes should be linked to demographics and indicate which populations and communities are being considered. How projects are implemented is also very important to consider.

Julia Meier of CCC commented that aggregating the outcomes by community is important. The outcomes should focus on communities by geography and by other types of identifiers. Education should also be included in the healthy communities category.

Dr. Manuel Pastor commented that for the inclusive decision-making outcome, co-creation of data and collaboration in process is important. He noted that none of the outcomes explicitly reference equity or disparity-reduction. The language should make reduction of disparities a key part of the outcomes. Increased transit and denser cities can reduce the burden on the climate, but can also result in gentrification. Unless equity is built in to the process, climate change work can produce disparities.

Introduction to transportation and land use strategies

Kim Ellis briefly presented the list of transportation and land use strategies of the CSC Scenarios Project. She asked participants to consider which of these strategies will be most important in advancing equity and environmental justice in the region.

Dot Exercise

Participants were each given eight dots and asked to put them on the strategies they think are most important to help reach the outcomes. The most favored outcomes included transit service (43 dots), complete neighborhoods and mixed-use areas (41 dots), bike and pedestrian networks (24 dots), and employer programs (23 dots).

Strategies	Number of Responses
Community Design	●●
Complete neighborhoods and mixed-use areas	●●●●●●●●●● (41) ●●●●●●●●●● ●●●●●●●●●● ●●●●●●●●●●●
• Urban growth boundary	●●●●●●●●●●● (11)
• Transit service	●●●●●●●●●● (43) ●●●●●●●●●● ●●●●●●●●●● ●●●●●●●●●●● ●●
• Bike and pedestrian network	●●●●●●●●●● (24) ●●●●●●●●●●●●●●
• Parking	●●●●●●
Pricing	●●●●●●●
• Pay-as-you-drive insurance	●
• Gas tax	
• Road use fee	●●●●
• Carbon fee	●●●●●●
Marketing & Incentives	●●●●
• Eco-driving	
• Individualized marketing	●●●●

• Employer programs	●●●●●●●●●● (23) ●●●●●●●●●●●●●
• Car-sharing	●
Roads	
• Freeway and arterial capacity	●
• Traffic management	●●●●●●
Fleet	
• Fleet mix	●●●●
• Fleet age	●
Technology	
• Light vehicle fuel economy	●●●●●●●
• Carbon intensity of fuels	●
• Electric and plug-in hybrid electric vehicles	●●●

Panel reflection on priority strategies

A panel made up of Dr. Manuel Pastor, workshop partners and a Metro staff person provided their reflections on the strategies. Nuin-Tara Key of Metro commented that any of the strategies may have positive or negative impacts on disparities in the region, depending on the implementation. Metro will need to work on implementation that leads to reduction of disparities. Mara Gross noted that the dot exercise shows that the community design elements will have a huge impact on climate change and equity.

Dr. Pastor commented that he is not surprised that community design got the most dots. In many cities and communities, there is a lot of distrust of pricing strategies by minority communities who have been disadvantaged by the market, and that seems to be the case here.

Julia Meier of CCC expressed concern that the equity and environmental justice community is jumping into a process that is already well under way, and that they are tweaking already proposed strategies and outcomes. Also, the dominant strategies have a technology bias, and of the six categories, only one resonates with this group – community design.

Discussion: getting from strategies to outcomes

Participants had a discussion on how Metro can better engage with the equity and environmental justice community, and then discussed the transportation and land use strategies.

Discussion on engagement with the equity and environmental justice community

Jeanne Lawson asked participants to discuss how Metro can better engage the environmental justice and equity community. She noted that the intent of using the list of outcomes today was to honor and build on work that has already been done by the Greater Portland Pulse and other efforts which included many of the participants of today's workshop. Participants made the following comments:

- It is important that meetings like this think about the big picture, and how a process like the CSC Scenarios Project connects with and supports individual families, especially immigrant families and micro-enterprises. It is important to have leaders from these communities forming an integral and visible part of the process and project team.
- Metro should have another workshop on this issue. It would also be helpful to ask community groups to come up with their own strategies to get to the list of outcomes, rather than presenting them with a pre-defined list of strategies. The strategies should also link to what is already being done by communities and organizations and build on existing relationships. Kim Ellis responded that this workshop is not meant to be the only place to provide input. Metro is hoping to work with leaders over the next few years as it develops the CSC Scenarios Project.
- When implementing the strategies, Metro should take steps to make sure low-income communities are part of the system that is paid to implement the strategies. Consideration of who will get construction jobs should also be a part of the process.
- The conversation on this issue needs to be data-driven and look at the specifics and how strategies will be implemented, rather than continuing to look at a high-level discussion on goals and outcomes.

Discussion on strategies

Participants discussed the transportation and land use strategies and made the following comments.

General comments on strategies:

- Participants commented that the strategies should be broadened, and looked at as a whole. The process should go beyond just strategies to reduce vehicle GHG emissions and instead be about creating communities, which implies a larger set of strategies. The strategies also must be looked at as a package to see how they work together to meet outcomes, rather than looking at them individually. It is also important to look at how different strategies leverage and support the removal of disparities.
- Participants noted that the strategies do not seem to be rooted in environmental justice and there seems to be a lack of community voice driving this work. The outcomes look great, but are missing the big piece on reducing disparities.
- The data on disparities in the region needs to be integrated. The work that Dr. Manuel Pastor has done in California is grounded in solid data and Metro's process needs to be

grounded in that data too. Kim Ellis responded that Metro has been getting tools available to do analysis over the past year. The Regional Equity Atlas data will be available soon. Metro recognizes the need to do more work to present more data, which it will do through the fall as the project team develops a report of key trends in the region.

- The strategies are very broad and lack analysis on which strategies could lead to a worsening of the disparities.
- The absences on the dot exercise are very important as well. For example, Dr. Manuel Pastor interpreted the absence of dots in the Pricing category as showing mistrust. That should be part of the conversation going forward.

Marketing and incentives strategies

One person noted that marketing and incentives strategies would lead to greater equity only if the most vulnerable communities participate in creating those strategies. These tools need to be given to those who need them most, not to those who already have wealth and power.

Complete neighborhoods and mixed-use areas strategy

Dr. Manuel Pastor recommended that a set of equity indicators for the Complete Neighborhoods strategy should look at what is happening with industrial areas, whether disenfranchised communities are being made more walkable, and whether there are incentives for disenfranchised families to remain in their community. Metro should identify what the equity marker is for each strategy and also take into account the community's goals. Indicators should also use data creatively to measure new things that did not seem measurable before.

Transit service strategy

- Kim Ellis clarified that transit service strategies could include expanding service, coverage, frequency and type of service. It could also include education programs to teach people to use transit and connectivity to bike/pedestrian networks.
- Dr. Manuel Pastor recommended that a set of equity indicators for the Transit Service strategy should look at who the riders are. It should focus on how to encourage use of mass transit, and keep people using mass transit over time even as they earn more money.
- Participants commented that better data is needed on who is riding transit and who is dependent on transit. We know that people of color are one-third more likely to not have a car and that half of day trip tickets are purchased by low-income people. The strategies should look at whether there are incentives for using transit at the daily-ticket level rather than just for monthly passes and whether transit investments are being steered into poor areas. We have some good data and need to be smart about using it.
- The discussion on transit service strategies must include a discussion on anti-gentrification tactics in transit spending. We need to have honest conversations about inclusionary zoning, tools to reduce gentrification and the effect of light rail expenditures on maintaining bus service.
- A participant asked how Metro will work with other agencies. For example, a lot of transit decisions are made at TriMet, not Metro. Kim Ellis responded that this workshop input will

be communicated back to policymakers, local elected officials and other decision-makers, including TriMet.

Employer programs strategy

Someone noted that employer programs traditionally support transit for higher-income people who already have transportation options. There is also a lack of good data on employer programs.

Kim Ellis ended the discussion by explaining that Metro will refine the draft outcomes and strategies based on the input heard today and at the other scorecard workshops. Metro had planned to have the conversation on implementation next year, but will look for opportunities to start some of those conversations earlier because of its importance. Kim Ellis added that Metro is very open to creating partnerships with any interested organizations. If any organizations are willing to be more involved, Metro can help provide tools and materials to do so and to get input from the communities they serve.

Observations and recommendations

Metro's partners made closing observations on the outcomes and strategies. Julia Meier noted that community specificity must be considered throughout the process; the process must measure how well we are reaching outcomes at a narrower community level, not just at a regional level. Dr. Manuel Pastor added that the 5-year ACS is great for getting data because it allows you to drill down into communities and get very specific with micro-data. He commented that the outcomes seem to be the correct ones, but need to be clearer about reducing disparities within those outcomes. The strategies must ask whether they are reducing disparities or exacerbating disparities. He also encouraged Metro and community organizations to keep working together in this process, and try to get past the historic lack of community involvement in processes such as this one.

Thank you and next steps

Councilor Collette closed the meeting and encouraged all participants to continue working with Metro in this process. She appreciated the frank discussion and noted that it is helpful for Metro to hear from groups when they feel they have been invited too late. She especially wants participants and their organizations to continue to be involved in the discussion on implementation. Metro would be happy to come and talk to interested communities and organizations.

She added that in the next year, Metro will develop case studies to study the strategies on the ground. Metro may be looking at Rockwood and an employment area as case studies. She encouraged participants to provide other suggestions. She thanked CCC and CLF for their partnership and participation.

Prioritization exercise

At the end of the workshop, participants were asked to fill out a worksheet to prioritize the strategies and outcomes. Nine participants completed the exercise.

The worksheet asked participants to indicate which of the land use and transportation strategies are most important to evaluate or measure as part of the Equity and Environmental Justice

Scorecard. Participants indicated that the most important strategies are complete neighborhoods and mixed use areas, transit service, and bike and pedestrian networks.

The worksheet then asked participants to indicate which of the outcomes are most important to evaluate or measure as part of the Equity and Environmental Justice Scorecard. The top scoring outcomes include Affordability, Access to Opportunity, Inclusive Decision-Making and Education.

The charts below indicate how participants rated each of the strategies and outcomes:

Strategies	Number of Responses
Community Design	●●
• Complete neighborhoods and mixed-use areas	●●●●●
• Urban growth boundary	
• Transit service	●●●●●
• Bike and pedestrian network	●●●
• Parking	
Pricing	●
• Pay-as-you-drive insurance	●
• Gas tax	
• Road use fee	
• Carbon fee	
Marketing & Incentives	●●
• Eco-driving	
• Individualized marketing	●
• Employer programs	●
• Car-sharing	
Roads	
• Freeway and arterial capacity	
• Traffic management	●
Fleet	
• Fleet mix	

• Fleet age	
Technology	●
• Light vehicle fuel economy	
• Carbon intensity of fuels	
• Electric and plug-in hybrid electric vehicles	

Outcomes	Number of Responses
Public Health and Safety	●●
Access to Opportunity	●●●●
Mobility	●●
Affordability	●●●●●
Inclusive decision-making process	●●
Healthy Soils	
Healthy Air	
Clean Water	
Resiliency	●
Business Prosperity	
Community Prosperity	
Individual/household prosperity	●
Revenues generated	
Education	●●●

Comments on prioritization exercise

Participants made the following additional general comments:

- I know it is a challenge but please keep trying to engage poor and people of color communities.
- The "education" outcome can overlay each of the outcomes.

- Make sure we don't skip steps to show need and present data.
- Love the concept of an environmental justice screening method.
- There should be more attention paid to disparities (data-driven) and tactics to implement strategies to achieve environmental justice outcomes. Identify specific policy changes necessary to meet outcomes.
- This process is too broad. It is about climate change primarily. It is all about implementation.
- While I agree with participants that we need more community input into the process, I also want to acknowledge the good work that Metro is doing to break out of the "transportation planning" box and bring in issues of healthy people, environment, economy, etc.
- Show me the numbers.
- Metro should use its leverage to get every part of the region to contribute to create community benefits agreements to employ low-income and communities of color on public projects. Replicate the City of Portland's budget mapping throughout the region.

Participants made the following additional comments on the strategies:

- Can't say which strategies are most important without talking more about implementation and tradeoffs. Any of the strategies could or couldn't achieve outcomes. The question is: who will benefit if these strategies are implemented.
- Suggest adding strategies: hiring policies and practices to support minority, low-income, and women workers and contractors.
- For complete neighborhoods, need to invest in low-income neighborhoods.
- For bike and pedestrian network – especially in East Portland.
- For transit service – stop the cuts to bus service.

Participants made the following additional comments on the outcomes:

- Don't feel comfortable picking "favorite" outcomes. Dr. Manuel Pastor said we need to make our outcomes more complicated and not try to pick the perfect one.
- How can we assess how each of the strategies may impact each outcome?

APPENDIX A: WORKSHOP ATTENDANCE

Dr. T. Allen Bethel	Albina Ministerial Alliance
Danielle Brooks	City of Portland
Jen Coleman	Oregon Environmental Council
Lydia Corran	Ride Connection
Ann Curry-Stevens	Portland State University
Matthew Davis	Multnomah County
Tony DeFalco	Verde
Noelle Dobson	Oregon Public Health Institute
Ronda Chapman-Duer	Environmental Professionals of Color
Ben Duncan	Multnomah County
Demetria Espinoza	Coalition of Communities of Color
Kari Lyons Eubanks	Multnomah County
Alison Hill Graves	Community Cycling Center
Mara Gross	Coalition for a Livable Future
Heidi Guinin	Upstream Public Health
Eric Hesse	TriMet
Stacy Humphrey	City of Gresham
Eddie Lincoln	Portland Community College ETAP Program
Julia Meier	Coalition of Communities of Color
Jonathan Ostar	OPAL Environmental Justice Oregon
Lai-Lani Ovalles	NAYA Family Center
Alice Perry	Oregon Tradeswomen, Inc
Midge Purcell	Urban League of Portland
Alejandro Queral	Northwest Health Foundation
Desirée Williams-Rajee	Portland Bureau of Planning and Sustainability

Michael Reyes	Familias en Accion
Daniel Rutzick	City of Hillsboro
Nick Sauvie	Rose Community Development
June Schumann	APANO
Tara Sulzen	1000 Friends of Oregon
Bill Tolbert	Metro
Anselmo Villanueva	APANO
Dee Walsh	Reach Community Development, Inc.
Ramsay Weit	Community Housing Fund
Lore Wintergreen	East Portland Action Plan

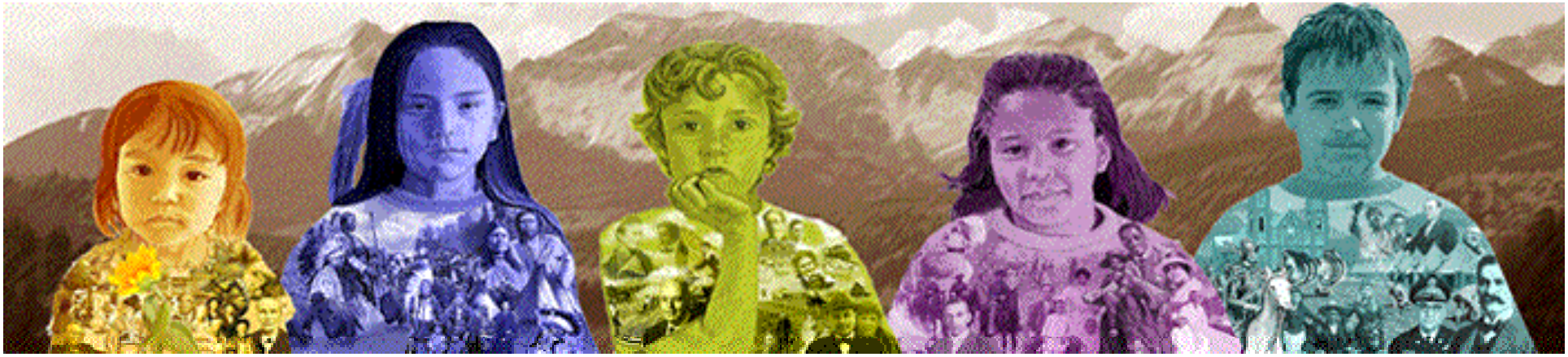
Metro Staff	**Facilitation Team**
Janna Allgood	Sylvia Ciborowski
Kim Ellis	Jeanne Lawson
Nuin-Tara Key	
Dylan Rivera	
Patty Unfred	

APPENDIX B: WORKSHOP PRESENTATIONS

Introductory presentation by Councilor Carlotta Collette

Key note presentation by Dr. Manual Pastor

Strategy Overview presentation by Kim Ellis



Climate Smart Communities

Scenarios Project

Equity and Environmental Justice Scorecard Workshop

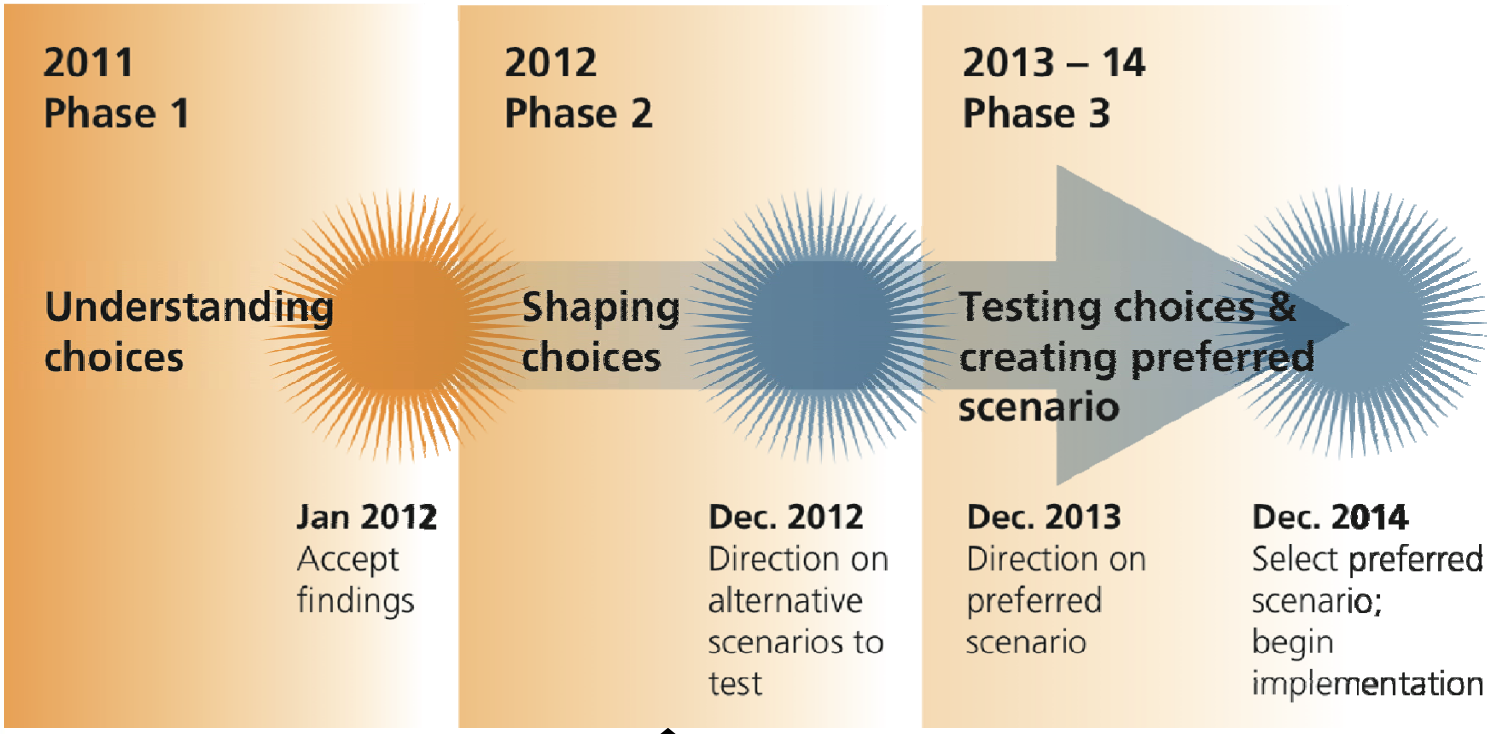
Councilor Carlotta Collette

July 31, 2012

Metro | *Making a great place*

Climate Smart Communities

Timeline



We are here.

Climate Smart Communities

Building toward six desired outcomes

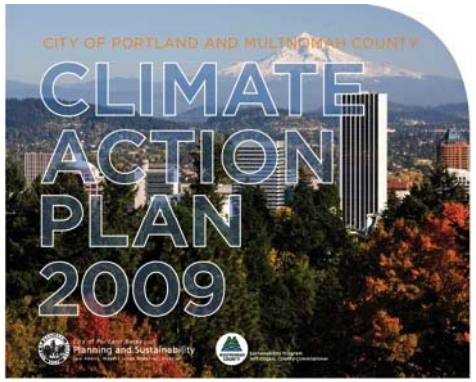
Vibrant communities

Equity

Economic prosperity

Transportation choices

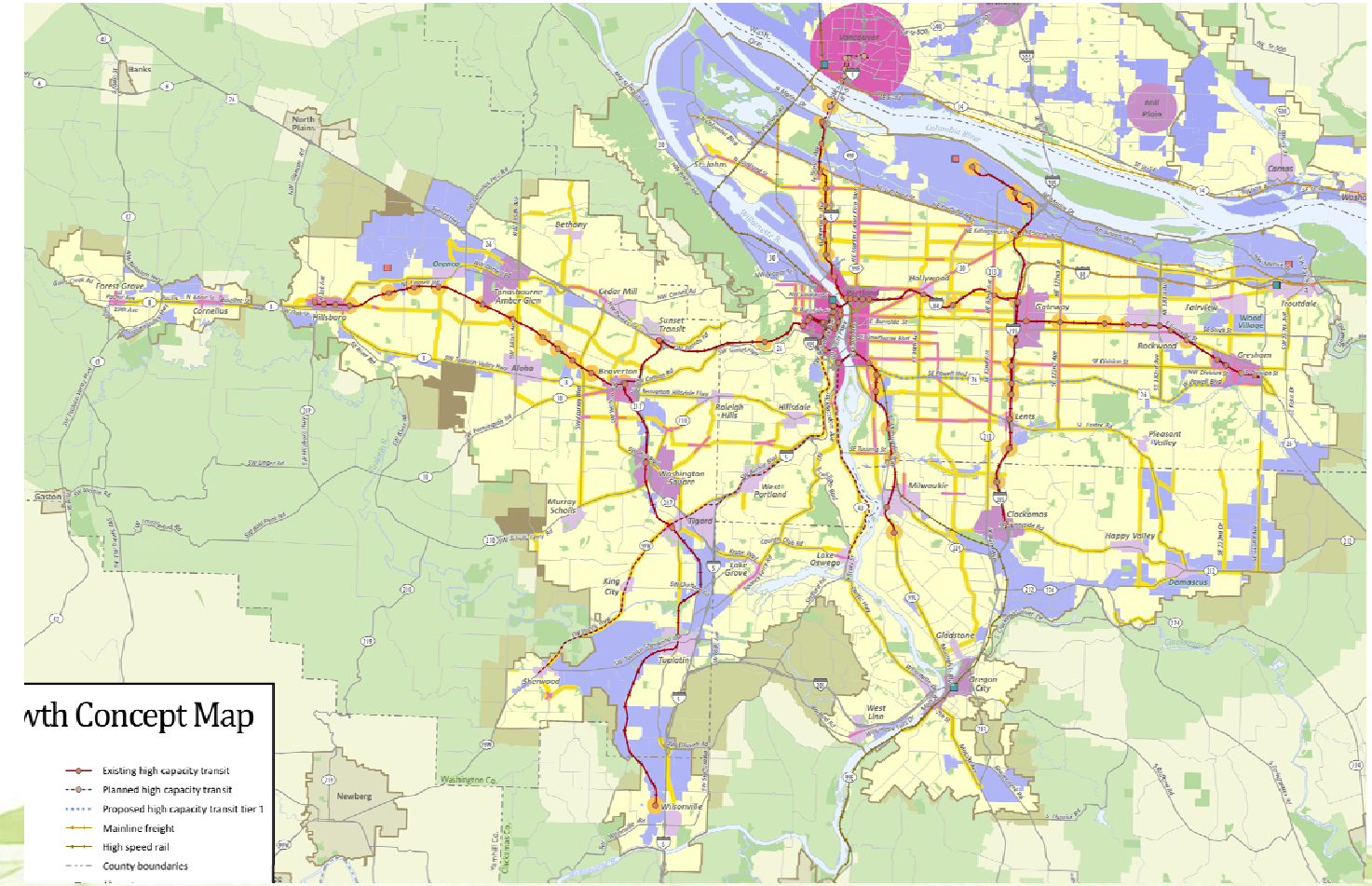
Clean air & water



Climate leadership

Climate Smart Communities

Unique local approaches to implement regional growth strategy



Climate Smart Communities

Building on community aspirations

Beaverton Civic Plan
growing together

THE PORTLAND PLAN

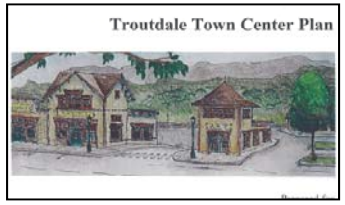
envision
Tualatin Tomorrow

DOWNTOWN
TIGARD

SPRINGWATER
COMMUNITY

IMAGINE
WEST LINN

Hillsboro 2020



Complete Communities
FOR CLACKAMAS COUNTY

WE LO
Planning for People, Places and Prosperity

Climate Smart Communities

Phase 1 strategies tested

Community design

- Infill, mixed-use development and complete neighborhoods
- Limited urban growth boundary expansion
- Expand transit service
- Increase walking and bicycling
- Manage parking supply and cost

Roads

- Road capacity and network connectivity
- Traffic management *(e.g., clearing crashes and vehicle breakdowns quickly, traffic signal timing)*

Marketing and education programs

- Eco-driving, car-sharing, household and commuter marketing and education

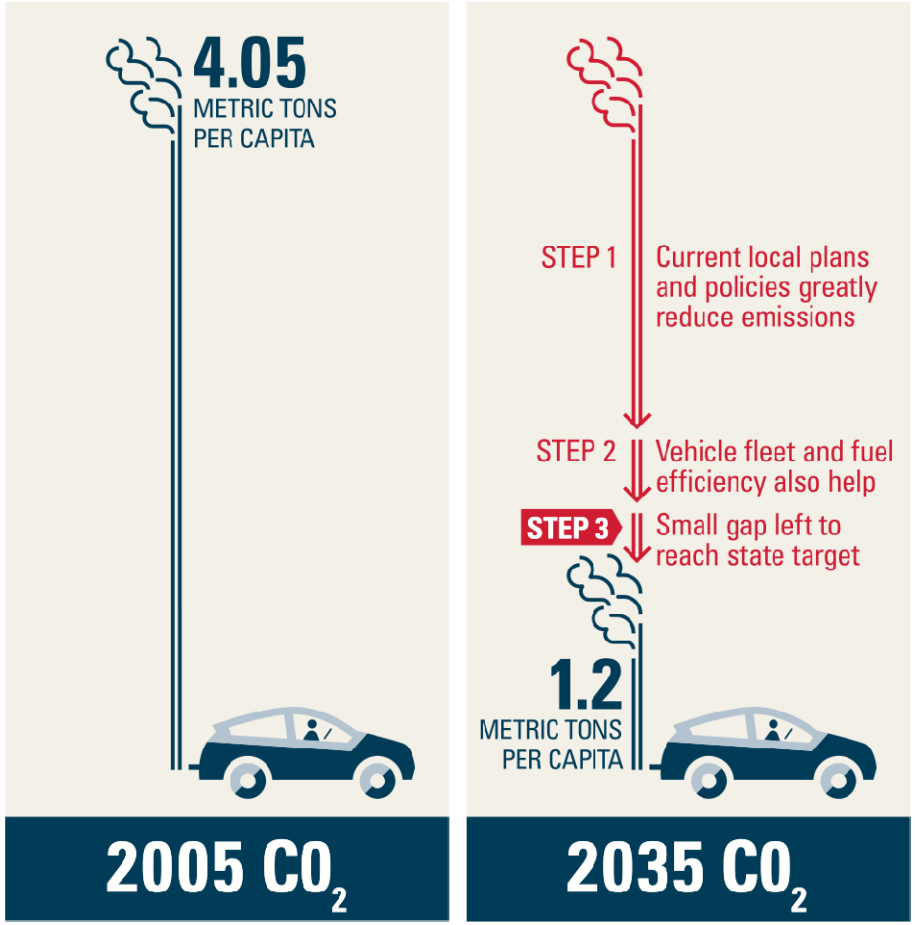
Pricing

- User-based fees to encourage desired travel behavior *(e.g., gas tax, road fee, carbon fee, pay-as-you drive insurance)*

Cleaner fuels and vehicles

Climate Smart Communities – Phase 1 Findings

Current plans plus cleaner fuels and vehicles get us close

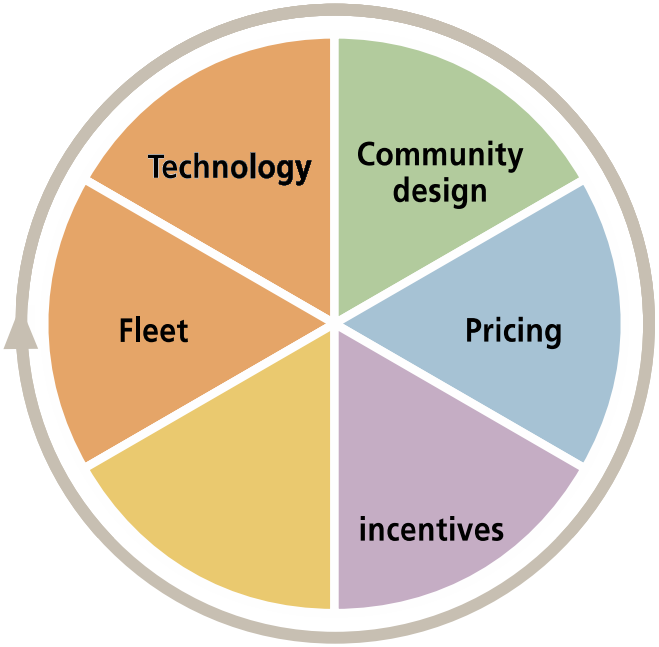


2035 GHG target for region
per capita light vehicle roadway GHG emissions reduction below 2005 levels

Climate Smart Communities

Phase 2 Purpose

- Define 2-3 scenario options to evaluate in detail
- Create a scorecard to evaluate options



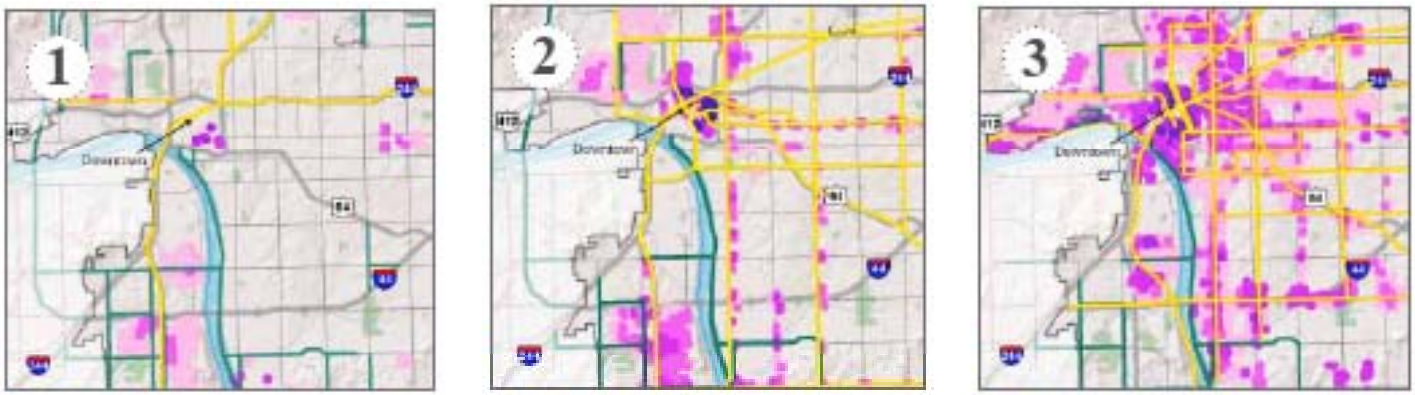
Policy areas tested in Phase 1

Shape local and regional choices, not choose a preferred alternative

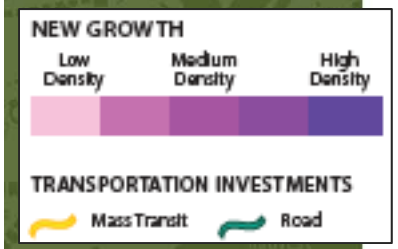
Climate Smart Communities – Phase 2

What is a scenario?

- Shows a possible future
- Combines a variety of strategies and actions
- Compares choices and consequences
- Informs strategies to optimize outcomes
- Allows you to discover new strategies



from www.PlaniTulsa.org

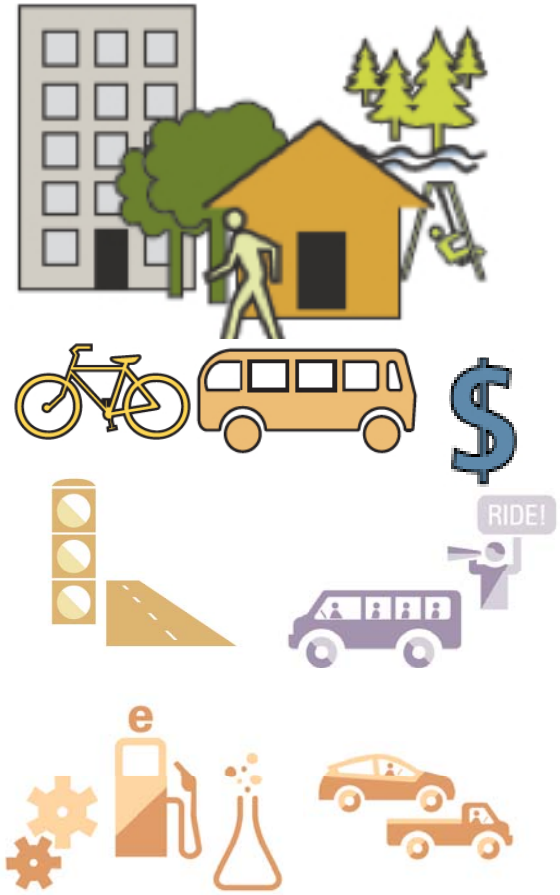


Climate Smart Communities – Phase 2

Framing the scenarios

The ingredients:

- Adopted community plans and visions serve as the foundation
- Statewide Transportation Strategy complements adopted plans
- Other strategies tested in Phase 1



Climate Smart Communities – Phase 2

Creating a scorecard

Community and business leaders provide input on what outcomes are most important to evaluate scenarios

Outcomes-based Evaluation Framework – our starting point

Building toward six desired outcomes

Vibrant communities

Equity

Economic prosperity

Transportation choices

Clean air & water

Climate leadership

Evaluation framework

Equity
- Access to affordable housing and travel options
- Access to opportunity
- Public health

Economy
- Access to industry and jobs
- Freight travel time costs
- Economic development opportunities

Environment
- Greenhouse gas
- Air quality
- Access to parks and natural areas

Costs and savings
- Implementation
- Household and business

MPAC, JPACT and the Metro Council endorsed the evaluation framework in Phase 1 (June 2011)

Climate Smart Communities – Creating the scorecard

Additional outcomes sources

Coalition for a Livable Future

regional equity atlas project

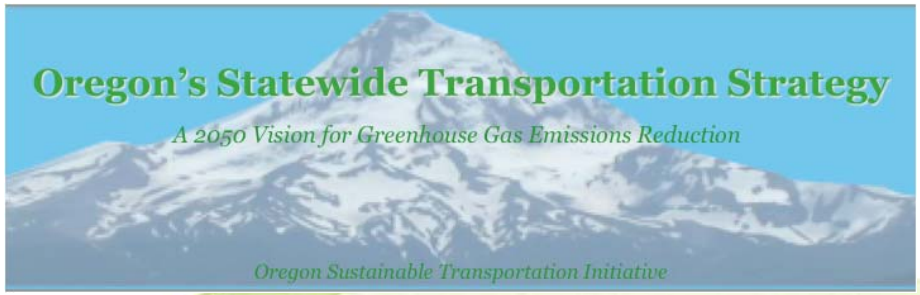
Metropolitan Portland's Geography of Opportunity

from http://www.equityatlas.org

MOSAIC

Value and Cost Informed Planning

from http://www.oregon.gov/ODOT/TD/TP/pages/lcp.aspx



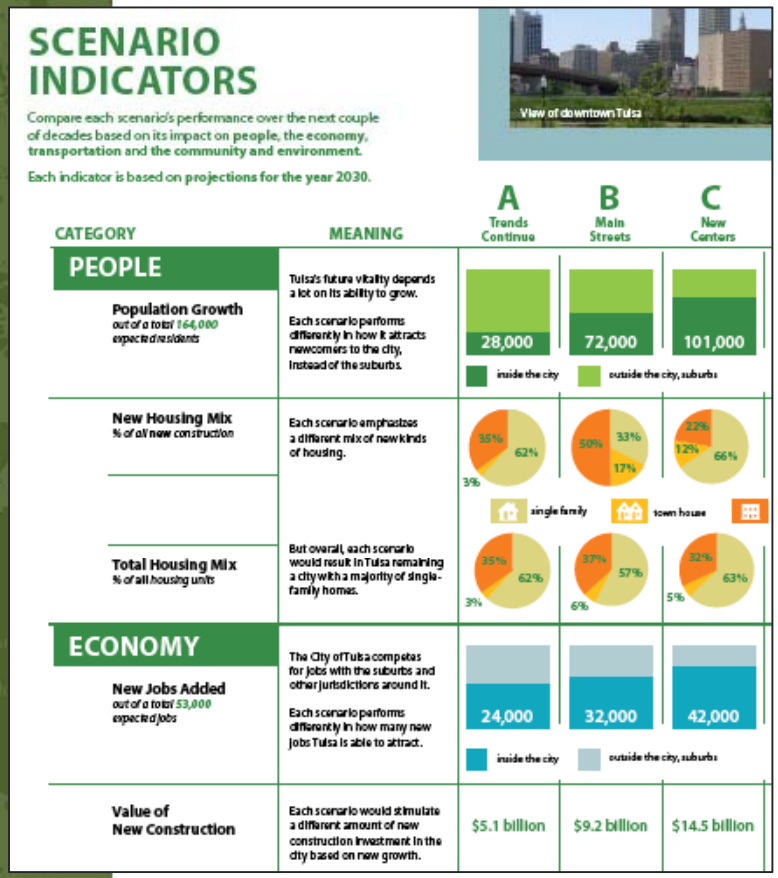
from http://www.oregon.gov/ODOT/TD/TP/pages/lcp.aspx

from http://www.portlandpulse.org

Climate Smart Communities – Creating the scorecard

What is a scorecard?

priority outcomes to communicate tradeoffs



SCENARIO INDICATORS

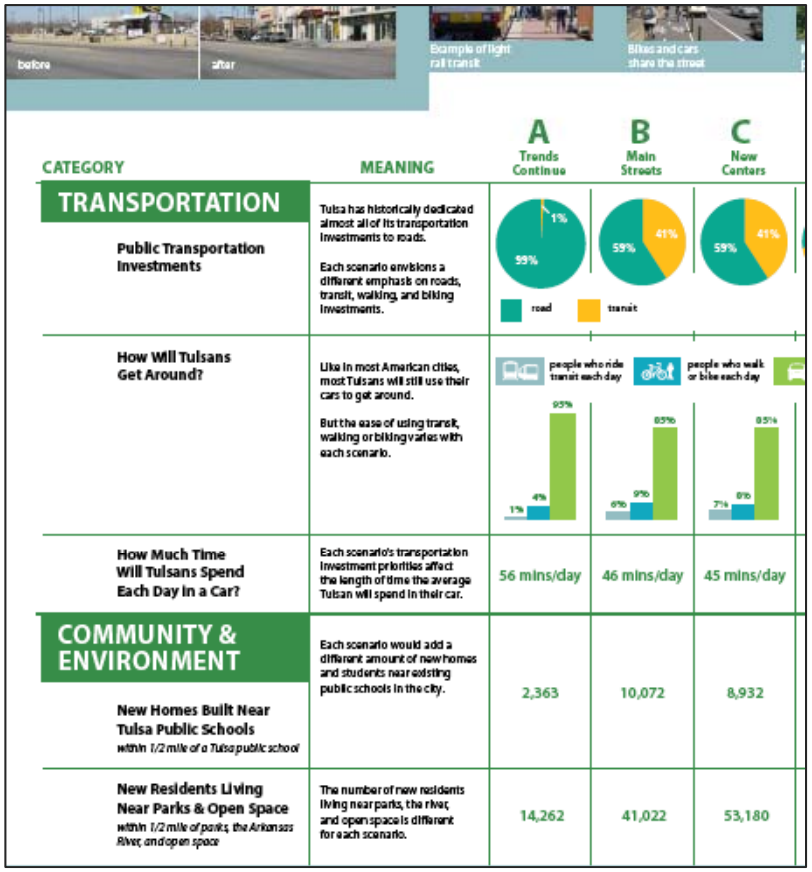
Compare each scenario's performance over the next couple of decades based on its impact on people, the economy, transportation and the community and environment.

Each indicator is based on projections for the year 2030.

View of downtown Tulsa

CATEGORY	MEANING	A Trends Continue	B Main Streets	C New Centers
PEOPLE				
Population Growth (out of a total 164,000 expected residents)	Tulsa's future vitality depends a lot on its ability to grow. Each scenario performs differently in how it attracts newcomers to the city, instead of the suburbs.	28,000	72,000	101,000
New Housing Mix (% of all new construction)	Each scenario emphasizes a different mix of new kinds of housing.	35% 62% 3%	50% 33% 17%	22% 12% 66%
Total Housing Mix (% of all housing units)	But overall, each scenario would result in Tulsa remaining a city with a majority of single-family homes.	35% 62% 3%	37% 57% 6%	32% 63% 5%
ECONOMY				
New Jobs Added (out of a total 53,000 expected jobs)	The City of Tulsa competes for jobs with the suburbs and other jurisdictions around it. Each scenario performs differently in how many new jobs Tulsa is able to attract.	24,000	32,000	42,000
Value of New Construction	Each scenario would stimulate a different amount of new construction investment in the city based on new growth.	$5.1 billion	$9.2 billion	$14.5 billion

inside the city / outside the city, suburbs / single family / town house



before / after / Example of light rail transit / Bikes and cars share the street

CATEGORY	MEANING	A Trends Continue	B Main Streets	C New Centers
TRANSPORTATION				
Public Transportation Investments	Tulsa has historically dedicated almost all of its transportation investments to roads. Each scenario envisions a different emphasis on roads, transit, walking, and biking investments.	99% 1%	59% 41%	59% 41%
How Will Tulsans Get Around?	Like in most American cities, most Tulsans will still use their cars to get around. But the ease of using transit, walking or biking varies with each scenario.	1% 4% 95%	6% 9% 85%	7% 8% 85%
How Much Time Will Tulsans Spend Each Day in a Car?	Each scenario's transportation investment priorities affect the length of time the average Tulsan will spend in their car.	56 mins/day	46 mins/day	45 mins/day
COMMUNITY & ENVIRONMENT				
New Homes Built Near Tulsa Public Schools (within 1/2 mile of a Tulsa public school)	Each scenario would add a different amount of new homes and students near existing public schools in the city.	2,363	10,072	8,932
New Residents Living Near Parks & Open Space (within 1/2 mile of parks, the Arkansas River, and open space)	The number of new residents living near parks, the river, and open spaces is different for each scenario.	14,262	41,022	53,180

legend: people who ride transit each day / people who walk or bike each day / road / transit

from www.PlaniTulsa.org

Climate Smart Communities – Creating the scorecard

Measuring what matters

Today's focus

Outcomes

What are the most important results or outcomes to measure for the region?

Strategies

How do different strategies affect achievement of those outcomes, positively or negatively?

Indicators

What is the best way to measure progress toward the outcomes when comparing different combinations of the strategies (scenarios)?

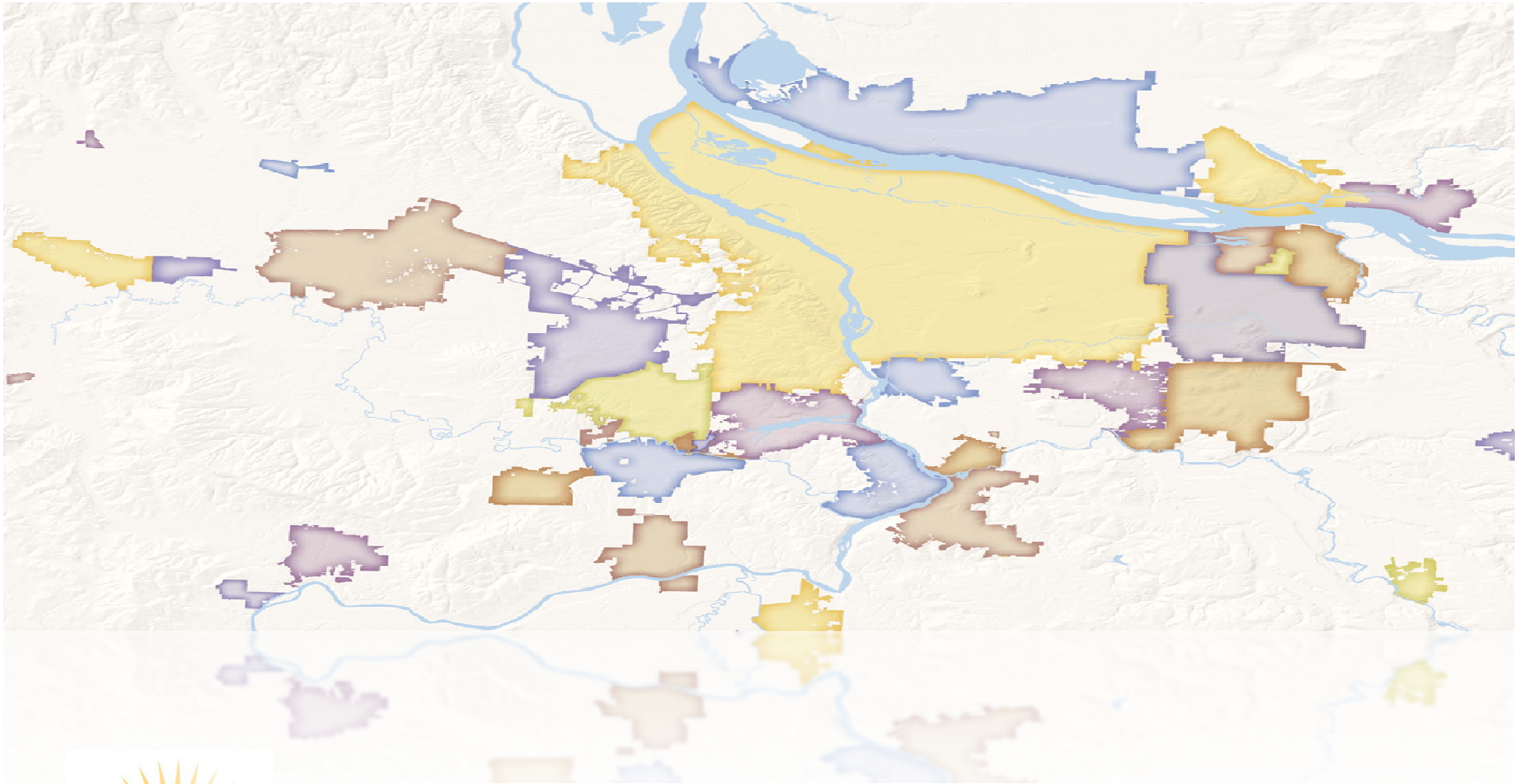
Scorecard next steps

Conduct business focus groups	Summer
Report results of scorecard community engagement	Early-Fall
Gather input with Opt In survey on scorecard and scenarios	Late-Fall
Convene summit	Winter

Learn more about Climate Smart Communities Scenarios

Visit www.oregonmetro.gov/climatescenarios

Sign-up for updates at climatescenarios@oregonmetro.gov



PERE
USC Program for Environmental & Regional Equity

Climate Smart Communities Scenarios Project

Measuring and Promoting Regional Equity

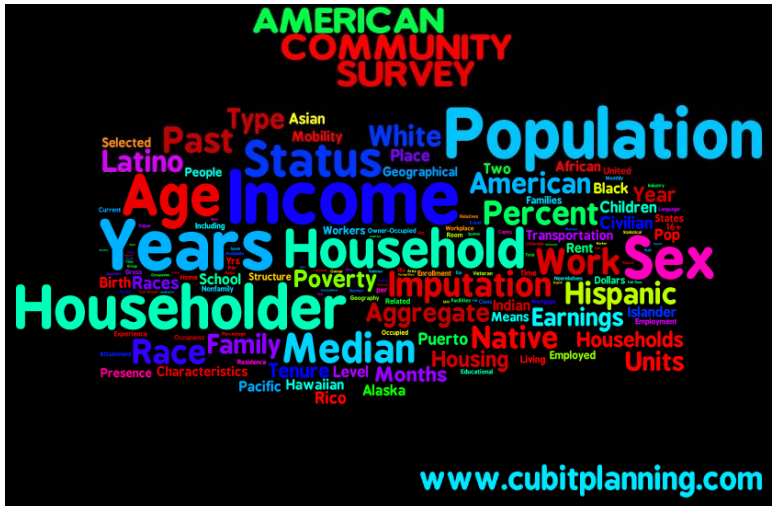
7.31.12

MANUEL PASTOR

EQUITY AND ENVIRONMENTAL JUSTICE INDICATORS

WHY DOES IT MATTER?

- Data can, does, and should drive policymaking
- Data can be under threat: consider the effort to cut funding for the American Community survey
- Data is not the only driver: what is not measured will not be achieved but measurement alone is not enough

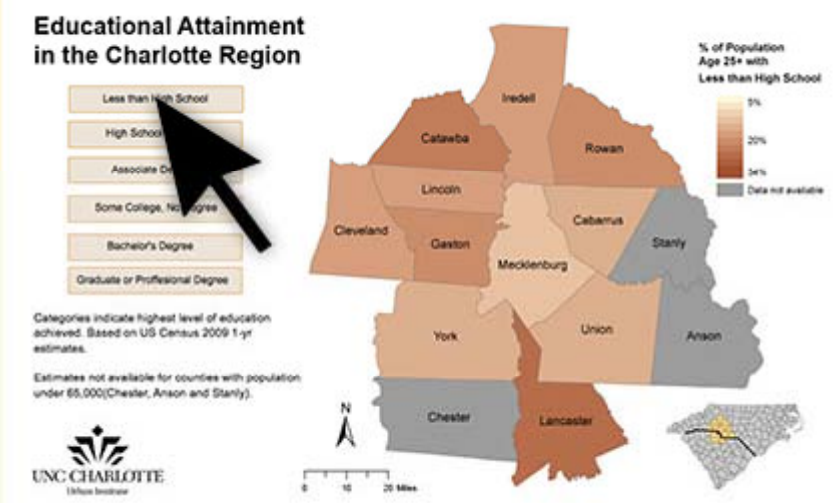


EQUITY AND ENVIRONMENTAL JUSTICE INDICATORS

REGIONAL INDICATORS

- Many reports use indicators to measur progress – but not on equity

- Indicators are most often used to meas regional economy and quality of life

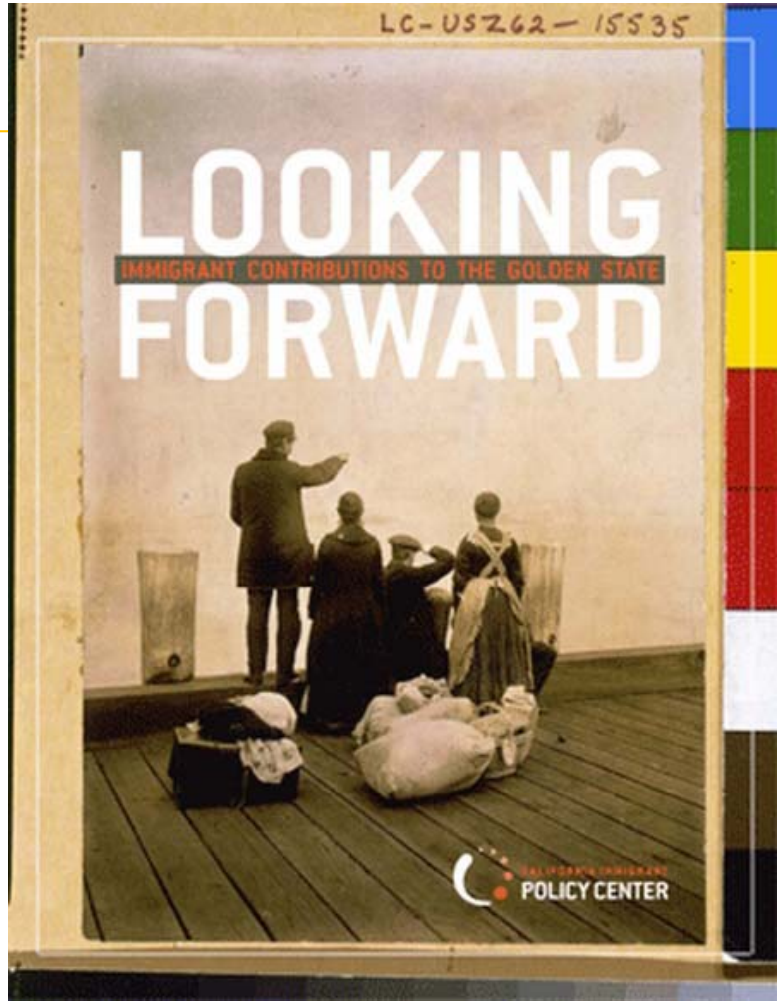


- **Different types of reports:**

				Report Type			
				Equity	**Quality of Life**	**Quality of Life / Economy**	**Economy**
Indicator Theme	**Demography**	*Indicator Group*	Demography	11.8	8.8	6.0	5.8
	Economy		Workforce and Jobs	5.3	7.3	9.1	22.7
			Housing	20.2	10.1	8.1	7.5
			Private Investment	1.2	2.2	10.7	21.7
			Economic Well Being	12.4	8.7	11.0	13.0
			Public Resources	7.7	2.1	4.1	5.0
			Education	13.0	11.8	11.0	13.3
	Environment		Environment/Transportation	12.3	20.7	19.7	7.4
			Parks/Natural Environment	2.2	0.8	0.4	0.0
			Health/Public Safety	10.3	14.5	11.4	2.0
			Social Well Being	0.0	6.0	2.6	0.0
			Civic Engagement	3.6	2.6	2.1	1.7
			Arts/Culture/Recreation	0.0	4.5	3.8	0.0
				100.0	100.0	100.0	100.0

EQUITY INDICATORS REPORTS

BAY AREA SOCIAL EQUITY CAUCUS
STATE OF THE REGION

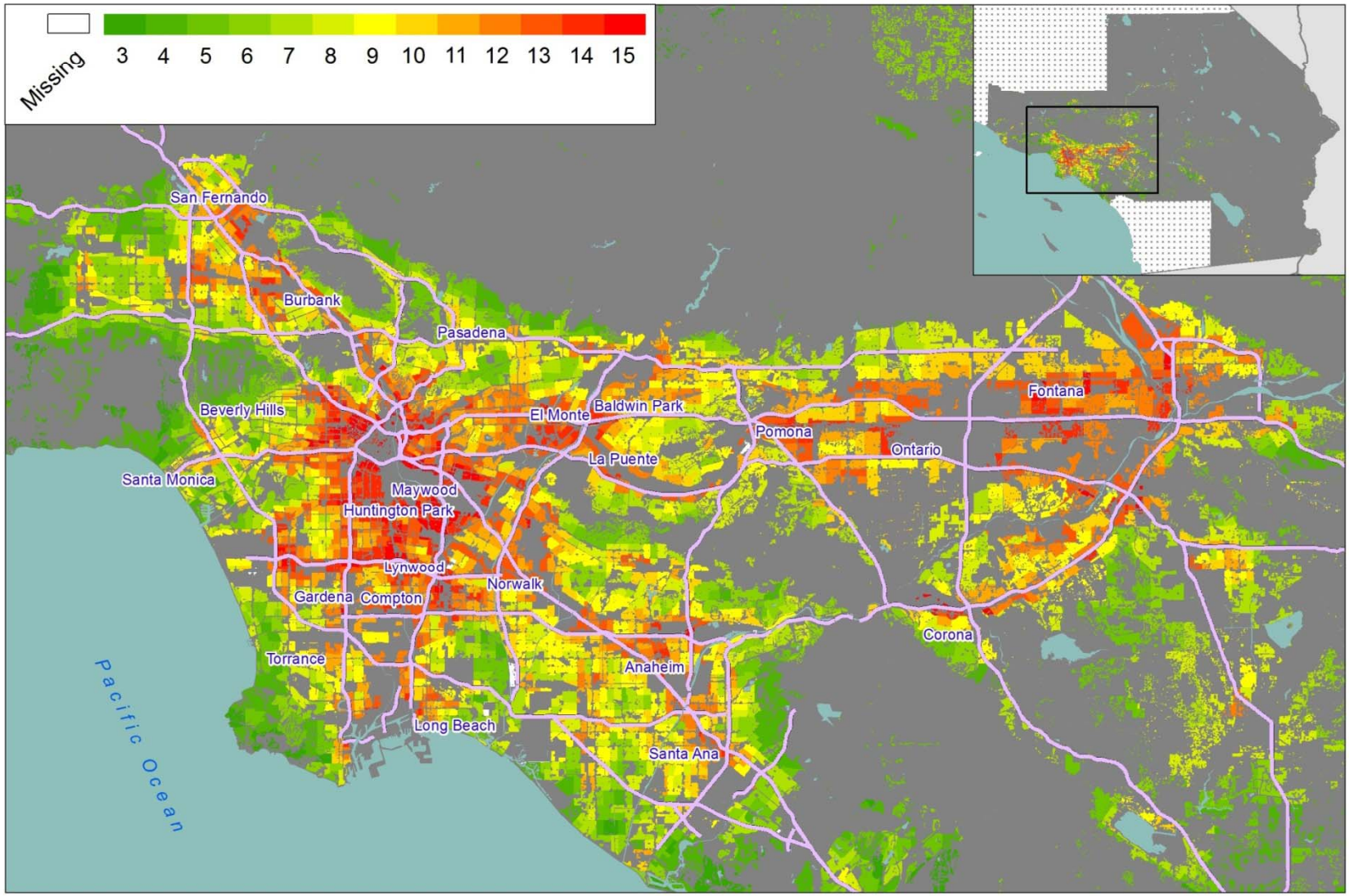


CAUSE
Central Coast Alliance United for A Sustainable Economy

EQUITY INDICATORS TOOLS

TOTAL CUMULATIVE IMPACT (CI) SCORE

Southern California 6-County Area (Mapped on CI Polygons)



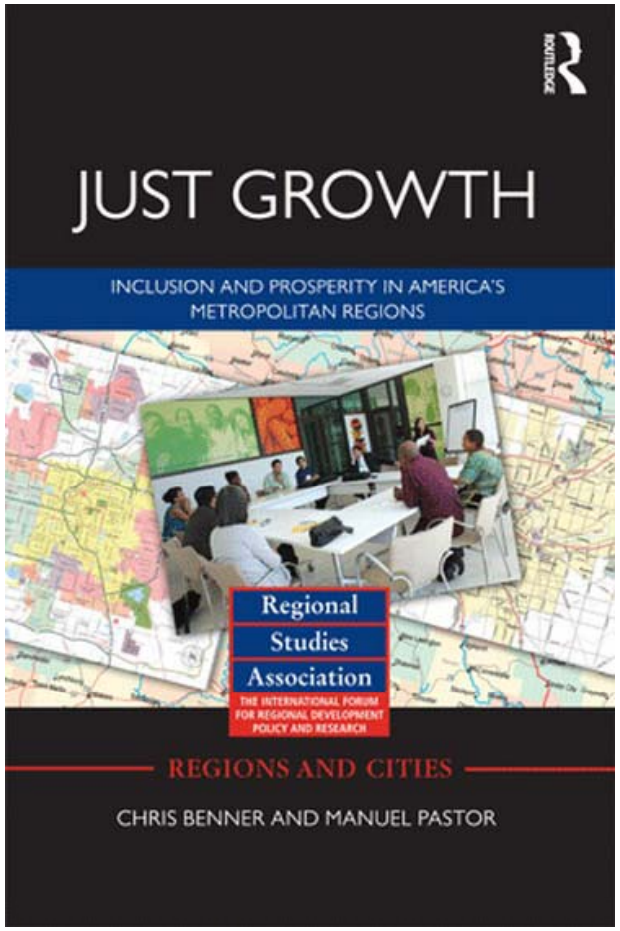
REGIONAL & ENVIRONMENTAL EQUITY INDICATORS

WHAT'S COMMON ACROSS OUR PROJECTS

- A stress that equity is actually consistent with other goals – important for both economic growth and environmental sustainable

- A conscious attempt to measure equity, including attention to issues of racial disparities and immigrant inclusion

- A notion that this is part of the creation of new "epistemic communities" of understanding – shared values, visions, and benchmarks



REGIONAL & ENVIRONMENTAL EQUITY INDICATORS

WHO USES THEM

- Community groups, regional organizations, business leaders, policymakers for information

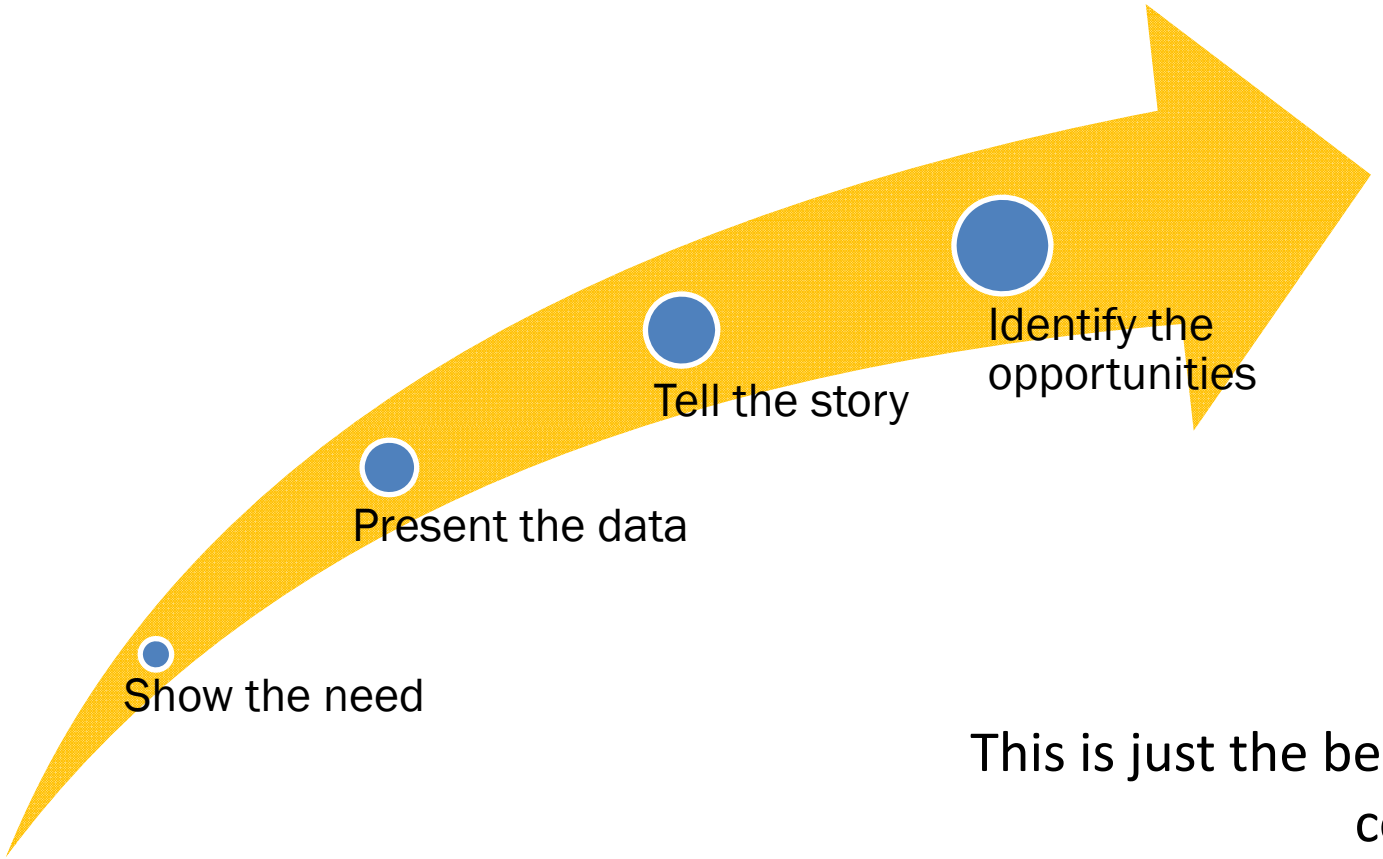
- Foundations, especially community foundations seeking to promote common understandings

- National partners, such as PolicyLink, as part of Sustainable Communities Initiative

- Environmental justice groups and environmental agencies seeking to diminish disparities in exposures

REGIONAL & ENVIRONMENTAL EQUITY INDICATORS

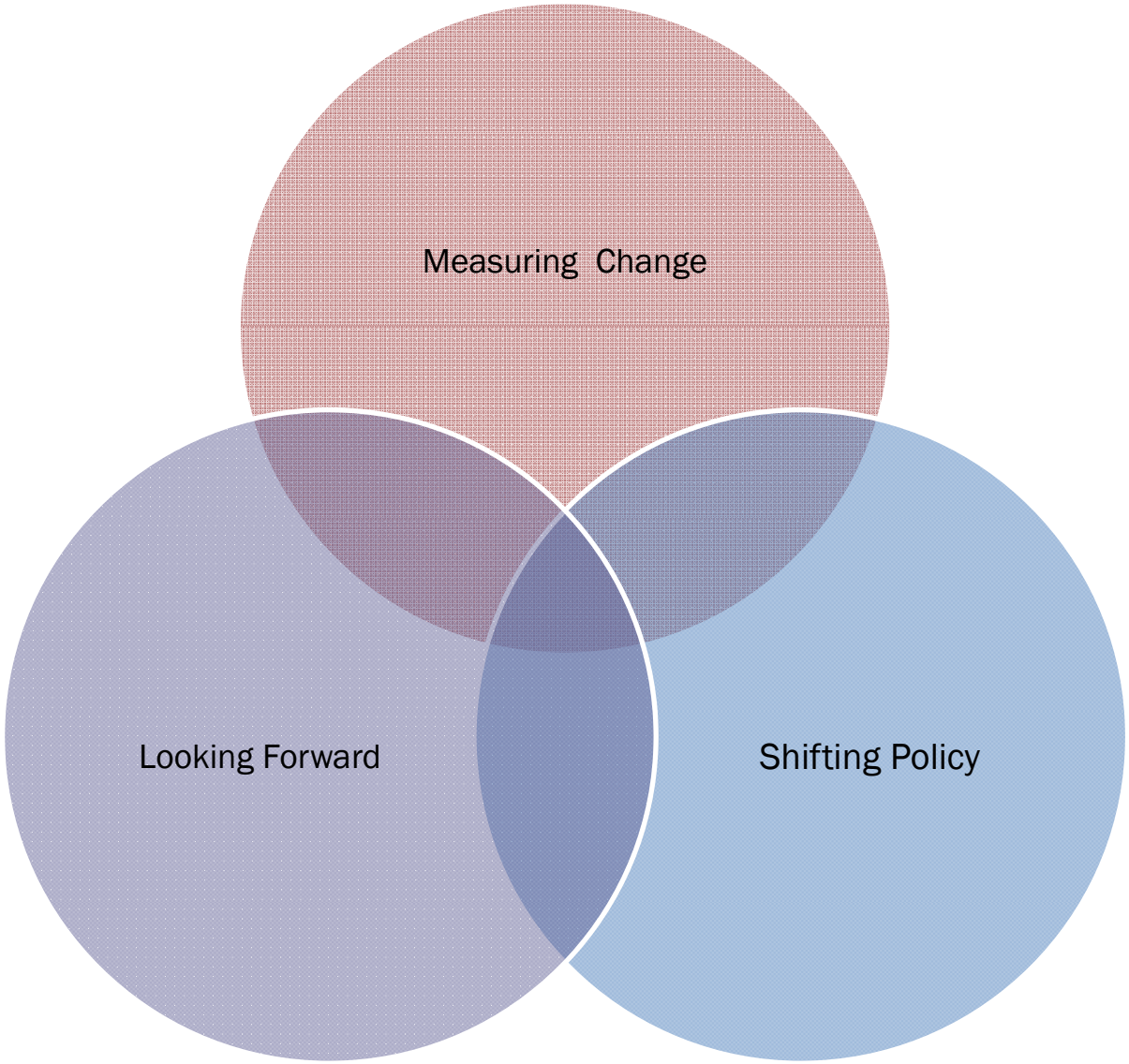
OUR APPROACH: IT'S NOT JUST NUMBERS



This is just the beginning of a conversation

REGIONAL & ENVIRONMENTAL EQUITY INDICATORS

THE PURPOSE OF INDICATORS



MEASURING CHANGE

DEMOGRAPHIC SHIFTS
ECONOMIC GROWTH
SOCIAL INCLUSION

Image source: Initiative for a Competitive Inner City

MEASURING CHANGE

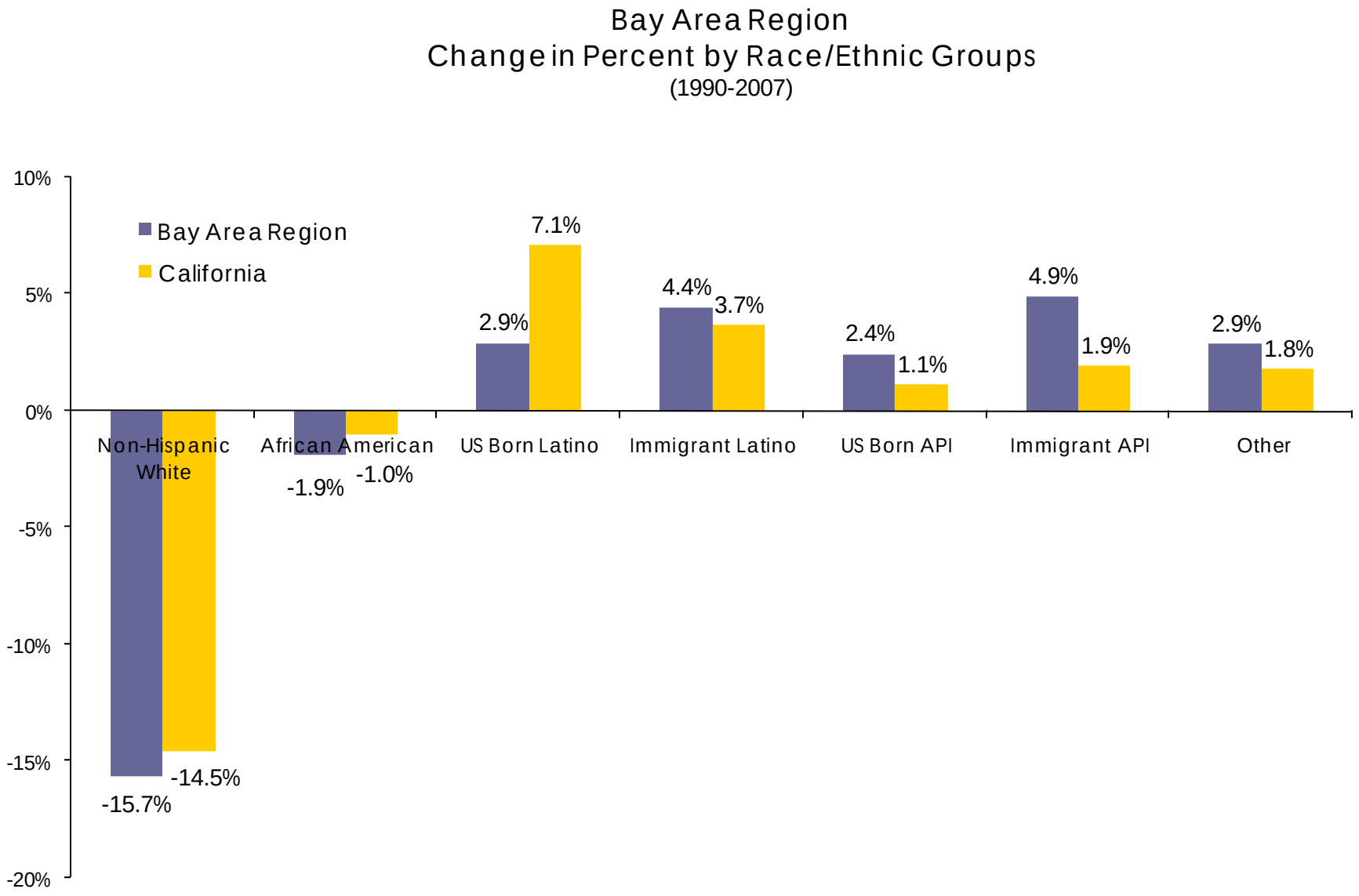


Image source: Initiative for a Competitive Inner City

MEASURING CHANGE

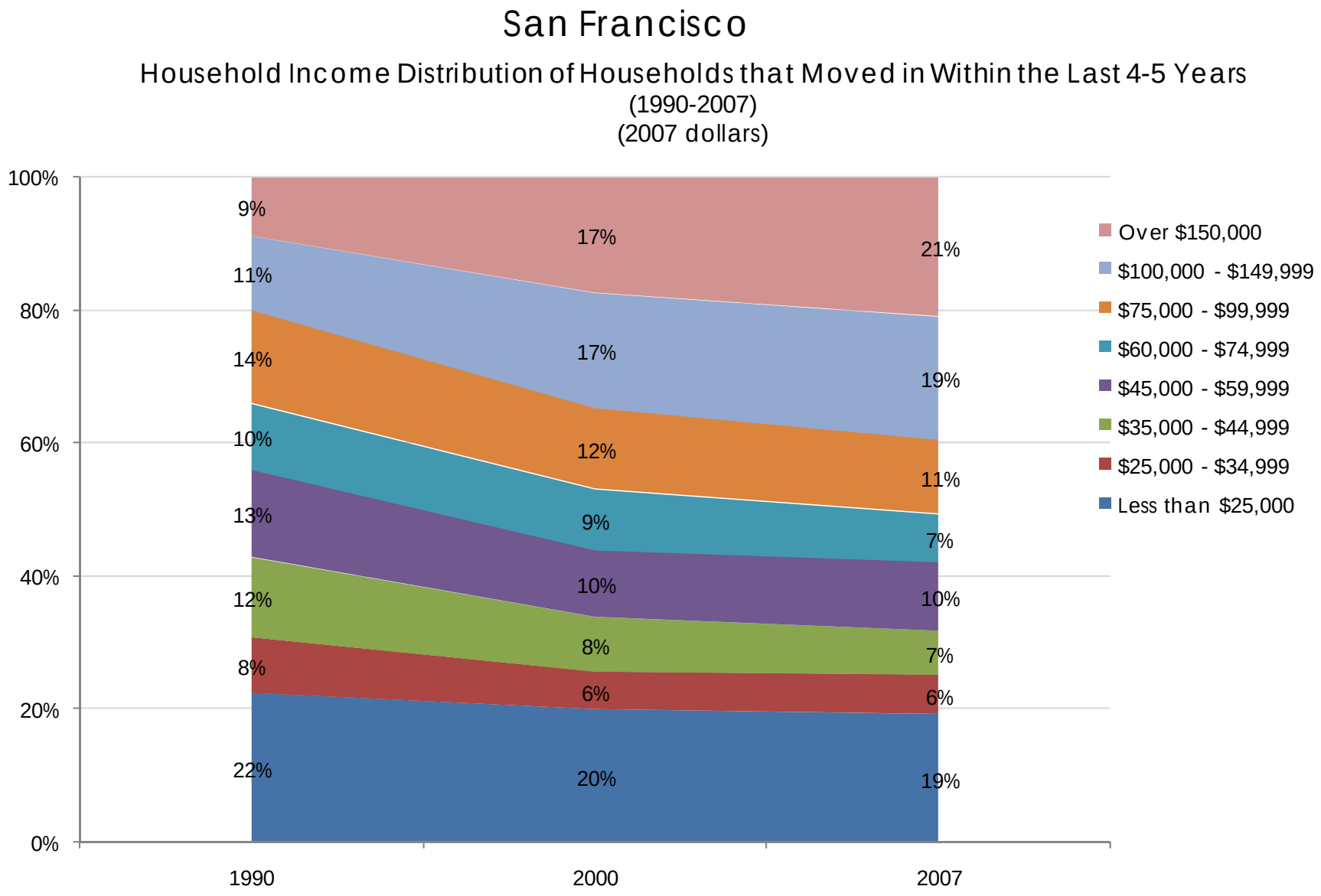
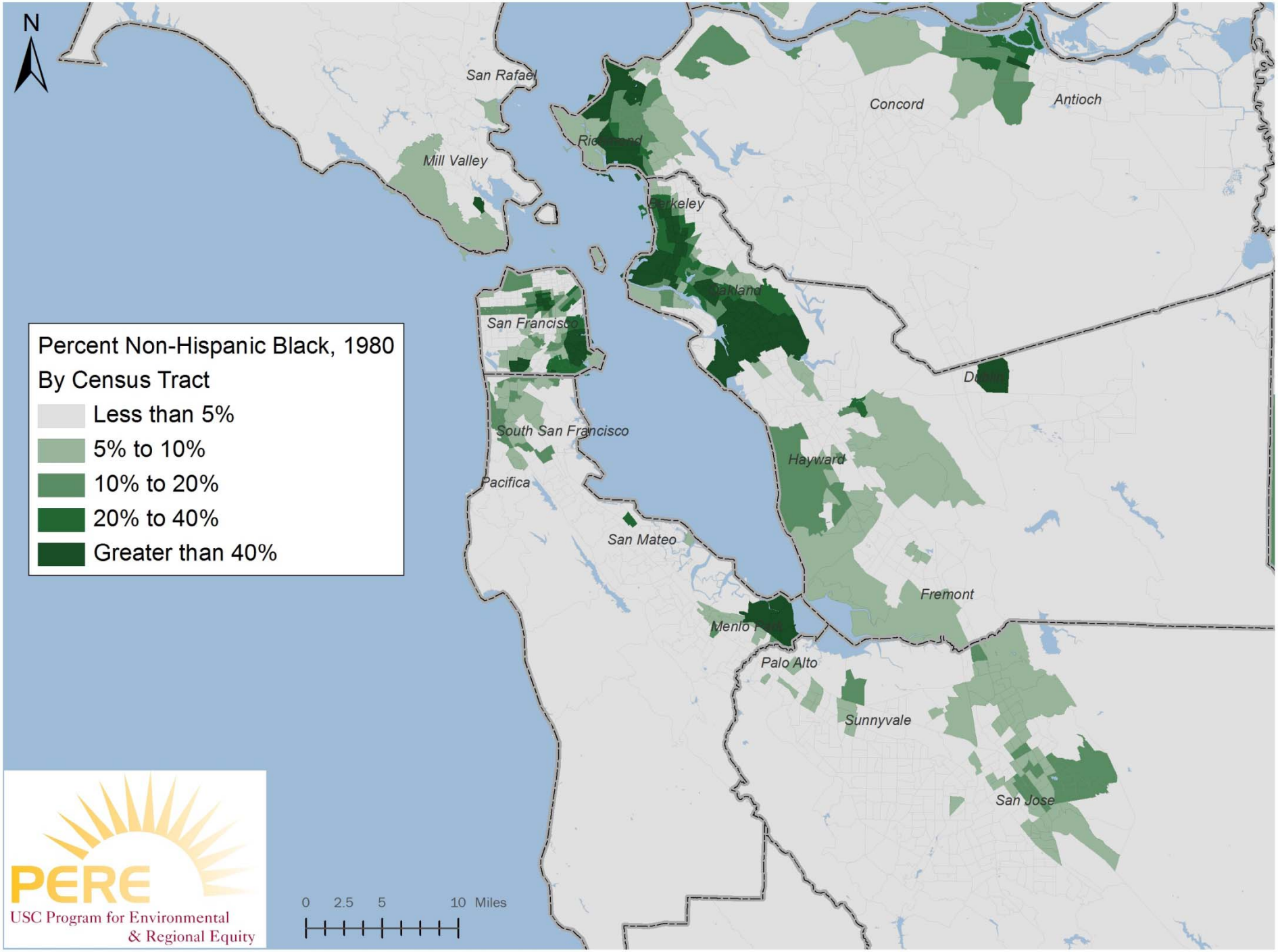
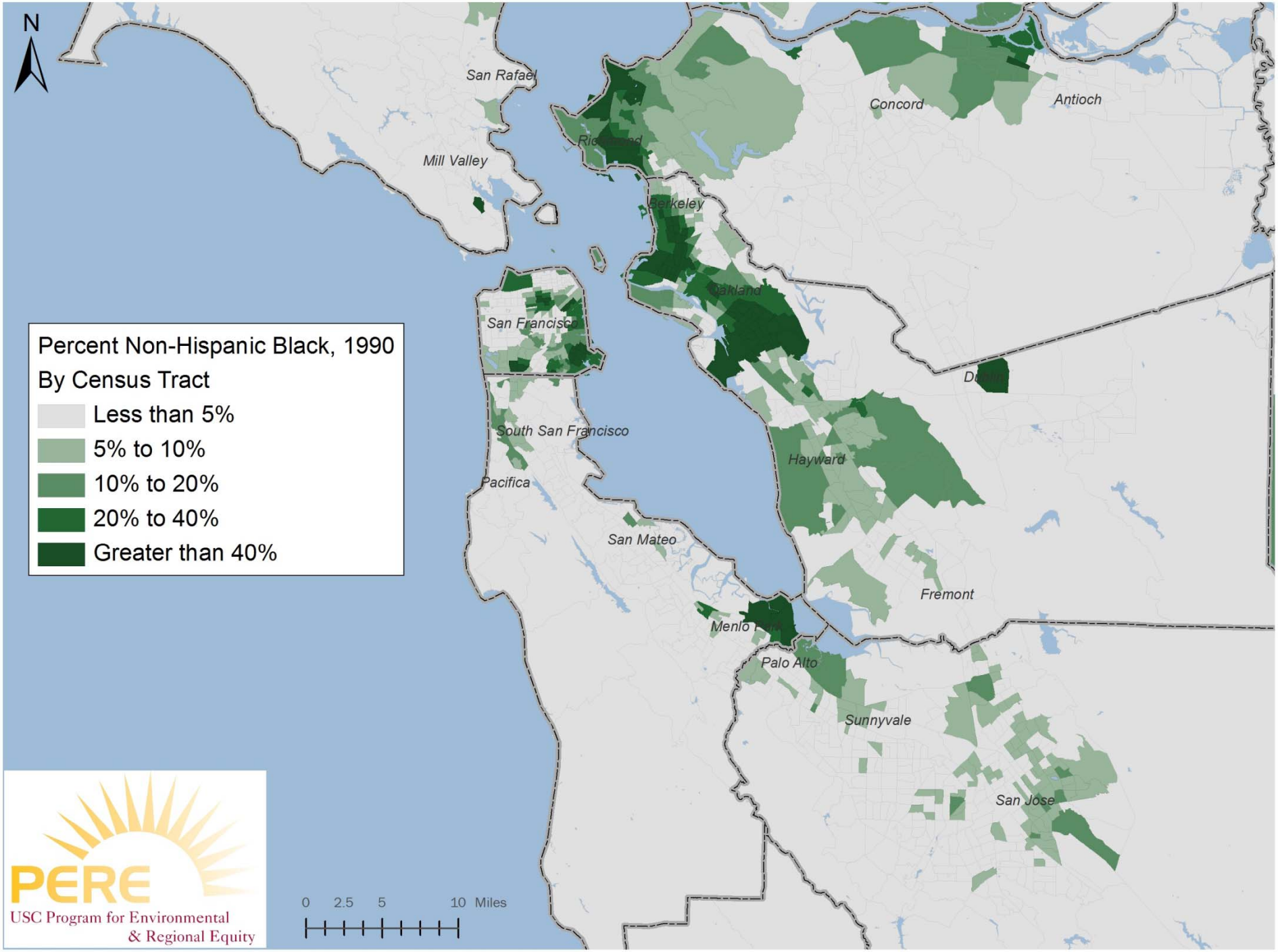
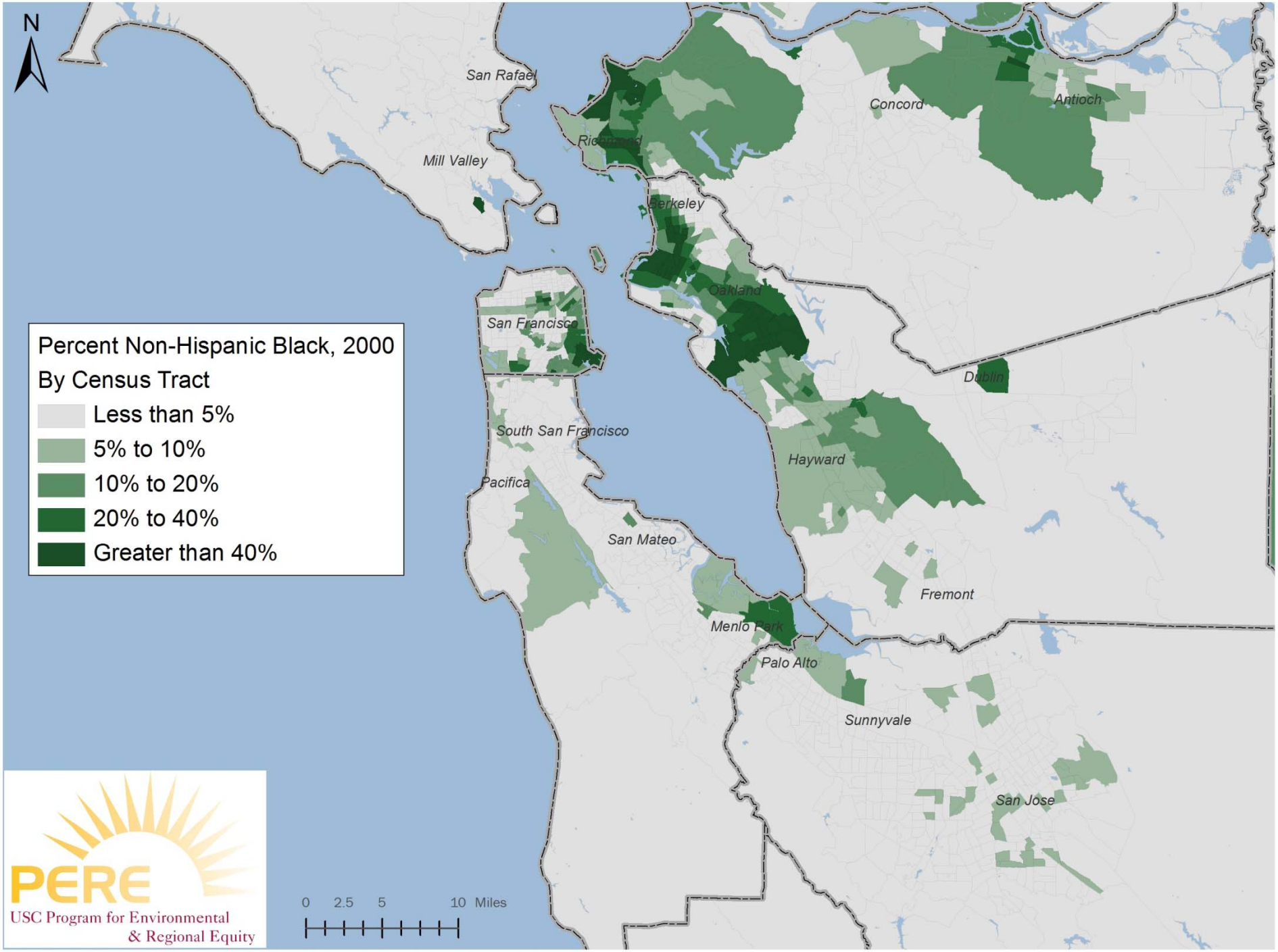
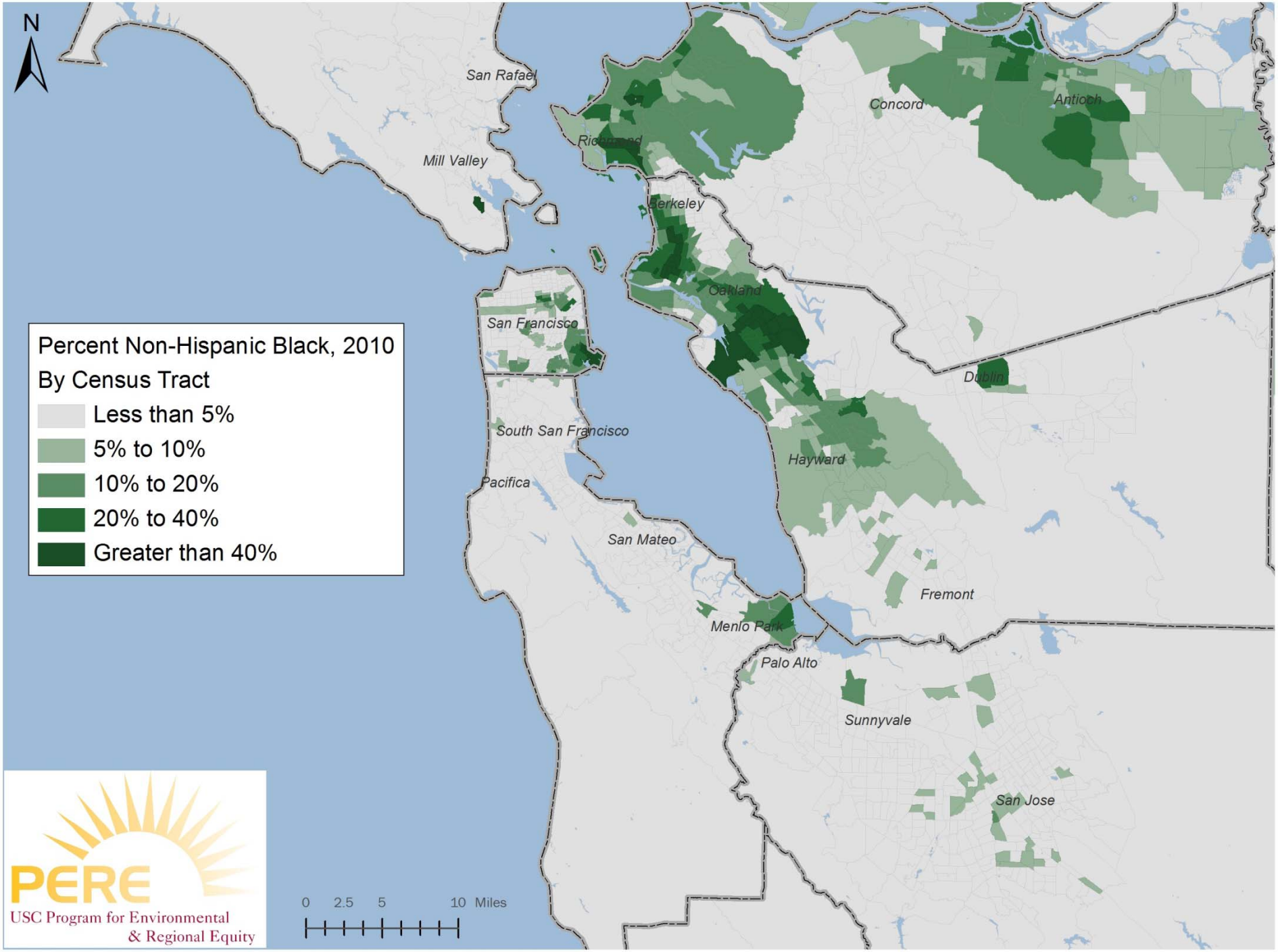


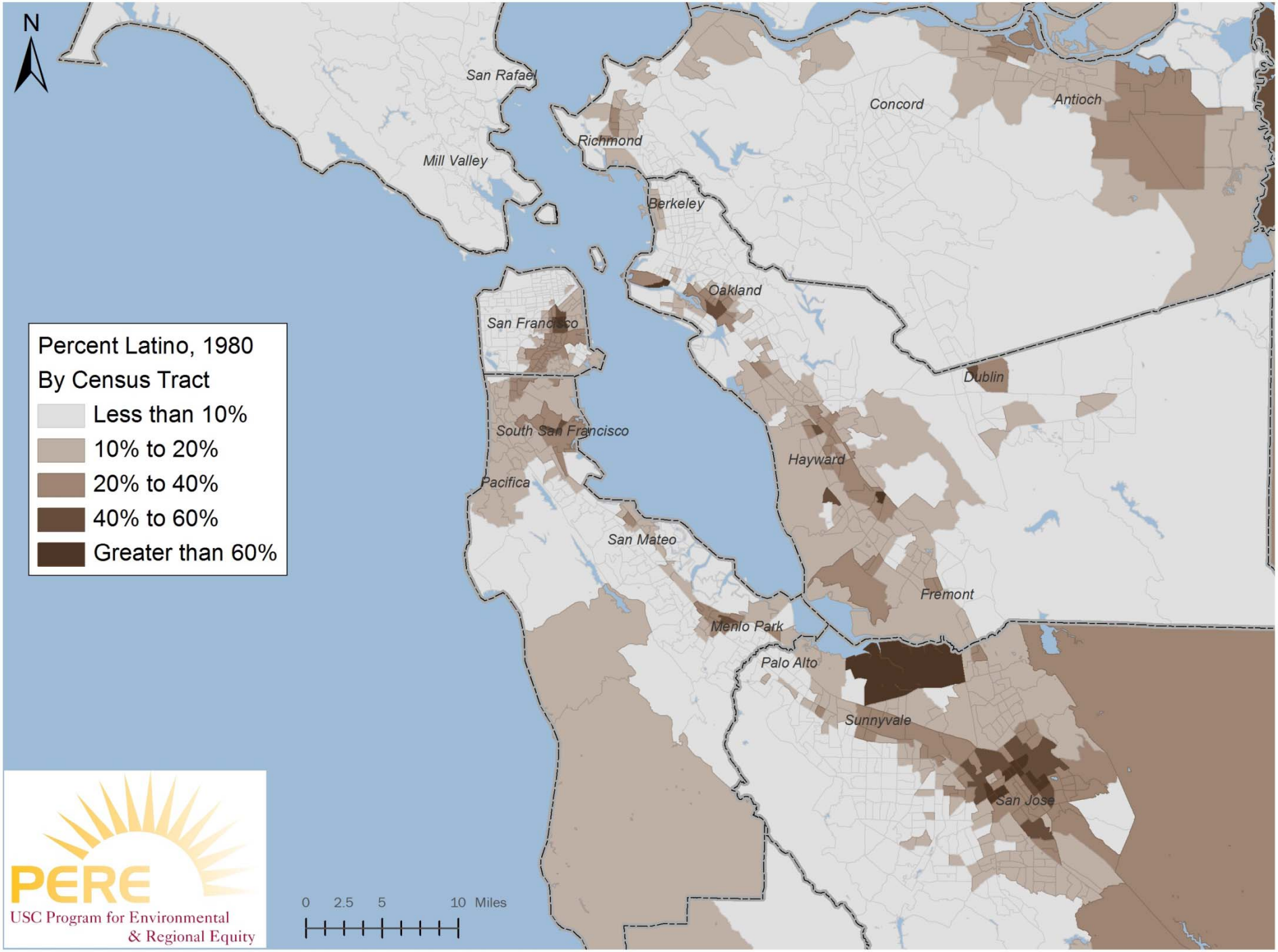
Image source: Initiative for a Competitive Inner City

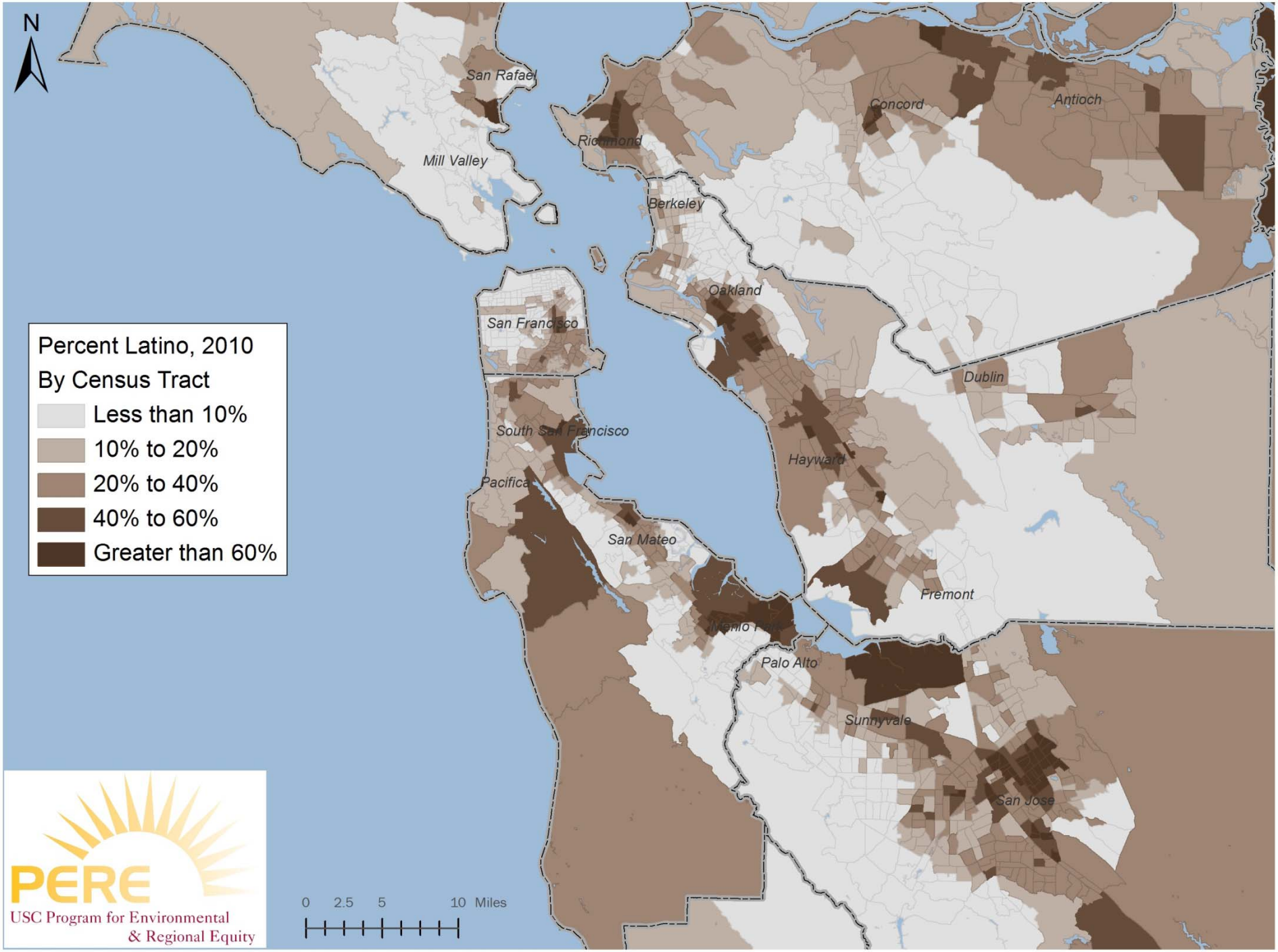

N
Percent Non-Hispanic Black, 1980
By Census Tract
Less than 5%
5% to 10%
10% to 20%
20% to 40%
Greater than 40%
San Rafael
Mill Valley
Richmond
Berkeley
Oakland
San Francisco
South San Francisco
Pacifica
San Mateo
Menlo Park
Palo Alto
Sunnyvale
San Jose
Fremont
Hayward
Dublin
Concord
Antioch
0 2.5 5 10 Miles
PERE
USC Program for Environmental
& Regional Equity

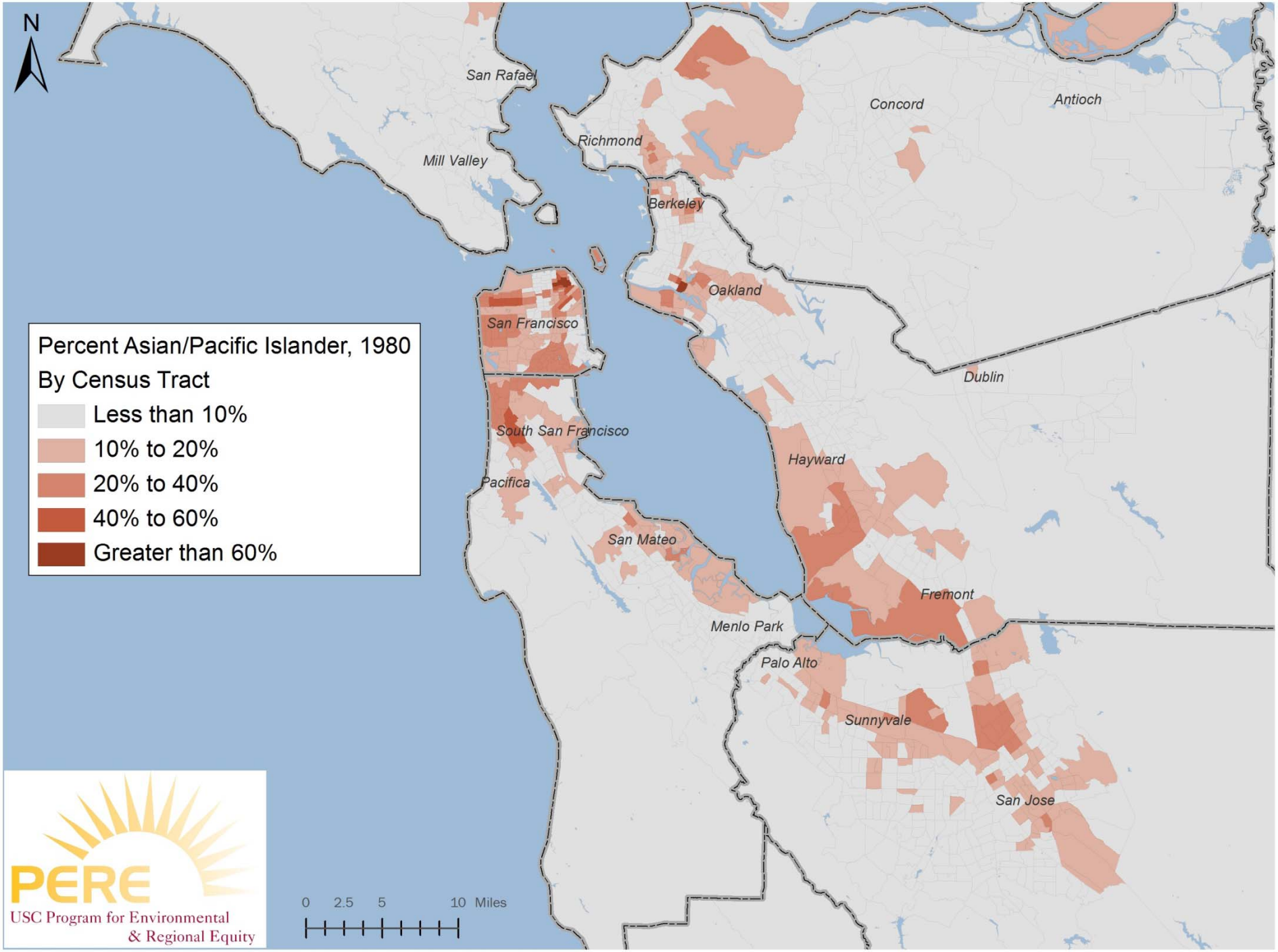

N
Percent Non-Hispanic Black, 1990
By Census Tract
Less than 5%
5% to 10%
10% to 20%
20% to 40%
Greater than 40%
San Rafael
Mill Valley
Richmond
Berkeley
Oakland
San Francisco
South San Francisco
Pacifica
San Mateo
Menlo Park
Palo Alto
Sunnyvale
San Jose
Fremont
Hayward
Dublin
Concord
Antioch
0 2.5 5 10 Miles
PERE
USC Program for Environmental
& Regional Equity

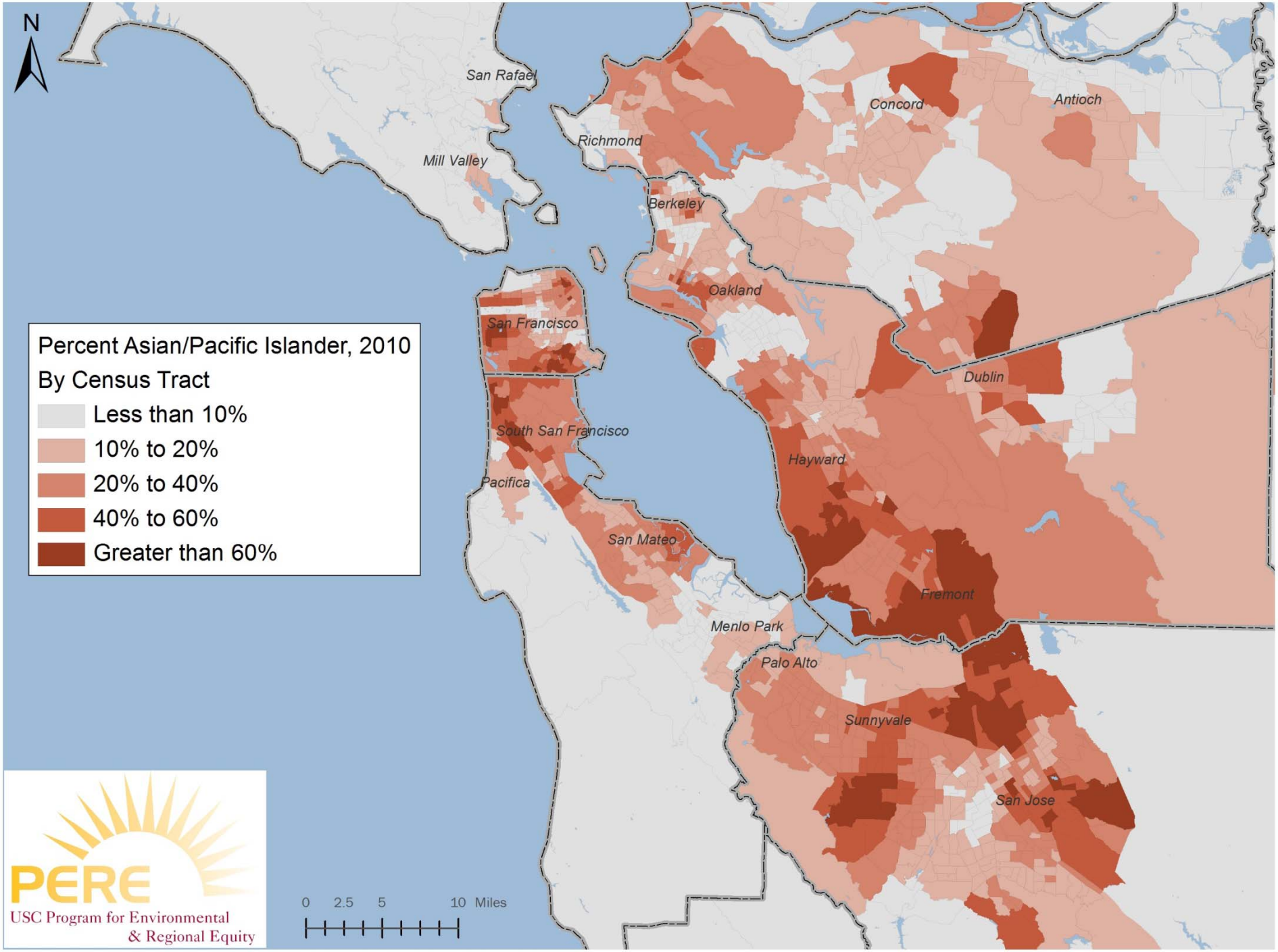

N
Percent Non-Hispanic Black, 2000
By Census Tract
Less than 5%
5% to 10%
10% to 20%
20% to 40%
Greater than 40%
San Rafael
Mill Valley
Richmond
Berkeley
Oakland
San Francisco
South San Francisco
Pacifica
San Mateo
Menlo Park
Palo Alto
Sunnyvale
San Jose
Fremont
Hayward
Dublin
Concord
Antioch
0 2.5 5 10 Miles
PERE
USC Program for Environmental
& Regional Equity


N
San Rafael
Mill Valley
Richmond
Berkeley
Oakland
San Francisco
South San Francisco
Pacifica
San Mateo
Menlo Park
Palo Alto
Sunnyvale
San Jose
Fremont
Hayward
Dublin
Concord
Antioch
Percent Non-Hispanic Black, 2010
By Census Tract
Less than 5%
5% to 10%
10% to 20%
20% to 40%
Greater than 40%
0 2.5 5 10 Miles
PERE
USC Program for Environmental
& Regional Equity

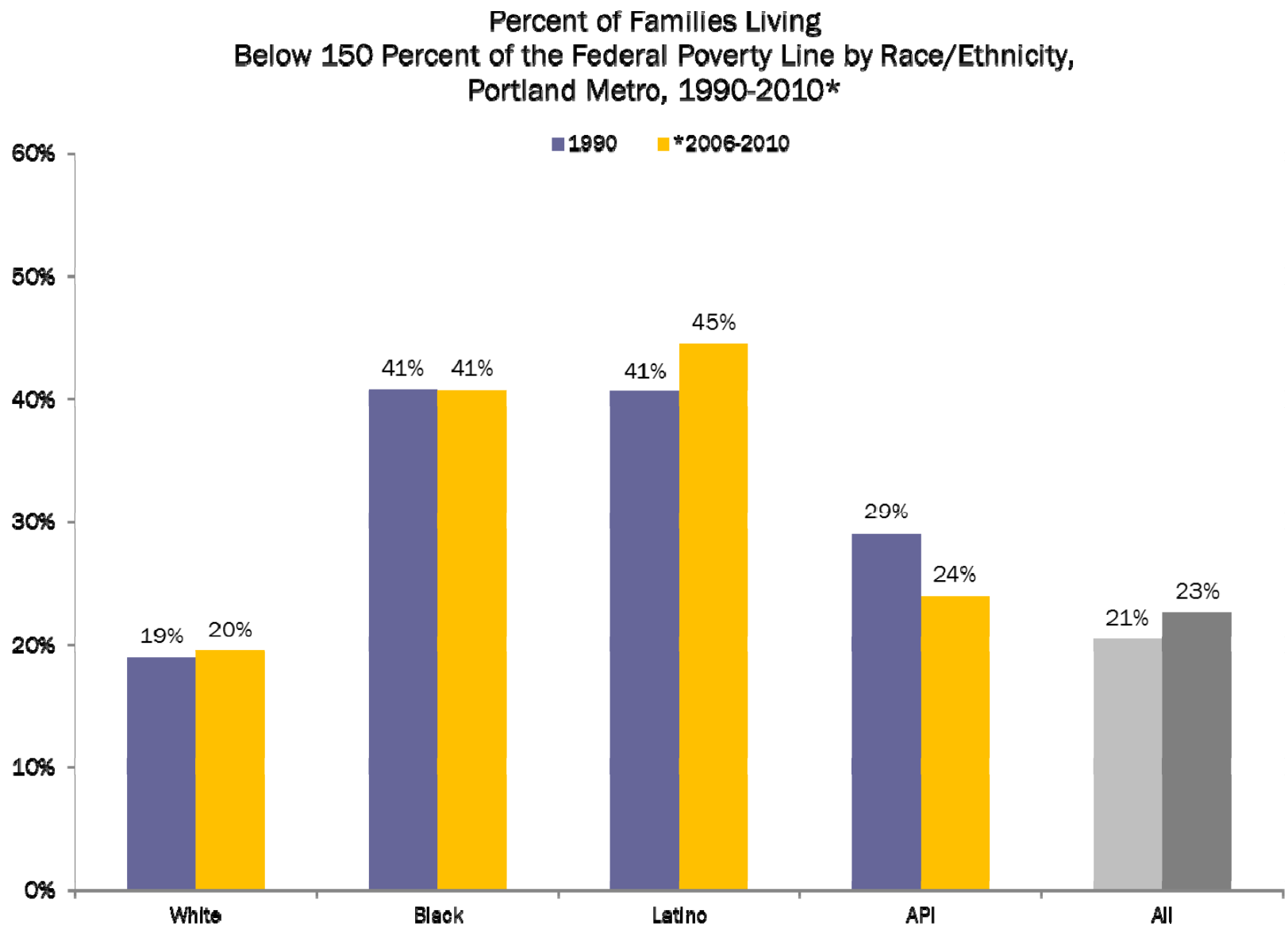

N
Percent Latino, 1980
By Census Tract
Less than 10%
10% to 20%
20% to 40%
40% to 60%
Greater than 60%
San Rafael
Mill Valley
Richmond
Berkeley
Oakland
San Francisco
Concord
Antioch
Dublin
South San Francisco
Pacifica
Hayward
San Mateo
Fremont
Menlo Park
Palo Alto
Sunnyvale
San Jose
0 2.5 5 10 Miles
PERE
USC Program for Environmental
& Regional Equity


N
Percent Latino, 2010
By Census Tract
Less than 10%
10% to 20%
20% to 40%
40% to 60%
Greater than 60%
San Rafael
Mill Valley
Richmond
Berkeley
Concord
Antioch
Oakland
San Francisco
Dublin
South San Francisco
Hayward
Pacifica
San Mateo
Fremont
Menlo Park
Palo Alto
Sunnyvale
San Jose
0 2.5 5 10 Miles
PERE
USC Program for Environmental
& Regional Equity

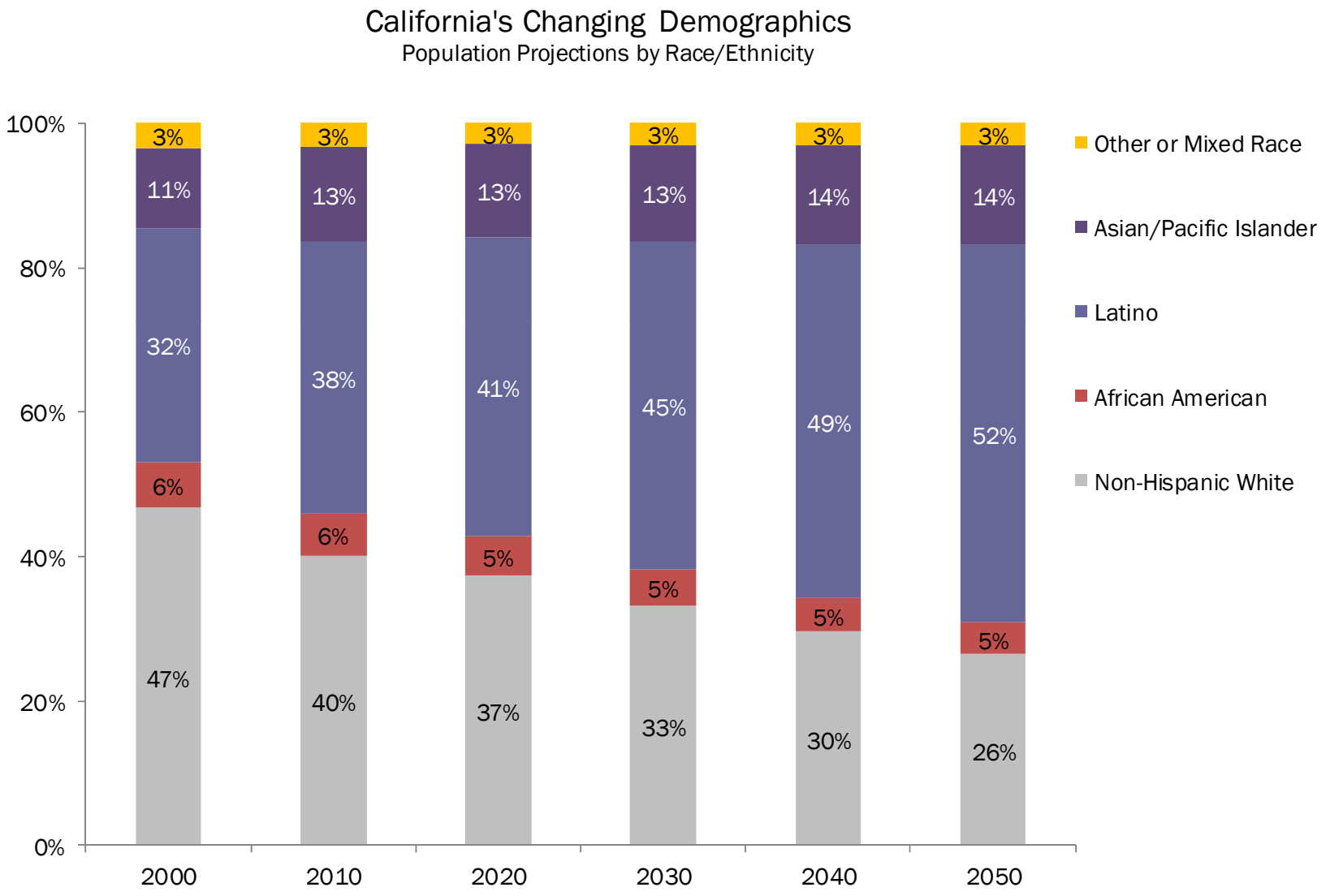

N
San Rafael
Mill Valley
Richmond
Concord
Antioch
Berkeley
Oakland
San Francisco
Dublin
South San Francisco
Hayward
Pacifica
San Mateo
Fremont
Menlo Park
Palo Alto
Sunnyvale
San Jose
Percent Asian/Pacific Islander, 1980
By Census Tract
Less than 10%
10% to 20%
20% to 40%
40% to 60%
Greater than 60%
0 2.5 5 10 Miles
PERE
USC Program for Environmental
& Regional Equity


N
San Rafael
Mill Valley
Richmond
Berkeley
Oakland
San Francisco
South San Francisco
Pacifica
San Mateo
Menlo Park
Palo Alto
Sunnyvale
San Jose
Fremont
Hayward
Dublin
Concord
Antioch
Percent Asian/Pacific Islander, 2010
By Census Tract
Less than 10%
10% to 20%
20% to 40%
40% to 60%
Greater than 60%
0 2.5 5 10 Miles
PERE
USC Program for Environmental
& Regional Equity

AND MEASURING DIFFERENCE

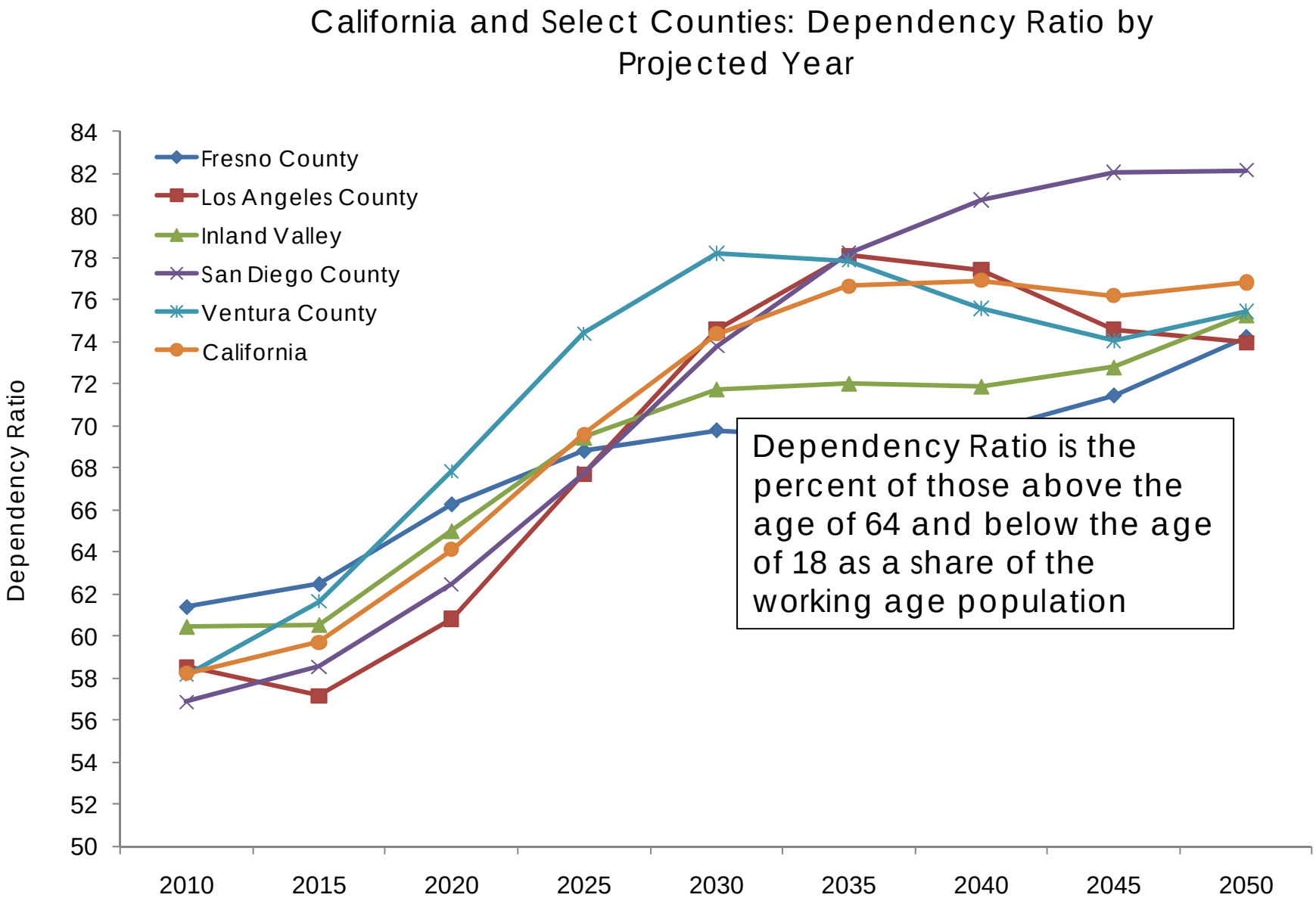


LOOKING FORWARD

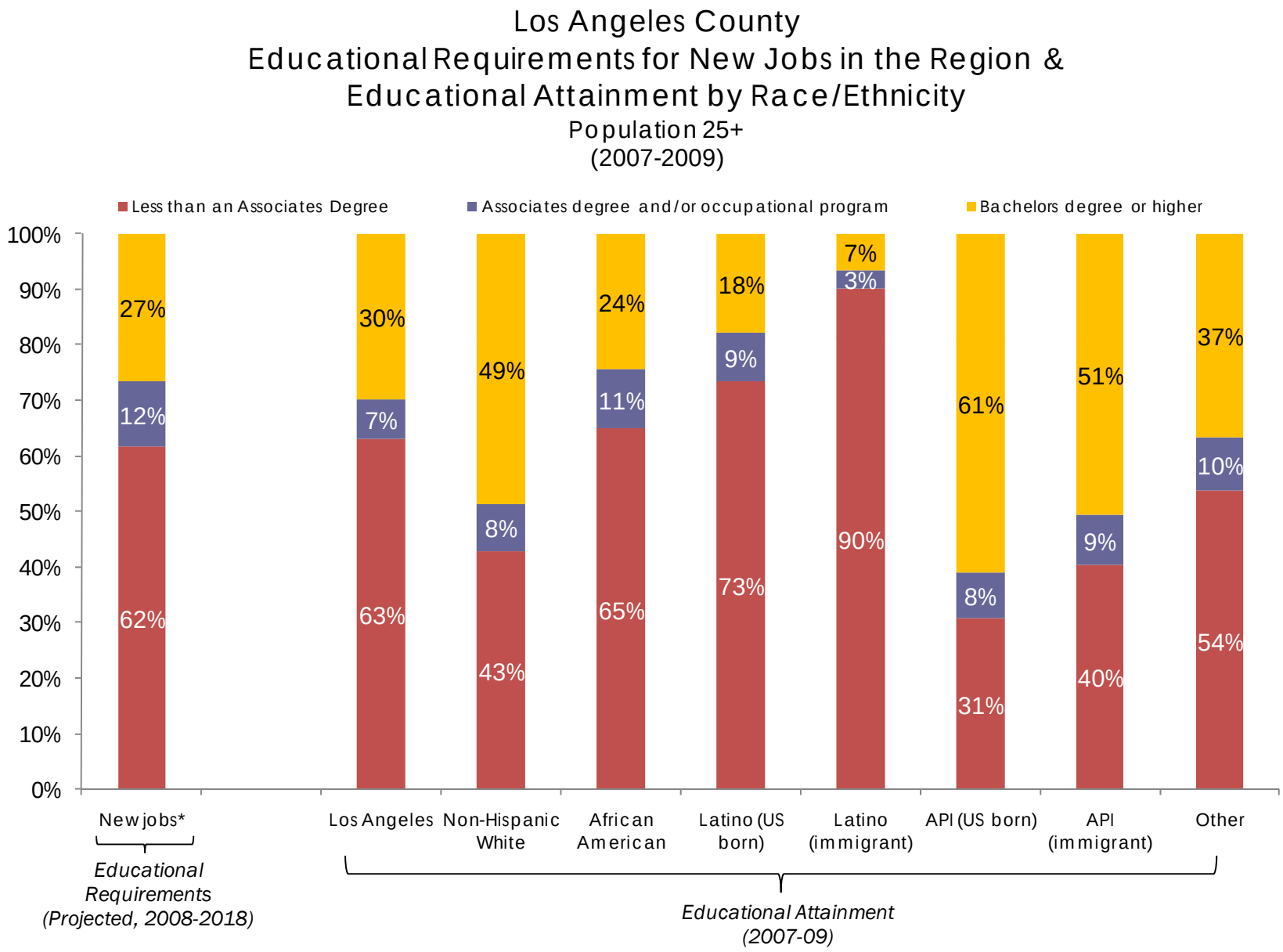


Source: U.S. Census Bureau (2000 and 2010); California Department of Finance (2020-2050).

LOOKING FORWARD



LOOKING FORWARD



LOOKING FORWARD

ECONOMIC VITALITY: *High-Opportunity Occupations Index*

- To identify high-opportunity occupations for the future economy, we examined measures of: occupation size and regional concentration (LQ), job quality, and trajectory for a set of over 90 detailed occupations at the regional level

- A related index IDs opportunities by the occupation's educational requirements

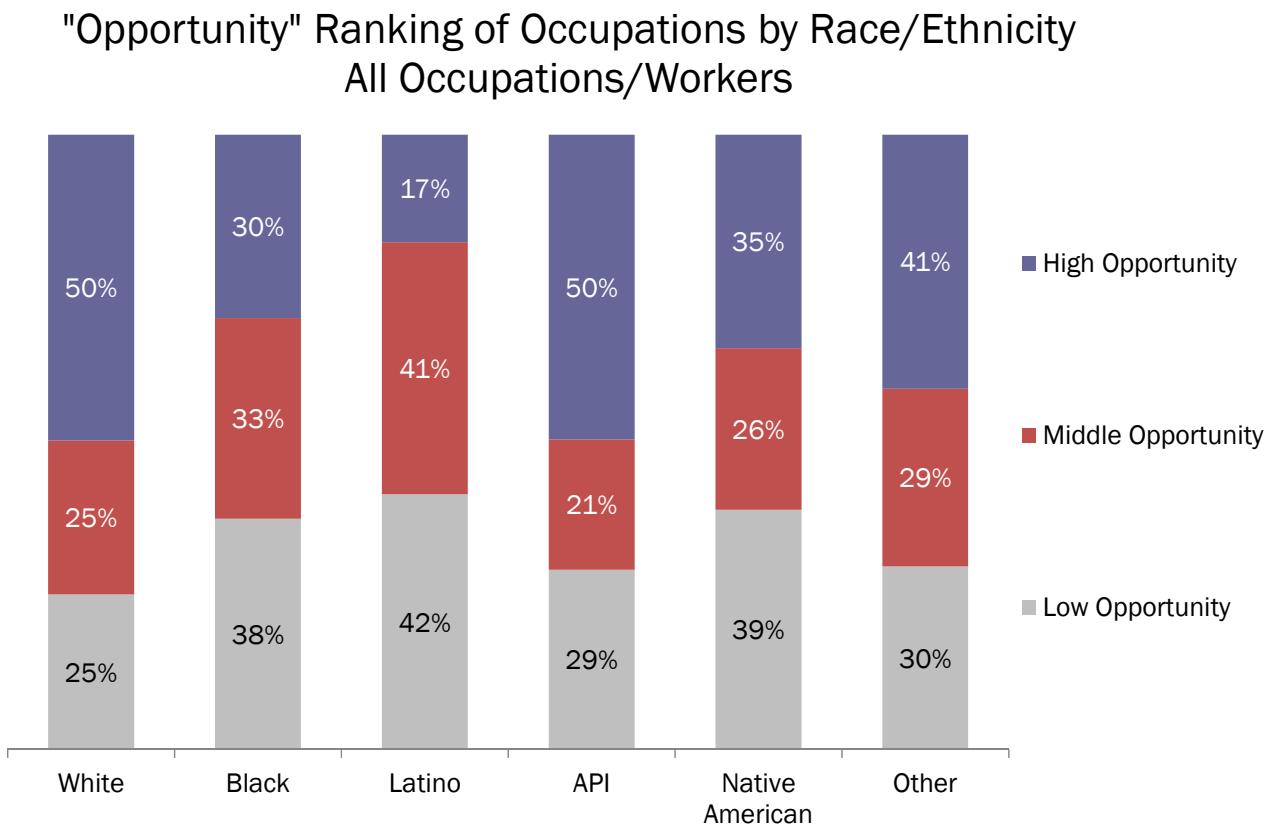
Top ten "high-opportunity" occupations

	Size	*Concentration*	*Quality*	*Trajectory*				
Occupation	*Employment, 2011*	*Location Quotient, 2011*	*Med. Ann. Wage, 2011*	*Change in Emp., 2005-2011*	*Emp. Growth, 2005-2011*	*Real Wage Growth, 2005-2011*	*Median Age, 2010*	Final Occupation Index
Engineers	52,260	1.8	$103,075	14,900	39.9%	7.4%	43	1.37
Lawyers, Judges, and Related Workers	10,910	0.9	$152,685	-590	-5.1%	11.3%	45	1.30
Physical Scientists	11,360	2.2	$102,217	3,000	35.9%	-3.0%	47	1.07
Top Executives	49,210	1.2	$104,353	6,030	14.0%	-3.3%	47	1.02
Water Transportation Workers	4,860	3.3	$62,336	1,000	25.9%	44.5%	39	0.97
Health Diagnosing and Treating Practitioners	75,760	0.8	$89,005	9,470	14.3%	10.9%	43	0.95
Operations Specialties Managers	29,900	1.0	$108,406	4,260	16.6%	8.0%	43	0.92
Other Management Occupations	35,500	0.9	$97,892	810	2.3%	26.9%	45	0.86
Preschool, Primary, Secondary, and Special Education School Teachers	99,080	1.2	$52,085	20,230	25.7%	6.2%	40	0.80
Advertising, Marketing, Promotions, Public Relations, and Sales Managers	10,810	0.9	$111,558	1,180	12.3%	8.7%	43	0.78

LOOKING FORWARD

ECONOMIC VITALITY: *High-Opportunity Occupations Index*

- Adding an equity lens: Who's accessing high-opportunity jobs?



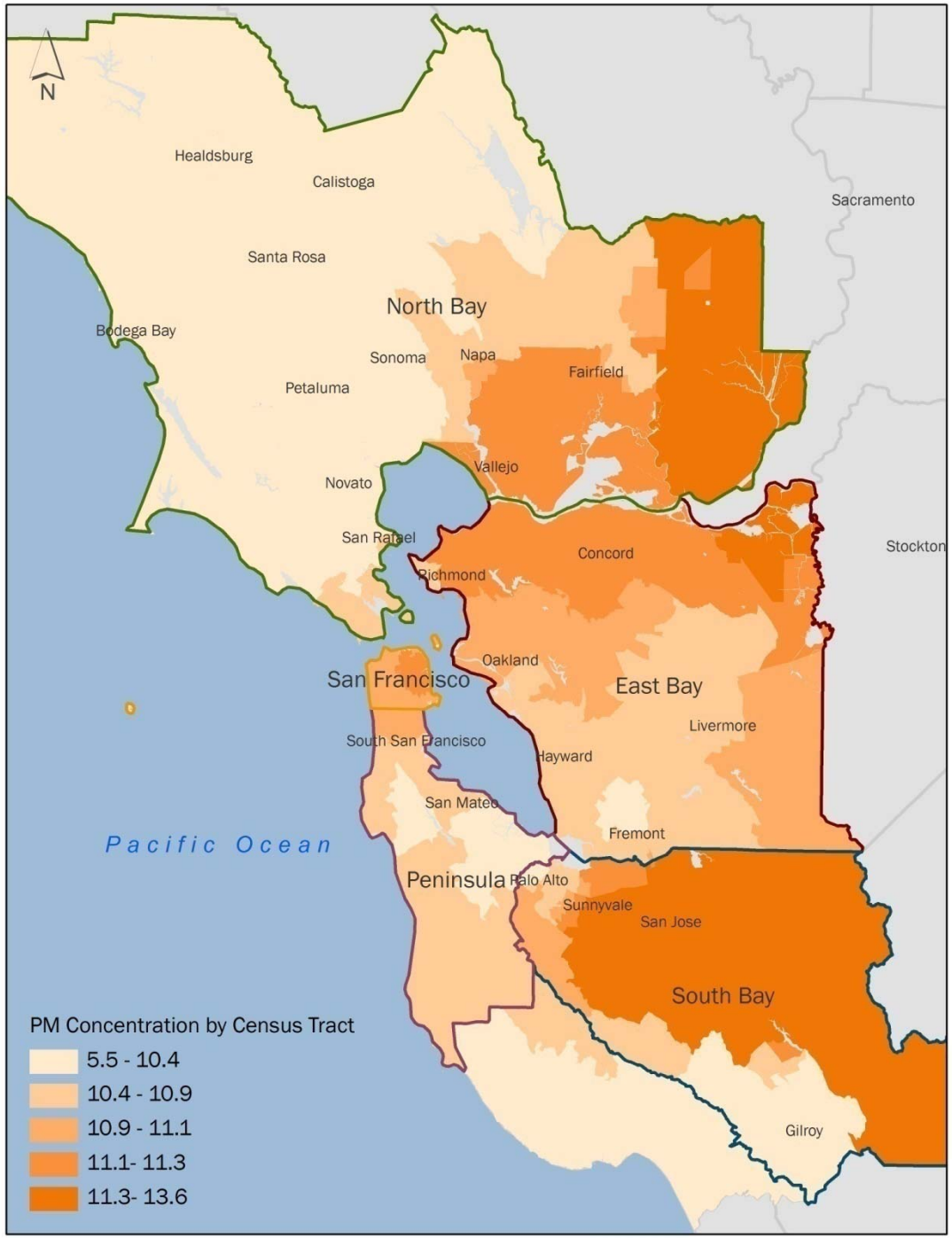
Overall, whites and Asian/Pacific Islanders are most likely to be in high-opportunity occupations, Latinos are least likely and Blacks and Native Americans are in the middle.

Notes: Universe is the employed civilian non-institutional population ages 25-64.

SHIFTING POLICY

ENVIRONMENTAL JUSTICE

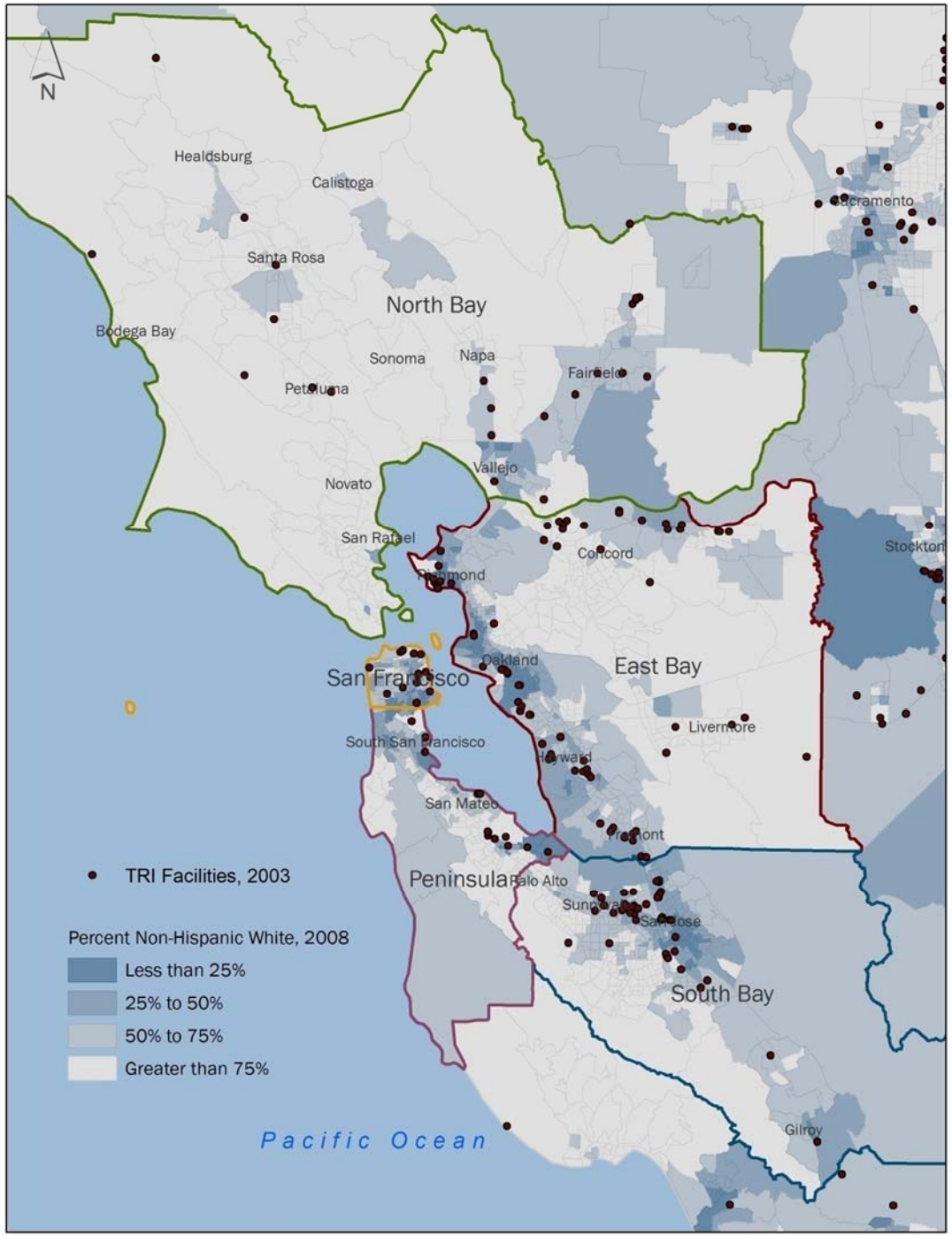
Bay Area
Particulate Matter (PM) Concentration
by Census Tract, 2004-2006



SHIFTING POLICY

ENVIRONMENTAL JUSTICE

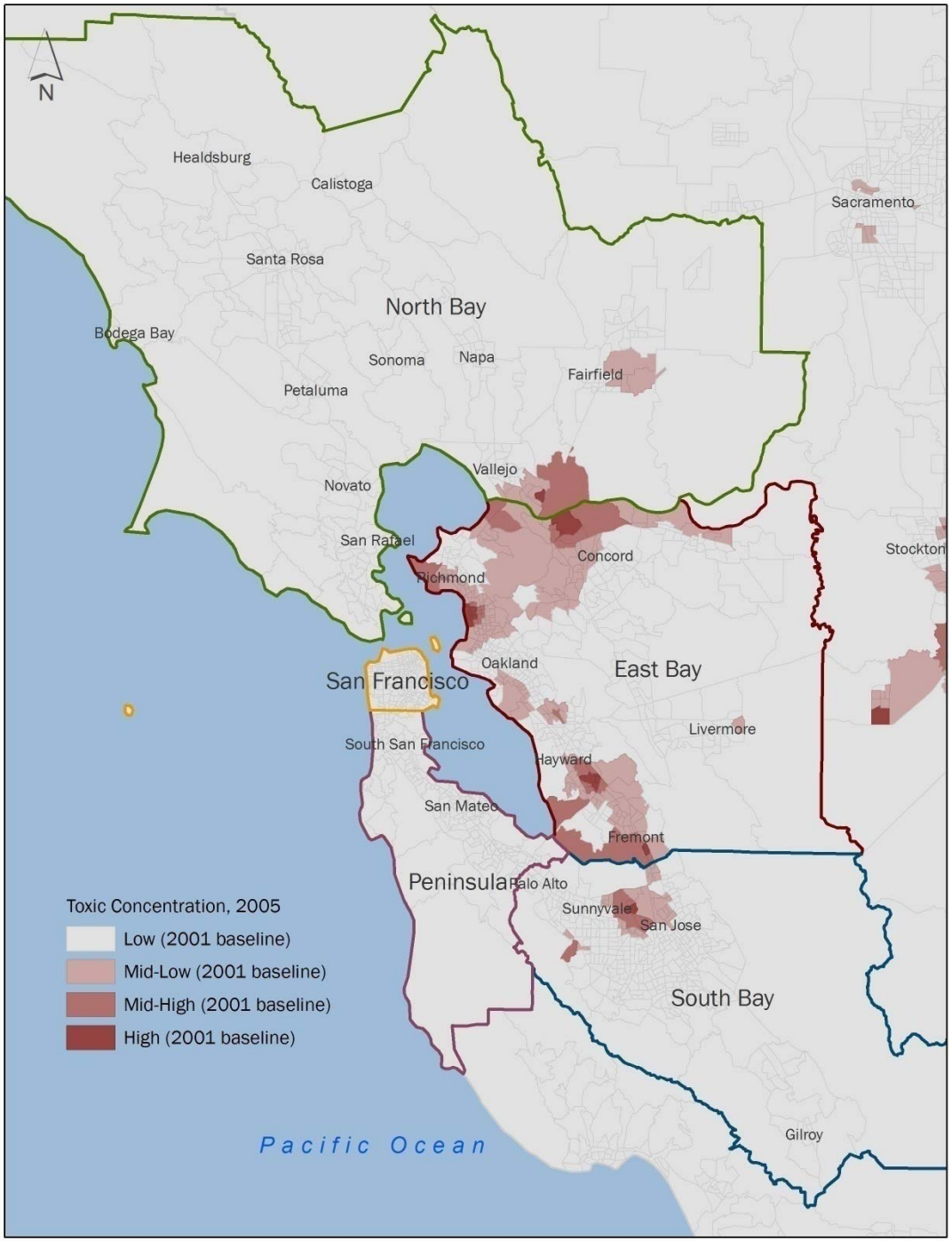
Bay Area
Toxic Release Inventory (TRI) Facilities, 2003, and Percent Non-Hispanic White by Census Tract, 2008



SHIFTING POLICY

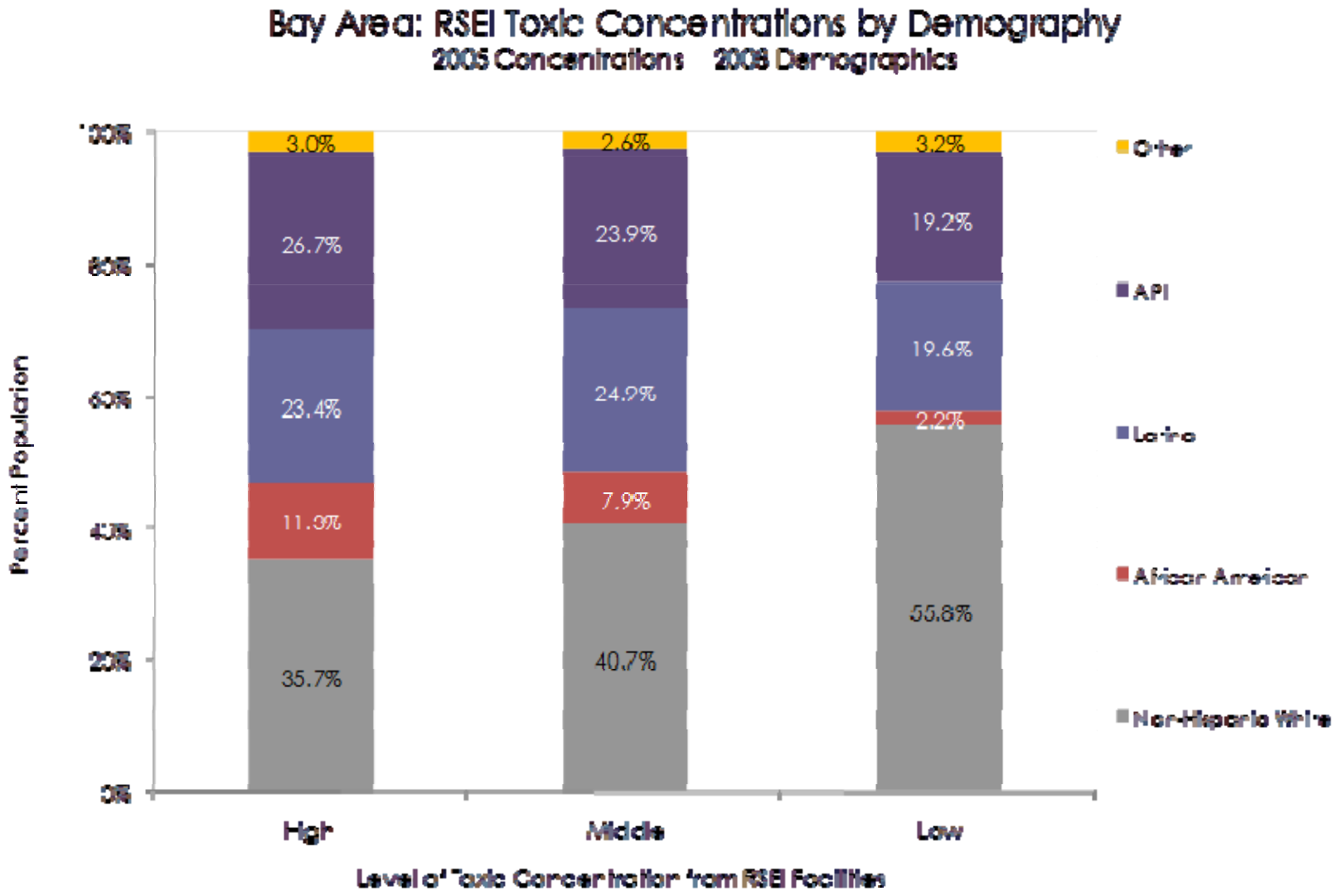
ENVIRONMENTAL JUSTICE

Bay Area
Risk Screening Environmental Indicators (RSEI),
Toxic Concentration from RSEI Facilities
by Census Tract, 2005



SHIFTING POLICY

ENVIRONMENTAL JUSTICE



SHIFTING POLICY

Environmental Justice Screening Method:

Proximity to hazards & sensitive land uses

- Air Resources Board land use guidelines (sensitive receptors)
- State data on environmental hazards

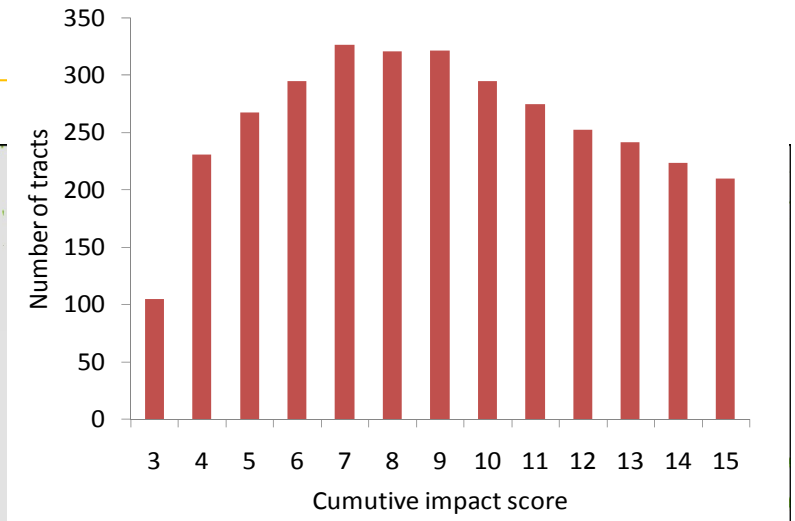
Health risk & exposure

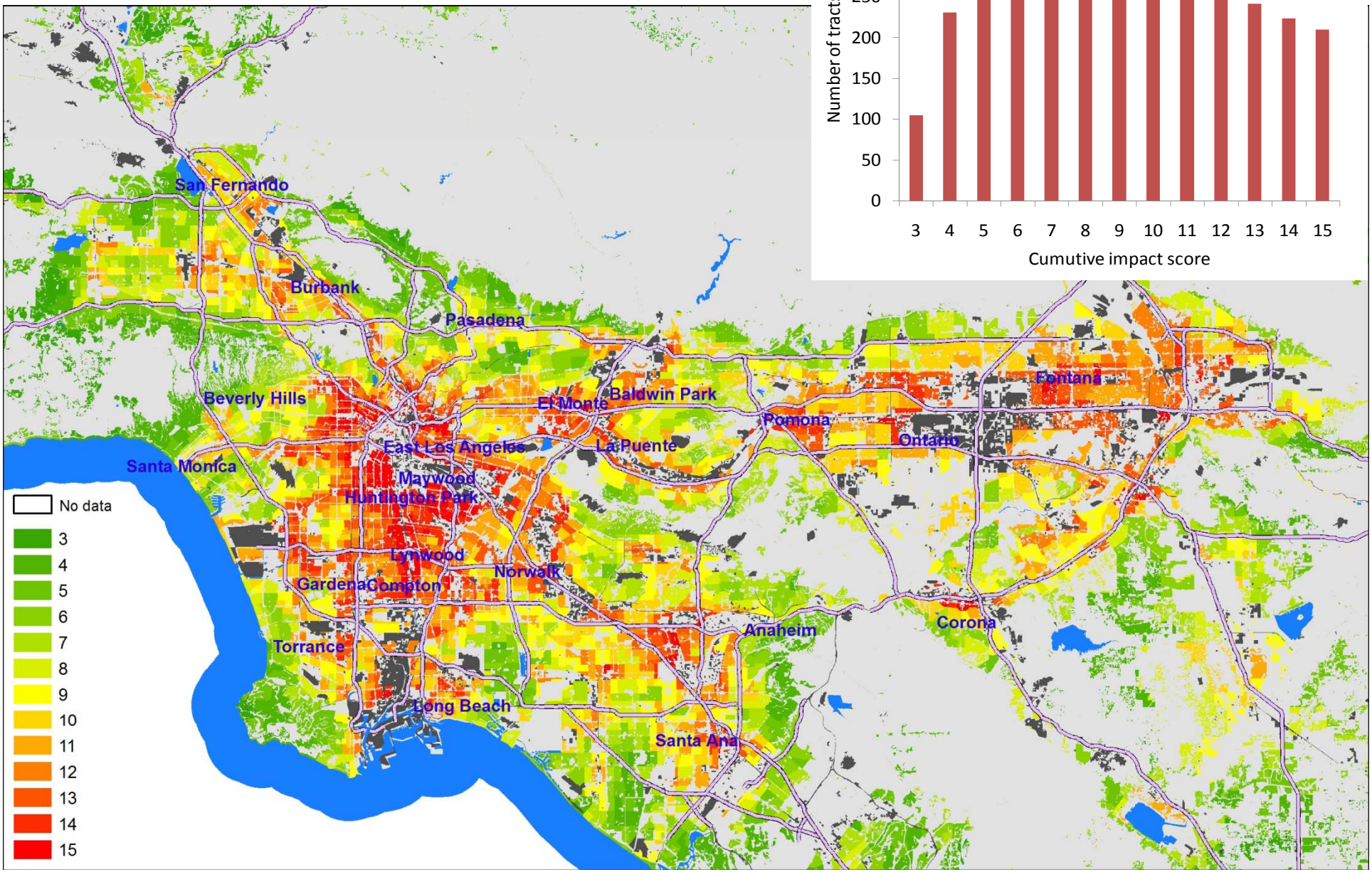
- Available state and national data
- Modeling from emissions inventories

Social & health vulnerability

- Based on epidemiological literature on social determinants of health
- ACS 2005-2009 and state-level data

SHIFTING POLICY: EJSM





SOME LESSONS FROM THIS WORK

START WITH VISION

Immigrant Integration Scorecard

Defining Outcomes:

1. Economic Mobility
2. Warmth of Welcome
3. Civic Engagement

Lesson: Start with a strong vision for the world you want to see, and work from there.

Source: Migration Policy Institute
Image Source: International Rescue Committee

SOME LESSONS FROM THIS WORK

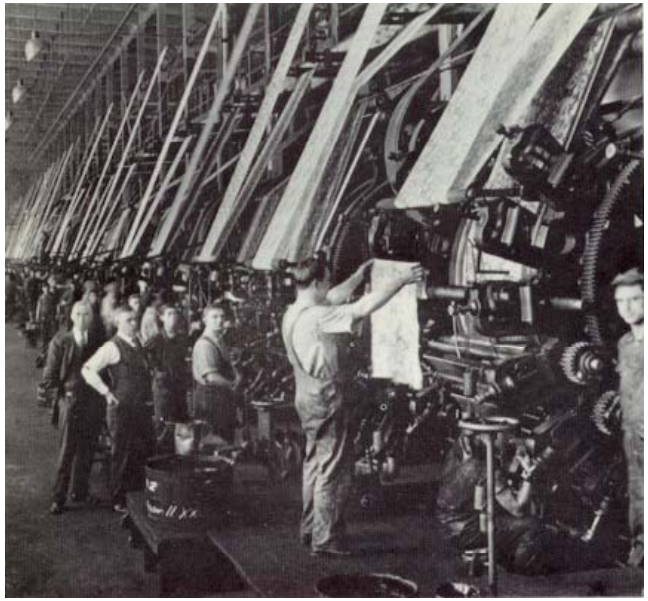
EXPLAIN WHY IT'S IMPORTANT

Immigrant Contributions to California

Defining gains from immigrants:

1. Economic potential
2. Regional level analysis
3. Voters & voting

Lesson: Develop a case for indicators as part of a broad frame of making progress together as a community



Source: Migration Policy Institute
Image Source: International Rescue Committee

SOME LESSONS FROM THIS WORK

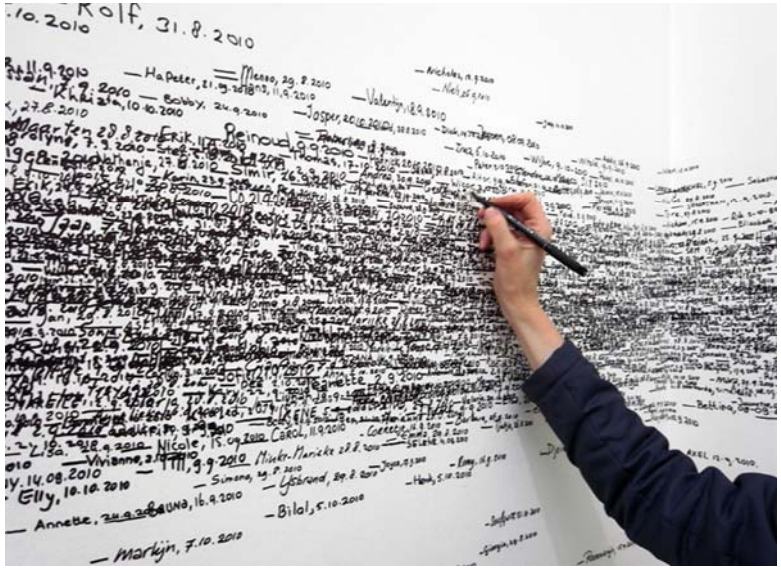
CHOOSE DATA WISELY

Immigrant Integration Scorecard

Selecting indicators:

- What data is available?
- At what geography?
- At what cost?
- On a regular basis?
- *Examples: ACS, OIS, Regional GDP, Media Score*

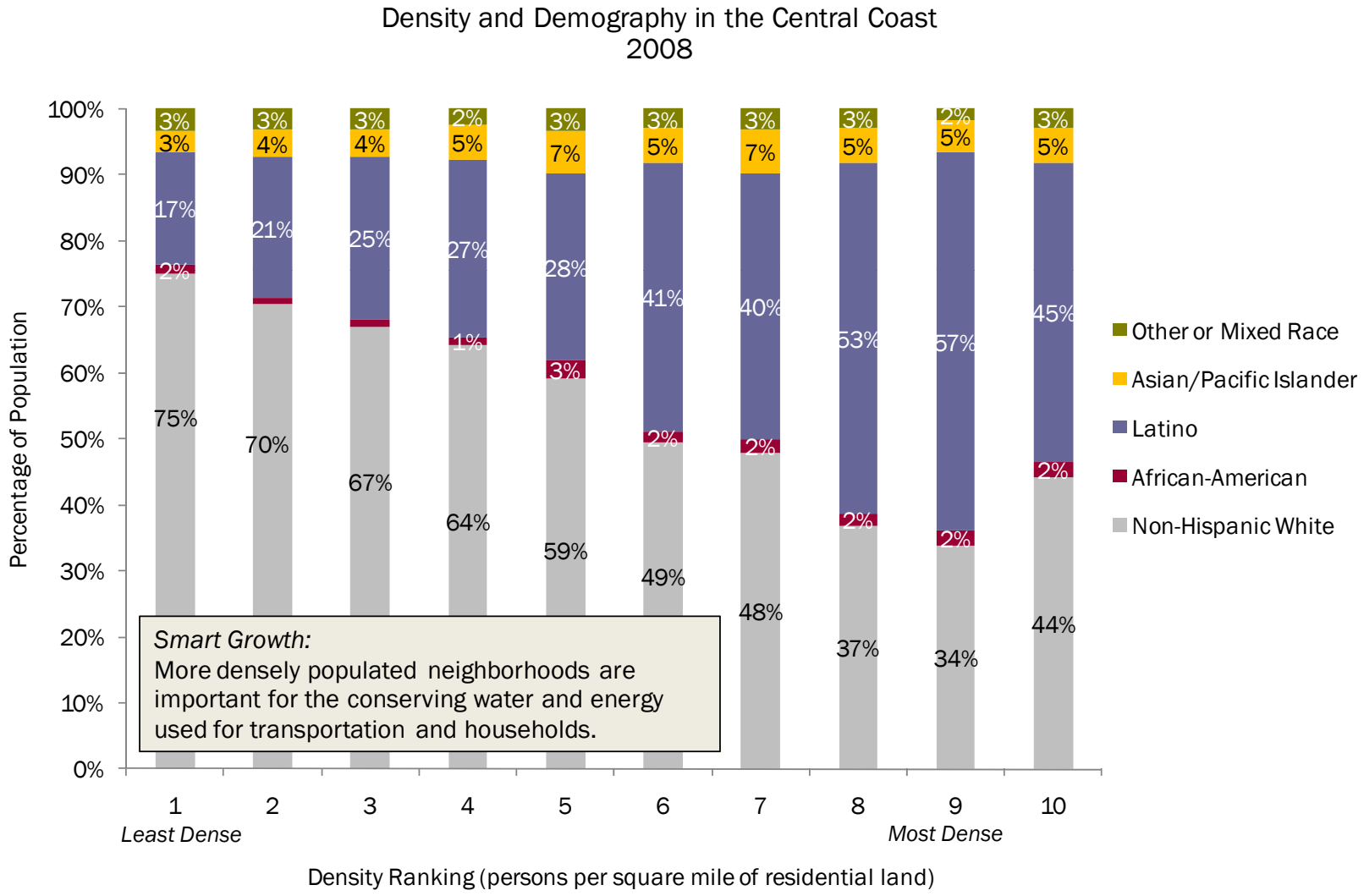
Lesson: Use what's available, get creative where needed, know this is a work in progress.



Source: http://cdn.psfk.com/wp-content/uploads/2010/11/Measuring-the-Universe3.jpg?fedcf9

SOME LESSONS FROM THIS WORK

SURPRISE PEOPLE: WHO LIKES SMART GROWTH?



Notes: The Mixteco population is included in the Latino group; while we attempted to show it separately, the information was unavailable.

SOME LESSONS FROM THIS WORK

COMPLICATE THE MEASURES

Social Vulnerability Metrics

SES

- % residents of color
- % residents below twice national poverty level
- Home ownership - % living in rented households
- Housing value – median housing value
- Educational attainment – % population > age 24 with less than high school education

Biological Vulnerability

- Age of residents (% <5)
- Age of residents (% >60)
- Birth outcomes – % preterm or SGA infants 2001-2006

Civic Engagement

- Linguistic isolation - % pop. >age 4 in households where no one >age 15 speaks English well
- Voter turnout - % votes cast among all registered voters averaged for 2000 and 2008 general election

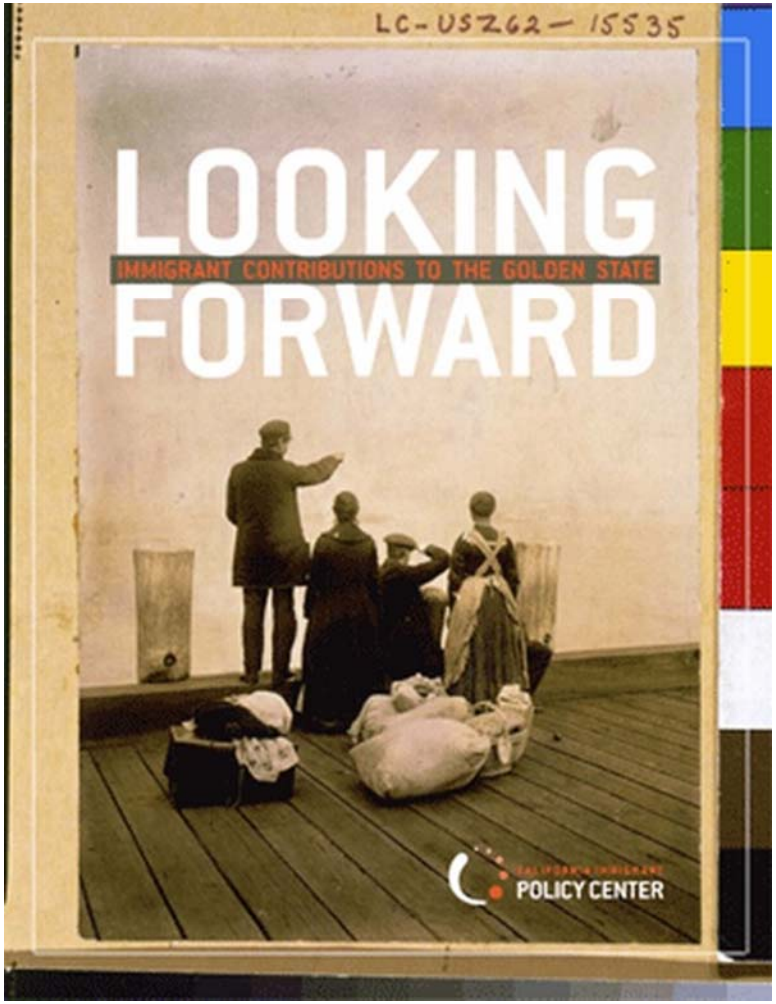
SOME LESSONS FROM THIS WORK

CONNECT TO POLICY CHOICES

CIPC Looking Forward: Immigrant Contributions

Related Policies and Programs:

- Statewide body for Immigrant Integration
- Advocacy for Low-wage immigrant worker
- AB 2193 (Lata) – Long-term English learners
- AB 1436 (Feuer)- Voter registration
- AB 889 (Ammiano) – Domestic workers



SOME LESSONS FROM THIS WORK

CONNECT TO POLICY CHOICES

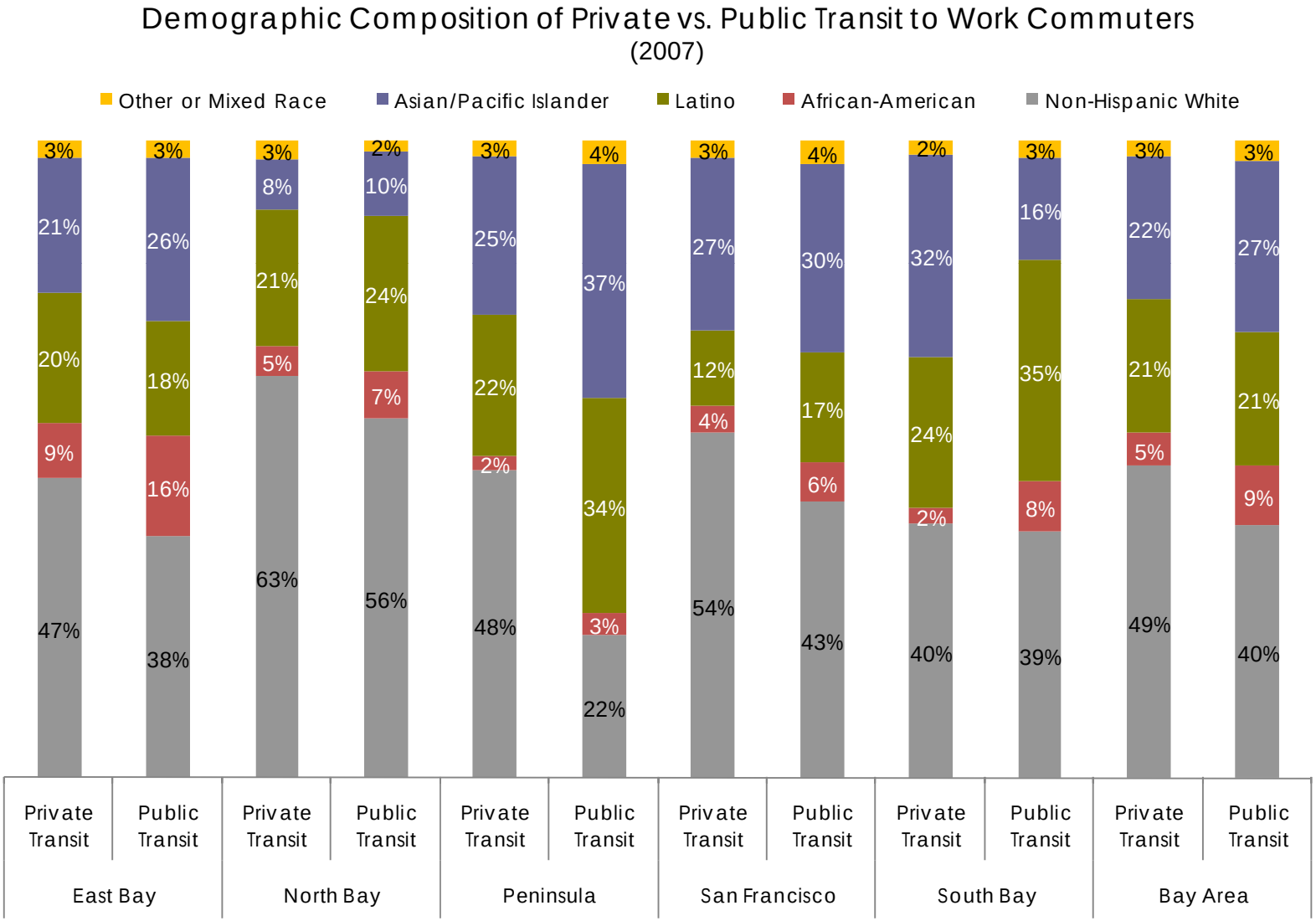
Bay Area and Central Coast Regional Indicator Projects

Related Policies and Programs:

- SB375: Sustainable Communities and Climate Protection Act
- ARRA's Green Job Resources
- Community College Resources
- AB32: Global Warming Act and requirements for EJ considerations in policy

SOME LESSONS FROM THIS WORK

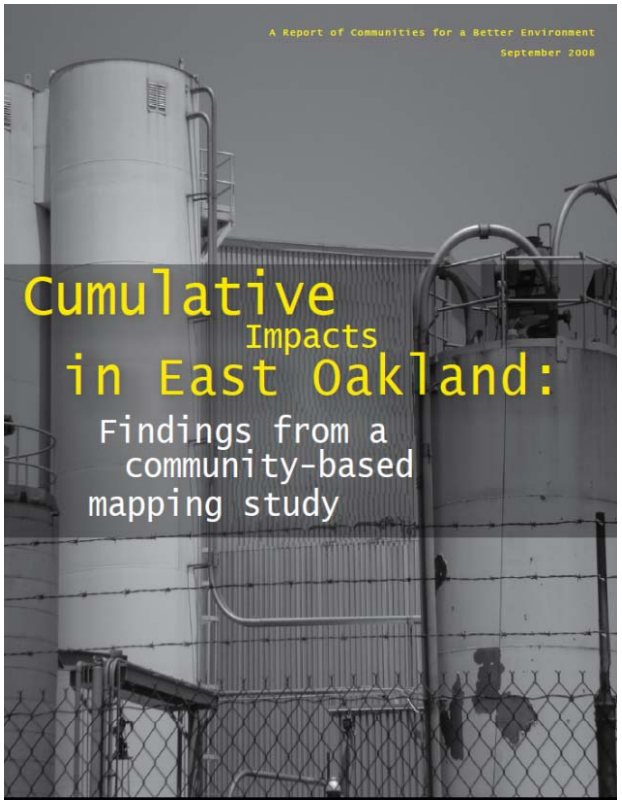
CONNECT TO POLICY CHOICES



SOME LESSONS FROM THIS WORK

CONNECT TO COMMUNITY

- EJSM: Community kept engaged in highly technical product through parallel ground-truthing as well as just-in-time overview of method and input



SOME LESSONS FROM THIS WORK

MAKING PROGRESS BY MEASURING AND SHARING

- A way to make sure that regional equity stays on the table is to measure it – what is not measured is usually not targeted

- Indicators have a discursive function – tell a story not a table

AND THE BIGGEST LESSON?

Yes, We CAN…… measure regional equity

AND IF WE DO . . .

AND IF WE DO . . .

Climate Smart Communities

Scenarios Project

Introduction to land use and transportation strategies

Kim Ellis, Project Manager

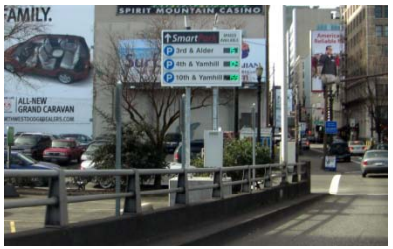
July 31, 2012

Metro | *Making a great place*

Climate Smart Communities - Phase 1 strategies tested

Community design

- Complete neighborhoods
- Mixed-use infill and redevelopment in centers and corridors
- Urban growth boundary
- Expand transit service
- Increase walking and bicycling
- Manage parking supply and cost



Climate Smart Communities - Phase 1 strategies tested

Pricing

Market signals and user-based fees to incentivize behavior change:

- Pay-as-you-drive insurance
- Gas tax
- Road use fee
- Carbon fee

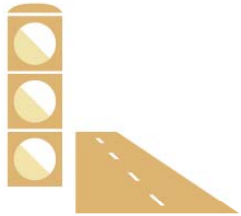
Climate Smart Communities - Phase 1 strategies tested

Marketing and incentives

- Educate drivers on more fuel efficient driving habits
- Educate individual households about their travel options
- Work-place incentive programs to increase transit use, walking, biking and carpools or travel during less congested times
- Car-sharing

Climate Smart Communities - Phase 1 strategies tested

Roads

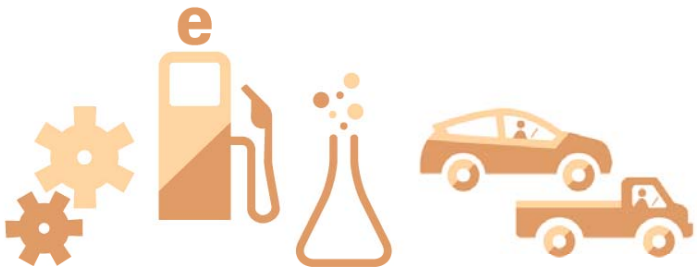


- Add freeway and arterial capacity and new street connections
- Actively manage traffic
  - *Electronic message signs to provide traveler information*
  - *Clearing crashes and vehicle breakdowns more quickly*
  - *Traffic signal timing*
  - *Freeway ramp metering*

Climate Smart Communities - Phase 1 strategies tested

Fleet and Technology

- Add more fuel-efficient and zero emissions vehicles to fleet
- Replace older vehicles with newer ones
- Improved vehicle fuel economy
- Use cleaner, lower carbon fuels



APPENDIX C: WORKSHOP MATERIALS

Agenda

CSC scenarios Project fact sheet, July 2012

CSC Scenarios Project six-page project summary

CSC Scenarios Project Phase 1 findings report and strategy toolbox

Definition of regional equity from Regional Equity Atlas 2.0

Outcomes Handout

Prioritization Exercise Handout

Strategies Handout

Metro | *Making a great place*

Agenda

Meeting: Equity & Environmental Justice Scorecard Workshop
Climate Smart Communities Scenarios Project

Hosted by Metro in partnership with Coalition of Communities of Color and Coalition for a Livable Future

Date: Tuesday, July 31, 2012

Time: 8:00 a.m. to noon (light breakfast available 7:30 a.m.)

Place: Council Chamber, Metro Regional Center, 600 NE Grand Ave., Portland 97232

Purpose: To help answer the question: "**How do we measure whether (and how well) the land use and transportation scenarios work to advance equity and environmental justice in our region?**"

The group's deliberations will:

- Help the project partners establish desired outcomes for environmental justice and equity.
- Inform which land use and transportation strategies are most important to help achieve equity and environmental justice outcomes.
- Inform development of a scorecard for measuring the success of the Climate Smart Communities (CSC) Scenarios in achieving those outcomes.

Goals: To inform and engage leaders in the environmental justice and equity fields in the CSC Scenarios Project.

To foster collaboration, mutual learning, and relationship building between CSC Scenario Project planners, technical work group members, and regional environmental justice and equity leaders

8:00 to 8:25 a.m.	Welcome and Introduction to CSC Scenarios Project	Metro Councilor Carlotta Collette
8:25 to 8:30 a.m.	Meeting Orientation	Jeanne Lawson, facilitator
8:30 to 8:50 a.m.	"Measuring and Promoting Regional Equity" • Demographic trends and changes in our region • Experience of setting outcomes and defining how to measure them	Dr. Manuel Pastor, University of Southern California
8:50 to 9:10 a.m.	Q&A Discussion	Facilitated discussion
9:10 to 9:30	Discussion of Proposed Outcomes • Are these the right ones? • Refining draft list	Facilitated discussion
9:30 to 9:45 a.m.	Introduction to Transportation and Land Use Strategies	Kim Ellis

9:45 to 10:05 a.m.	Dot Exercise and Break	Full group
10:05 to 10:30 a.m.	Reflection on Priority Strategies • Results, observations on dot exercise	Panel members: • Coalition of Communities of Color • Mara Gross, Coalition for a Livable Future • Dr. Manuel Pastor • Nuin-Tara Key, Metro
10:30 to 11:30 a.m.	Getting from Strategies to Outcomes Discussion Questions: • Which of the strategies are *most* important to meet environmental justice & equity outcomes? Why? • How do these strategies help achieve the outcomes?	Facilitated group discussion with input from Panel
11:30 to 11:40 a.m.	Observations and Recommendations	Dr. Manuel Pastor
11:40 to 11:50 a.m.	Individual Feedback – Prioritization form	Full group
11:50 a.m. to noon	Thank You and Next Steps	Metro Councilor Carlotta Collette

Metro Council Chamber
600 NE Grand Ave., Portland, OR 97232
503-797-1700.
Get here by public transit: TriMet bus #6. MAX light rail Northeast Seventh Avenue stop.
By bike: Covered bicycle parking is available near the main entrance.
By car: Vehicle garage parking is $6 for the day or in metered spaces on street.

For more information, contact Dylan Rivera, 503-797-1551, dylan.rivera@oregonmetro.gov

July 2012

www.oregon**metro.gov/climatescenarios**

The region's six desired outcomes – endorsed by city and county elected officials and adopted by the Metro Council in December 2010

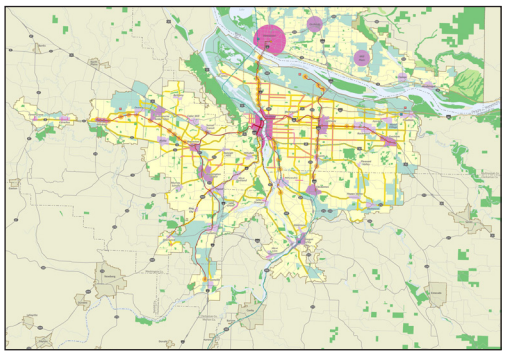
Climate Smart Communities Scenarios Project

Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – calling for an end to increases in emissions by 2010, a 10 percent reduction below 1990 levels by 2020, and a 75 percent reduction below 1990 levels by 2050. The goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Oregon Legislature passed House Bill 2001, directing the region to "develop two or more alternative land use and transportation scenarios" by January 2012 that are designed to reduce carbon emissions from cars, small trucks and SUVs. The legislation also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios Project responds to these mandates and Senate Bill 1059, which provided further direction to scenario planning in the Portland metropolitan area and the other five metropolitan areas in Oregon.

Metro's Making the Greatest Place initiative resulted in a set of policies and investment decisions adopted in the fall of 2009 and throughout 2010. These policies and investments focused on six desired outcomes for a successful region, endorsed by the Metro Council and Metro Policy Advisory Committee in 2008: vibrant communities, economic prosperity, safe and reliable transportation, environmental leadership, clean air and water, and equity. Making the Greatest Place included the adoption of the 2035 Regional Transportation Plan and the designation of urban and rural reserves. Together these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.



The 2040 Growth Concept - the region's adopted growth management strategy

State response Oregon Sustainable Transportation Initiative

The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

Regional response Climate Smart Communities Scenarios Project

The Climate Smart Communities Scenarios Project will build on the state-level work and existing plans and efforts underway in the Portland metropolitan area. The project presents an opportunity to learn what will be required to meet the state carbon goals and how well the strategies support the region's desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans, and the public and private investments needed to create jobs, build great communities, and meet state climate goals. Addressing this multi-faceted challenge will take collaboration, partnerships and focused policy and investment discussions and decisions by elected leaders, stakeholders and the public. Identifying equitable and effective solutions through strategies that create livable, prosperous and healthy communities is essential to the process.

Metro's policy and technical advisory committees will guide the project, leading to Metro Council adoption of a "preferred" land use and transportation strategy in 2014.

Metro

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/connect

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

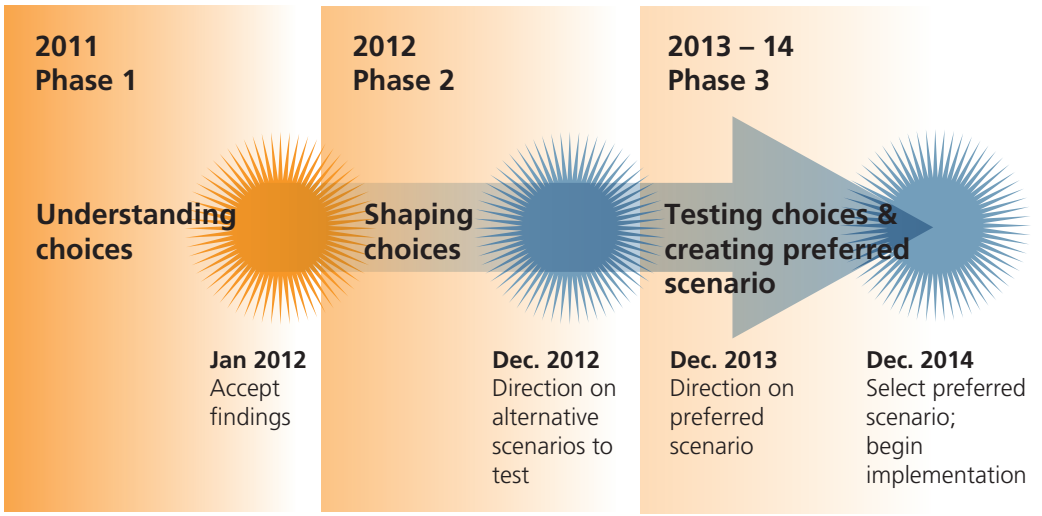
Auditor

Suzanne Flynn

11405_2.23.12_printed on recycled content paper

Metro

Climate smart communities scenarios project timeline



Phase 1
Understanding the choices

The first phase of regional-level scenario analysis occured during summer 2011 and focus on learning what combinations of land use and transportation strategies are necessary to meet the state greenhouse gas emissions targets. Strategies included transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Findings and recommendations from the analysis were reported to Metro's policy committees in fall 2011 before being finalized for submittal to the Legislature in January 2012.

Phase 2
Shaping the direction

In 2012, the region is designing more customized alternative scenarios that apply the lessons learned from Phase 1. This phase provides an opportunity to incorporate strategies and new policies that reflect community aspirations identified through local and regional planning efforts already underway in the region (e.g., SW Corridor Plan, East Metro Connections Plan, Portland Plan, and other local land use and transportation plan updates). This work will involve leaders from local governments as well as businesses and communities. By the end of 2012, Metro's policy committees will be asked to provide direction on alternative scenarios to be tested in 2013.

Phase 3
Building the strategy and implementation

The final project phase during 2013 and 2014 will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – the regional travel demand model, MetroScope and regional emissions model, MOVES. Additional scoping of this phase will occur in 2012 to better align this effort with mandated regional planning and growth management decisions.

This phase will identify needed changes to regional policies and functional plans, and include updates to the Regional Transportation Plan and region's growth management strategy. Implementation of approved changes to policies, investments, and other actions would begin in 2014 at the regional and local levels to realize the adopted strategy.

UNIQUE LOCAL APPROACHES, ONE COMMON GOAL – to make our region a great place to live in the years ahead

From downtown Gresham to Orenco Station to Oregon City, the region is rich with unique places to live where parks, schools and jobs are close by. As a result, we drive 20 percent fewer miles a day than most people in urban areas our size, so we spend less time in traffic and more time with our families and friends.

The things we have done to make this a great place are more important now than ever. The same efforts that helped protect farmland and revitalize downtowns and main streets over the last generation are essential to meeting statewide climate goals for the years ahead. Rising energy prices, a state mandate to reduce pollution and a growing eagerness to live in walkable neighborhoods make it essential for us to create places for people to work, shop and play – without having to drive far away. With federal and local resources lagging, we need to work together to make our visions a reality.

The Climate Smart Communities Scenarios Project will help the region's cities and counties define their goals for the next 20 years. It will show how those goals might help the region reduce carbon emissions. There are many ways we can reduce pollution, create healthy, more equitable communities and nurture the economy, too. Investing in main street businesses, expanding transit service, encouraging electric cars and providing safer routes for biking and walking can all help.

A one-size-fits-all approach won't meet the needs of our diverse communities. Instead, a combination of many local approaches, woven together, will create a diverse yet shared vision for how we can keep this a great place for years to come.

Working together with city, county, state, business and community leaders, Metro is researching the most effective combinations of policies and strategies to help us meet Oregon's targets for reducing greenhouse gas emissions.

MAKING A GREAT PLACE

www.oregonmetro.gov/climatescenarios

COMMUNITY BENEFITS, MANY OPTIONS EMERGE FROM EARLY RESEARCH

Metro staff researched land use and transportation strategies that reduce emissions in communities across the nation and around the world. In December 2011, this work was summarized in a toolbox describing policies for community design, pricing, marketing and incentives, roads, fleet, and technology.

These strategies also provide many community benefits:

- Fewer emissions means less air pollution.
- Investment in main streets and downtowns can boost job growth, save public money and make it easier to get to work and entertainment.
- Safe places to walk can improve public health, increase transit use and lower obesity rates.
- Creating vibrant commercial areas combined with transportation options can increase dollars spent locally while taking cars off the road.

Working closely with cities and counties, Metro tested 144 combinations of strategies, called scenarios. No single strategy was enough to meet the region's target of 20 percent lower emissions by 2035, but more than 90 combined scenarios met or surpassed it.

Encouraging findings from early results

- Current local and regional plans provide a strong foundation for meeting our carbon emissions reduction target.
- The cities and counties in our region are already implementing most of the strategies under consideration to achieve other economic, social or environmental goals.
- If the state achieves its own expectations for advancements in cleaner fuels and more efficient vehicles, the local plans and policies already adopted in our region will get us very close to our emissions reduction target.

STRATEGIES EVALUATED

COMMUNITY DESIGN

Walkable communities, vibrant downtowns, job centers, housing and transportation options, walk and bike-friendly facilities, frequent transit service, urban growth boundary

PRICING

Gas tax, fees and pay-as-you-drive insurance

MARKETING AND INCENTIVES

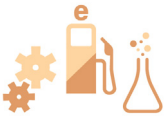
Education and marketing programs that encourage efficient driving, car sharing and use of travel options

ROADS

Clearing breakdowns and crashes quickly, adding capacity and using ramp metering, traffic signal coordination and traveler information to help traffic move efficiently

FLEET

Replacing older cars with more efficient new ones; shifting from light trucks to cars



TECHNOLOGY

More fuel-efficient vehicles, cleaner fuels, use of hybrid and electric vehicles

LOCAL INGREDIENTS FOR A REGIONAL VISION

With many options available to the region, the natural next step is to test some potential future ways the region could grow and invest, called scenarios, to see what might work best. In building those alternatives in 2012, Metro will start local, gathering the most recently adopted community plans and visions to serve as the foundation of each scenario. Efforts such as the Beaverton Civic Plan, McLoughlin Area Plan, South Hillsboro Plan, AmberGlen Community Plan, Portland Plan, Gresham Downtown Plan and transportation system plans from across the region are the ingredients that will make up the alternatives we consider going forward. A work group of local planning staff continues to help guide the project.

Since community investment is such a powerful tool for helping grow jobs and protecting our clean air, the region will consider a range of investment levels - low, medium and high – to demonstrate what communities and the region can accomplish on our current path with existing resources and tools, and what could be accomplished with more. Current local plans will comprise the medium option. Each option will consider how we can stretch our dollars for the greatest impact on the things that will make the region a more prosperous, healthy and equitable place for all.

Through a series of case studies, community partner workshops and a regional summit, Metro and local elected officials will decide what should go into the three scenarios. 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. As with the 2035 Regional Transportation Plan and the 2040 Growth Concept, the region's preferred scenario will vary from place to place within the metropolitan area, responding to local goals.

One scenario – many options for local communities.

WHAT'S NEXT?

- Start with common vision
- Shape scenarios to test
- Evaluate scenarios
- Engage public

Driving less, saving money

By driving just four fewer miles a day, the average car owner driving 10,000 miles a year can save $1,126 a year, according to AAA.

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/connect

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor
Suzanne Flynn

Metro

Printed on recycled-content paper 12160

HELP SHAPE THE FUTURE OF YOUR COMMUNITY

Beginning summer 2012, city, county, community and business leaders will be asked to share their community visions. These visions will help set the direction for regional scenario options to be tested.

In 2013-14, Metro will engage the public in evaluating the regional scenario options. Leaders from across the region will adopt a regionwide scenario in 2014.

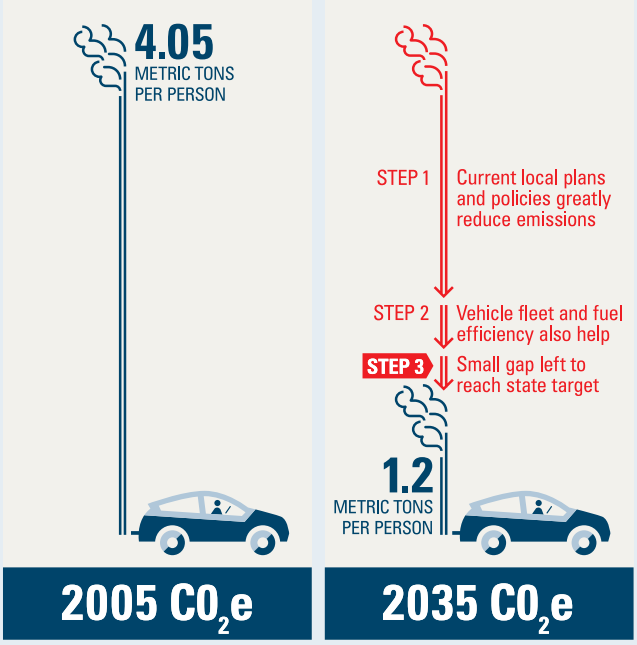
STAY INFORMED:
www.oregonmetro.gov/climatescenarios

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

OREGON'S EMISSIONS TARGET FOR 2035 FOR THE PORTLAND AREA

The state Land Conservation and Development Commission established a 2005 baseline for the Portland area: 4.05 metric tons annual, per capita roadway greenhouse gas emissions. (One metric ton CO_2 equals 112 gallons of gasoline.)

The 2035 target calls for cutting emissions to 1.2 metric tons. Implementing our local plans and realizing advancements in cleaner fuels and more efficient vehicles reduce emissions to 1.3 metric tons. Additional policy actions will be needed to reach the target (Step 3, on right).



CO_2e stands for the variety of greenhouse gases included in the 2035 target, combined and expressed as an equivalent amount of CO_2.

optin ONLINE PANEL

STAY CONNECTED Sign up to receive periodic updates about the scenarios project at **www.oregonmetro.gov/connect.**

SHARE IDEAS Share ideas or suggestions with your local elected officials and your Metro Councilor.

OPT IN Voice your opinion by signing up for Metro's online opinion panel at **www.optinpanel.org.** Upcoming survey topics will include the scenarios project.

TIMELINE FOR ENGAGING CITIES, COUNTIES AND COMMUNITIES

Description	Participants	Time frame
Technical work group – Meets regularly to review and provide input on analysis	City, county, TriMet, state and Metro planning staff, and community representatives	Ongoing throughout project (2011-2014)
Accept Phase 1 Findings Report	Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, Metro Council	January 2012
Discuss findings with local leaders – Presentations at city councils and county boards	Metro councilors and staff, and city and county elected officials	Spring-Summer 2012
Envision Tomorrow introductory training – Learn how to use scenario planning software for regional and local applications	Planning staff from Beaverton, Gresham, Hillsboro, Oregon City, Portland, West Linn, Clackamas County, Washington County, Metro and TriMet	June 2012
Scorecard workshops and focus groups – Identify evaluation criteria and outcomes to measure in scenario analysis	Leaders representing the public health, equity and environmental justice, environmental and business communities	March, July-August, 2012

Continued on reverse …

Description	Participants	Time frame
Case studies – Analysis of five different types of community developments to illustrate community visions and the strategies needed to achieve them	Five local communities TBD	2012
Community partner work sessions – Use Envision Tomorrow software to assess and affirm community visions for future development; results will inform scenarios options	Elected officials and planning staff from communities around the region	Summer-Fall 2012
Southwest Corridor land use vision work sessions – Use Envision Tomorrow software to assess and affirm community visions for future development; results will inform Southwest Corridor and scenarios projects	Planning staff from SW Corridor partners	Summer-Fall 2012
Online engagement – Opt In survey tool for input on scenario options and how they will be evaluated	General public	Fall 2012
Summit – Community leaders showcase local actions that are already reducing emissions and provide input on the three scenarios to test in 2013	JPACT, MPAC, Metro Council, other elected officials and community leaders	Late fall 2012
Community partner workshops and online engagement – Discuss findings, benefits and tradeoffs of choices	Public, elected officials and community leaders	2013 and 2014
MPAC, JPACT, Metro Council – Direct staff 2011, accept findings January 2012, agree on three scenarios to test December 2012, select a scenario in 2014	MPAC, JPACT, Metro Council	2011-2014

STAY INFORMED

www.oregonmetro.gov/climatescenarios

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

CLICK HERE FOR FULL REPORT

Climate Smart Communities Scenarios Project

Understanding Our Land Use and Transportation Choices

PHASE 1 FINDINGS | JANUARY 12, 2012

Metro | *Making a great place*

CLICK HERE FOR FULL REPORT

www.oregonmetro.gov/**climatescenarios**

Climate Smart Communities: Scenarios Project

Strategy Toolbox

for the Portland metropolitan region

Review of the latest research on greenhouse gas emissions reduction strategies and the benefits they bring to the region

October 2011

Metro | *Making a great place*

Definition of Regional Equity
Regional Equity Atlas 2.0

The case for regional equity[1]

We all have a shared fate and a shared responsibility —as individuals within a community and communities within society. Our region's future depends on the success of all of its populations, but disparities in the distribution of resources and opportunities create imbalances that disadvantage some communities and advantage others. To create a prosperous region, we must ensure that everyone in our region benefits from the opportunities the region provides so that we are all able to thrive.

Building an equitable region will benefit us all by creating a stronger, healthier, and more sustainable community. Equity is not just a moral imperative – it is an economic one. As our region becomes more racially, ethnically, and age-diverse, our shared prosperity depends on our ability to create conditions that will allow everyone to flourish. Consequently, just as the sustainability of our economy depends on a regional strategy, our efforts to increase equity must also be regional in scope.

In an equitable region:

- All people have access to the resources necessary for meeting their basic needs and advancing their health and well-being.
- All people have the power to shape the future of their communities through public decision-making processes that are transparent, inclusive, and engage the community as full partners.
- All communities experience the benefits and share the costs of growth and change.
- All people are able and have the opportunity to achieve their full potential and realize their vision for success.

Inequities are not random; they are the results of past and current decisions, and they can be changed. Creating an equitable region requires the intentional examination of policies and practices (both past and present) that, even if they have the appearance of fairness, may, in effect, serve as barriers that perpetuate disparities. Working toward equity requires the prioritization of policies, infrastructure, and investments to ensure that all people and communities can thrive -- regardless of race, ethnicity, income, age, gender, language, sexual orientation, ability, health status and other markers of identity.

---

[1] We are indebted to the following organizations for providing some of the language that we have incorporated into this definition: Northwest Health Foundation, Policy Link, Kirwan Institute, King County, Clark County Public Health, Multnomah County Health Equity Initiative, Coalition of Communities of Color, Opportunity Agenda, STAR Community Index, Portland Pulse, and Portland Plan.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

EQUITY AND ENVIRONMENTAL JUSTICE WORKSHOP

JULY 31, 2012

ONE REGION, MANY DESIRED OUTCOMES

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.

Working together with city, county, state, business and community leaders, Metro is researching the most effective combinations of policies and strategies to help us create great communities and meet Oregon's targets for reducing greenhouse gas emissions. Through 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.

Desired outcomes for the region endorsed by city and county elected officials and approved by the Metro Council in 2010.

The community goals of cities and counties across the region are the building blocks of a single region-wide scenario that reflects those various aims, creating a diverse yet shared vision of how we can keep this a great place for years to come.

CLIMATE SMART COMMUNITIES (CSC) SCENARIOS SCORECARD

As part of the CSC Scenarios 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.

Think of the measures for each outcome as gauges on a car dashboard, not like grades on a report card. They tell us information about a scenario, but they do not judge the scenario. Chances are, every scenario will have some pros and cons, and there will always be trade-offs to be considered. The trade-offs will be considered during 2013 and 2014, before selecting the region's preferred set of strategies by the end of 2014.

EQUITY AND ENVIRONMENTAL JUSTICE ARE ISSUES THAT CUT ACROSS ALL OUTCOMES
The next two pages include a list of outcomes that the project team proposes to use as a starting point for the Equity and Environmental Justice Scorecard.

We didn't want to start from scratch creating a list of outcomes. Instead, we have drawn from the work of many recent efforts to create outcomes and measurement tools, including – outcomes and measures identified by **Metro's policy advisory committees**, the **Greater Portland Pulse**, the Coalition for a Livable Future's **Regional Equity Atlas Project**, and the Oregon Department of Transportation's **MOSAIC** tool and **Oregon Statewide Transportation Strategy** projects.

Together, these efforts produced many outcomes and more than 100 ways to measure them that could be used in the CSC scenarios evaluation in 2013. Several of these outcomes can be measured across population groups (e.g., age, income and race) to identify whether disproportionate impacts are occurring to vulnerable populations in the region. For purposes of the CSC scenarios analysis, vulnerable populations are defined as:

- low-income households
- communities of color
- older adults and children
- households with limited English

The CSC project team needs to make sure we've captured the right set of outcomes and would like your help prioritizing what we measure from an equity and environmental justice perspective in 2013. **As a leader in your community, your input is essential!**

Draft Outcomes

HEALTHY COMMUNITIES

1) Public Health and Safety

improve public health and safety by providing more safe walking and biking networks and reduce exposure to harmful emissions

2) Access to Opportunity

ease with which travelers can reach or use transportation options; access to affordable housing choices and proximity to parks, jobs, goods, services, and other destinations to meet daily needs

3) Mobility

improve the availability of transportation choices, system efficiency and travel time reliability for people, goods and services

4) Affordability

lower share of income spent on housing and transportation costs

5) Inclusive decision-making process

ensure those affected by decisions have had a meaningful opportunity to contribute to their development

Workshop notes

Draft Outcomes (continued)

HEALTHY ENVIRONMENT

6) Healthy Soils
protection of farms, forests and natural areas

7) Healthy Air
reduce emissions that affect human and environmental health

8) Clean Water
reduce impervious surface and related stormwater run-off

9) Resiliency
reduce dependence on foreign oil and enhance capacity of the region's ecosystems to respond to hazards, disasters and climate change-related damage

HEALTHY ECONOMY

10) Business Prosperity
create jobs and lower business-related transportation costs

11) Community Prosperity
foster efficient development patterns that optimize transportation, housing, jobs, and infrastructure spending decisions

12) Individual/household prosperity
lower share of income spent on housing and transportation costs

13) Revenues generated
raise revenues for investments needed

Climate Smart Communities Scenarios Project

Land use & transportation

Strategies

Community design

Complete neighborhoods & mixed-use areas – areas where jobs and services are accessible with transit, biking and walking
Urban growth boundary – expansion
Transit service – expansion
Bike and pedestrian network – expansion
Parking – time limits, pricing and other management of spaces

Pricing

Pay-as-you-drive insurance – discounts for driving fewer miles
Gas tax – fee based on fuel consumed
Road use fee – fee based on miles driven
Carbon fee – fee based on carbon emitted

Marketing and incentives

Eco-driving – education on fuel-efficient driving habits
Individualized marketing – one-on-one education on public transit use, biking and walking options
Employer programs – workplace-based incentives for transit use, walking, bicycling, carpools and vanpools
Car-sharing – self-serve access to a network of vehicles to reduce the amount spent on vehicle insurance, fuel, and maintenance

Roads

Freeway and arterial capacity – adding vehicle lanes, new street connections
Traffic management – clearing vehicle breakdowns and crashes quickly, using ramp metering, traffic signal coordination and traveler information to help traffic move efficiently

Fleet

Fleet mix – shifting from SUVs and light trucks to cars
Fleet age – replacing older cars with more efficient new ones

Technology

Light vehicle fuel economy – miles per gallon fuel efficiency standards for cars, SUVs and light trucks
Carbon intensity of fuels – shifting transportation fuel mix to cleaner fuels and alternative fuels with less carbon
Electric and plug-in hybrid electric vehicles – incentives and infrastructure to increase use of these vehicles

Metro | *Making a great place*

Equity and Environmental Justice Scorecard Workshop
Climate Smart Communities Scenarios Project

Prioritization Exercise

1) **Strategies**
   Which of the land use and transportation strategies are ***most important*** to evaluate or measure as part of the Equity and Environmental Justice Scorecard? (List in order of importance)

   1. _____
   2. _____
   3. _____

Why? _____

_____

2) **Outcomes**
   Which of the outcomes are ***most important*** to evaluate or measure as part of the Equity and Environmental Justice Scorecard? (List in order of importance)

   1_____
   2_____
   3_____

Why? _____

_____

Strategies

Community design:
- Complete neighborhoods and mixed-use areas
- Urban growth boundary
- Transit service
- Bike and pedestrian network
- Parking

Pricing:
- Pay-as-you-drive insurance
- Gas tax
- Road use fee
- Carbon fee

Marketing and incentives:
- Eco-driving
- Individualized marketing
- Employer programs
- Car-sharing

Roads:
- Freeway and arterial capacity
- Traffic management

Fleet:
- Fleet mix
- Fleet age

Technology:
- Light vehicle fuel economy
- Carbon intensity of fuels
- Electric and plug-in hybrid electric vehicles

Outcomes

Public Health and Safety
Access to Opportunity
Mobility
Affordability
Inclusive decision-making process
Healthy Soils
Healthy Air
Clean Water
Resiliency
Business Prosperity
Community Prosperity
Individual/household prosperity
Revenues generated

Climate Smart Communities Scenarios Project
Land use & transportation

Strategies

Community design

Complete neighborhoods & mixed use areas – areas where jobs and services are accessible with transit, biking and walking
Urban growth boundary – expansion
Transit service – expansion
Bike and pedestrian network – expansion
Parking – time limits, pricing and other management of spaces

Pricing

Pay-as-you-drive insurance – discounts for driving fewer miles
Gas tax – fee based on fuel consumed
Road use fee – fees based on miles driven
Carbon fee – based on carbon emitted

Marketing and incentives

Eco-driving – education on fuel efficient driving habits
Individualized marketing – one-on-one education on public transit use, biking and walking options
Employer programs – workplace-based incentives for transit use, walking, bicycling, carpools and vanpools
Car-sharing – self-serve access to a network of vehicles

Roads

Freeway and arterial capacity – adding vehicle lanes, new street connections
Traffic management – clearing breakdowns and crashes quickly, using ramp metering, traffic signal coordination and traveler information to help traffic move efficiently

Fleet

Fleet mix – shifting from SUVs and light trucks to cars
Fleet age – replacing older cars with more efficient new ones

Technology

Light vehicle fuel economy – miles per gallon standards for cars
Carbon intensity of fuels – cleaner gasoline, alternative fuels
Electric and plug-in hybrid electric vehicles – incentives and infrastructure to increase use of these vehicles

APPENDIX D: PARTICIPANT FEEDBACK

Appendix D: Participant feedback

Equity and Environmental Justice Scorecard Workshop
Metro comment form verbatim answers

1. Effectiveness of information presented to help you understand the Scenarios Project

When hiring a consultant, please consider the skills in cultural competency. Does Metro have a diversity/equity specialist?

Maybe a quick review of the findings report would have helped people understand. (E. Hesse)

Do not assume audience at same level of understanding, explain more, not so rushed.

Needs to be more clarity about how strategies meet outcomes and what the strategies will do to reduce disparities.

Could have had more background on how the process got to here. M. Pastor was great. (N. Sauvie)

2. Effectiveness of the panel reflection on prioritized strategies

The strategies lacked context in which they will be implemented. Thus, not surprising that the panel's comments on the strategies were seemingly superficial.

Lack of inclusion; designed and now invited to join; expectations set but community

Agree with comments about lack of racial and class diversity in the room, process

3. Effectiveness of the facilitated discussion on potential regional outcomes and measuring them

Difficult to have a meaningful discussion on outcomes and metrics without having a clearer understanding of existing disparities and root causes.

We needed more time to hear from Kim on strategies.

Implementation of the strategies is an opportunity to include low income and communities of color.

There was a lack of data explaining the impacts of the strategies and how each will reduce disparities AND GHG emissions.

4. Overall effectiveness of the workshop

I recommend you take a look at "Popular Education"-Noelle Wiggins of Multnomah County

I rate it 4 as a beginning salvo. ☺

People missing from the room and engagement; too much same person speaking and not listening.

Engaged new voices but more attention should be given to individual follow-up.

Please provide any other comments you have about the workshop.

This is my first meeting. I would suggest having all presenters, facilitators, etc. be truly reflective of the communities you are trying to serve. As Dr. Pastor says, communities of color need to see themselves in total and complete process.

Comments on grounding in the data are key. I think there's a gap between the data, and the perception of driving and communities of color. It seems like many people made the assumption that people of color drive more, which I think is counter to the data. Is the data perfect? No, but let's get it out there instead of starting with just assumptions.

Dr. Pastor helpful. It was a long morning, but perhaps because I am new to this process, felt like there wasn't the time to dig deeper into issues.

I really appreciate the change of agenda and the conversation that ensued. This is valuable for CSC and for my efforts at the City. I really appreciate the hopefulness shared by Dr. Pastor- "let's have a second date" and his examples of actions taken in LA cities and the unexpected outcomes for GHG reduction. It makes me wonder if there's a way for participants to share what they are doing already, the successes and acknowledge that first. Everyone begins with the same value to make this community great.

We need more community specificity—we need to better understand whether the data matches the perceived reality for the communities most affected (ground truthing). We also need to have a more explicit "equity" or "EJ" lens that forces objective evaluation of each strategy.

Please include older adults and people with disabilities in your project.

Leadership and project inclusion needs <u>diversity;</u> very apparent lacking in room and those who are leading; this change will be helpful to build trust and participation; now that you have heard comments, tough questions in this sessions, what will you do to <u>change?</u> Make a shift

Discomfort was necessary and hopefully moves the process forward more effectively with more attention to how the strategies could be implemented (range of who benefits and burdens from each).

I was unsure about the outcomes of the workshop. It seems more information seeking than informational, but I didn't know that going in. Would like info and action items we can take back to our organization and communities to contribute to this project.

Poor setting (context climate change) overly broad discussion – poor facilitation in framing the issues – meeting …have cultures and communities of color address climate change - …were talked at rather than listened to…also unclear outcomes and how strategies will be implemented – What will Metro do? Put people of color, other communities, on the panel.

Really enjoyed Dr. Pastor's presentation; disconnect with outcomes, strategies, scorecard, etc. Really focus on Dr. Pastor' closing comments. Strategies can go either way. Focus on EJ principles.

APPENDIX E: WORKSHOP FOLLOW-UP AND LESSONS LEARNED

Appendix E: Workshop follow-up and lessons learned

The Equity and Environmental Justice Workshop follow up plan sought to achieve the following desired outcomes:

- An open ended conversation, allowing Metro to continue to build relationships with workshop participants
- An opportunity for Metro staff to learn about participants' priorities, concerns and current work
- The discovery of ways for Metro to meaningfully engage the participants' organizations/ communities
- Suggestions from workshop participants on how Metro can better engage equity and environmental justice stakeholders on the CSC project

Approach

The plan called for staff to initiate follow-up conversations, either on the phone or in person, with the following community leaders, chosen based on workshop participation, feedback provided on the event, and involvement before the event:

Dr. T. Allen Bethel	Albina Ministerial Alliance
Danielle Brooks	City of Portland
Ben Duncan	Multnomah County
Mara Gross	Coalition for a Livable Future
Julia Meier	Coalition of Communities of Color
Jonathan Ostar	OPAL Environmental Justice Oregon
Midge Purcell	Urban League of Portland
Alejandro Queral	Northwest Health Foundation
June Schumann	Asian Pacific American Network of Oregon
Ramsay Weit	Community Housing Fund

Lessons learned

- More than one stakeholder commented that Metro appears to lack an integrated vision on equity and environmental justice. The Scenarios Project has the potential to build this integrated vision that could include a regional affordable housing approach, transit planning, land use, etc. One stakeholder cautioned that the project needed to be clear about the impacts of the strategies.
- Outreach going forward needs to start with asking communities about themselves, including their histories and their needs. One stakeholder called this 'sharing or providing community knowledge.' Workshop and event leaders need to look like community members.
- Include communities earlier in the project so that planning activity more closely aligns with community needs.
- Scenarios Project staff must continue to reach out, follow through, and build relationships with the community as the project develops; Metro needs to keep its word. This will demonstrate to the community that the agency is serious about equity and it will help Metro build trust.
- Planners need to go beyond bricks, mortar, trees and sidewalks to think about people related things: education, innovation, livability, affordability, gentrification and opportunity.

- Conversations with the community need to be on concrete topics. Even long-term, more abstract planning projects can be covered as long as they are made meaningful in today's terms to community members. The agency needs to consider compensating community members to participate in discussions if they are truly from a community that is focused on day-to-day needs.
- The intended outcome of the event was unclear and it was unclear how the input from the dot exercise and other interaction would translate into Metro's process.

Next steps

- Communications staff and the Scenarios Project planning staff will incorporate these lessons learned into outreach plans for the project going forward.
- Communications staff will work to incorporate the lessons learned into Metro public involvement guidelines.
- Input obtained during the workshop will be incorporated into a scorecard to be used to evaluate the three scenarios selected for further analysis in 2014.
- Workshop participants and interested parties will soon hear about a proposed CSC Scenarios Project spring summit and will be encouraged to participate.

Metro's web site: www.oregonmetro.gov

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region. The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating federal transportation funds.

NONDISCRIMINATION NOTICE TO THE PUBLIC

Metro hereby gives public notice that it is the policy of the Metro Council to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States of America shall, on the grounds of race, color, sex, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which Metro receives federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Metro. Any such complaint must be in writing and filed with Metro's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, see the web site at www.oregonmetro.gov or call (503) 797-1536.