



Metro | Agenda

Revised, 5/15

Meeting: Metro Council Work Session
Date: Thursday, May 16, 2013
Time: **3 p.m. or immediately following the regular meeting**
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| 3 PM | 1. USE OF OPPORTUNITY MAPPING IN UPCOMING REGIONAL PLANNING AND DEVELOPMENT DEPARTMENT ACTIVITIES AND THE EQUITY STRATEGY PROGRAM DURING FY 13-14 – <u>INFORMATION / DISCUSSION</u> | John Williams
Nuin-Tara Key
Mara Gross |
| 4 PM | 2. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: RECOMMENDED PHASE 2 INVESTMENT CHOICES AND EVALUATION CRITERIA – <u>INFORMATION / DISCUSSION</u> | Robin McArthur
Kim Ellis |
| 4:50 PM | 3. METRO ATTORNEY COMMUNICATION | |
| 5 PM | 4. ADJOURN | |

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Agenda Item No. 1.0

**USE OF OPPORTUNITY MAPPING IN
UPCOMING REGIONAL PLANNING AND
DEVELOPMENT DEPARTMENT
ACTIVITIES AND THE EQUITY
STRATEGY PROGRAM DURING FY 13-14**

Metro Council Work Session
Thursday, May 16, 2013
Metro, Council Chamber

METRO COUNCIL**Work Session Worksheet****PRESENTATION DATE:** May 14, 2003**TIME:** TBD**LENGTH:** 45 min**PRESENTATION TITLE:** Use of Opportunity Mapping in upcoming regional Planning and Development Department activities and the Equity Strategy Program during FY 13-14**DEPARTMENT:** Planning & Development, Office of the Chief Operating Officer

PRESENTER(S): John Williams 503-797-1635 john.williams@oregonmetro.gov
 Nuin-Tara Key 503-797-1917 nuin-tara.key@oregonmetro.gov
 Mara Gross (Coalition for a Livable Future)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Staff will describe how the emerging opportunity mapping materials might be used in our various work efforts, including the Metro Equity Strategy Program, the 2014 Urban Growth Report (UGR), the Regional Transportation Plan update, the Climate Smart Communities project, MTIP and other planning initiatives.
- Outcome: Council understanding of how the opportunity mapping tool and data will be used in Planning and Development Department activities, and how these activities relate to Metro's Equity Strategy Program

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Metro Council has adopted policies to make decisions that advance six desired outcomes found in the Regional Framework Plan. One of those desired outcomes pertains to equity. Following Council's policy direction, staff has been working to build its capacity to provide the Council with information on regional performance related to the six desired outcomes and equity. One example is that Metro has partnered with the Coalition for a Livable Future (CLF) to develop a mapping tool and data that can be used to illustrate demographic conditions and access to opportunities (e.g., access to transit or affordable housing) in the region.

As background, Metro was part of a coalition that applied for a HUD/EPA/DOT Sustainable Communities grant in the fall of 2011. The development of a regional housing strategy was the main focus of the grant proposal. To support the development of that strategy, one deliverable of the proposal was a printed report on regional access to opportunity (building on work done to date on opportunity maps). The coalition did not receive the grant. Had the coalition been successful in that application, work would have begun in FY 2012/2013.

Despite not receiving the grant, Metro and CLF continued their already-established partnership to develop a mapping tool with a robust set of indicators. Generally, Metro staff's role has been to co-manage the effort to develop the mapping tool and to complete the technical work to do so. Planning staff spent roughly 100 hours (estimated) co-managing the project and funded approximately 1,000 hours in the Data Resource Center to develop the mapping tool and

incorporate indicator data into the tool. Along with co-managing the project, CLF took the lead on engagement activities, identification of which indicators to map, and data collection.

Development of the mapping tool and data has now been completed, though improvements and updates may be made in the future. Using the tool and data, CLF anticipates releasing its web-based Regional Equity Atlas update in June 2013. In the intervening time since the Sustainable Communities grant proposal was denied, Metro staff has worked to identify other opportunities to utilize opportunity maps in existing and upcoming work programs and Council decisions. Staff will look to the Metro Equity Strategy Program for guidance on how best to incorporate this information into work programs and products, and at the work session will describe the connections that are currently envisioned.

QUESTIONS FOR COUNCIL CONSIDERATION

None at this time.

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? None

Agenda Item No. 0

**CLIMATE SMART COMMUNITIES
SCENARIOS PROJECT: RECOMMENDED
PHASE 2 INVESTMENT CHOICES AND
EVALUATION CRITERIA**

Metro Council Work Session
Thursday, May 16, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 16, 2013 **TIME:** 3:00 p.m. **LENGTH:** 60 minutes

PRESENTATION TITLE: Climate Smart Communities Scenarios Project: Recommended Phase 2 Investment Choices and Evaluation Criteria

DEPARTMENT: Planning & Development

PRESENTERS: Robin McArthur 503.797.1714 robin.mcarthur@oregonmetro.gov
Kim Ellis 503.797.1617 kim.ellis@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Staff will present the scenario assumptions and evaluation criteria as unanimously recommended by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC), and the timeline for completing the Phase 2 evaluation.
- **Outcome:** Staff requests Council support to move forward with the Phase 2 evaluation as described in the recommended Phase 2 scenario assumptions and evaluation criteria. With Council support to move forward, staff will prepare a Resolution for consideration by Council on June 6.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Background

The Metro Council has adopted policies to make decisions that advance six desired outcomes found in the Regional Framework Plan. One of those desired outcomes pertains to leadership on climate change. Working together with city, county, state, business and community leaders, Metro is researching how land use and transportation policies and investments can be leveraged to help us create great communities, support the region's economy and reduce greenhouse gas emissions from light vehicles as required by the State. All six desired outcomes are being used to guide this work. The land use visions of cities and counties across the region are the foundation for this work.

Phase 1 (in 2011) focused on understanding the region's choices for reducing greenhouse gas emissions from cars and small trucks. Staff tested 144 different combinations of land use and transportation policies (called scenarios) to learn what it might take to meet the region's greenhouse gas emissions reduction target. More than 90 scenarios met or exceeded the target. In addition, staff found that current plans and policies together with advancements in fleet and technology get the region close to the target.

Phase 2 has focused on shaping future choices for the region to advance implementation of community visions and meet the greenhouse gas emissions reduction target. In 2012 and early 2013, Metro Councilors and staff consulted with community and business leaders, local governments, and Metro's technical and policy advisory committees to develop a set of evaluation criteria to be used to measure and compare three scenario alternatives.

The project timeline calls for the results of the Phase 2 evaluation to be released in October 2013 - launching the third, and final, phase of the project. Phase 3 will use the analysis results to stimulate a regional discussion aimed at deciding which elements from each of the three scenarios should go forward into a preferred land use and transportation scenario for the Metro Council to adopt in December 2014. Considerations for developing a preferred scenario will include: costs and benefits across public health, environmental, economic and social equity outcomes, financial implications, public support and political will. A final preferred scenario is required to be selected by the end of 2014. The final scenario will be implemented through policies, investments and actions at the regional level, including the Regional Framework Plan and Regional Transportation Plan, and, ultimately local plans.

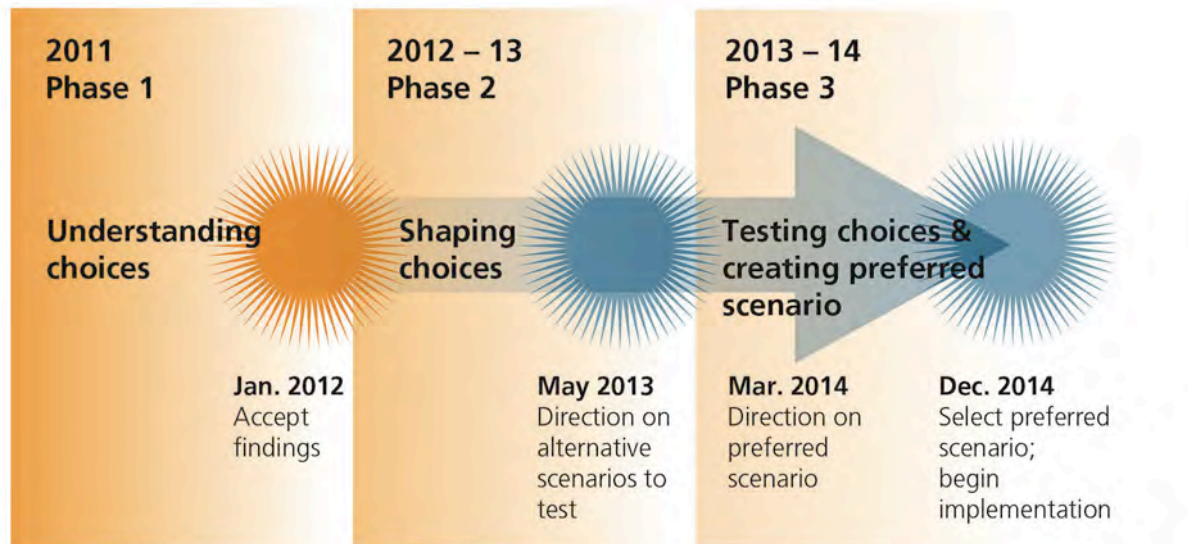
Changes since Council last considered this item

- Staff completed production of a brief project video and three of eight community case studies. The remaining case studies will be completed in May. The video and case studies are posted on the project website at www.oregonmetro.gov/climatescenarios.
- Staff completed the last of six business focus groups. A report documenting the focus groups will be completed in May.
- Staff are in the process of updating the project's communications and engagement plan to support successful completion of the Phase 3 milestones.
- CSC staff has also been coordinating with the UGR, RTP, MTIP and Equity Strategy Program staff to identify potential opportunities for collaboration around engagement, the Phase 2 evaluation criteria and development of the regional snapshot.
- Since February, Metro Councilors and staff have further consulted with Metro's technical and policy advisory committees, county coordinating committees and individual elected officials and community leaders to gather further input on the three scenarios to be tested and the evaluation criteria.
- Staff updated the Phase 2 evaluation scenario assumptions and evaluation criteria to reflect input received, and recommended TPAC and MTAC approval to move forward with the Phase 2 evaluation.
- TPAC and MTAC reviewed the updated materials on April 26 and May 1, respectively, and unanimously recommended moving forward with the Phase 2 evaluation as recommended by staff, with one abstention from the Department of Land Conservation and Development at MTAC.
- MPAC and JPACT reviewed the updated materials on May 8 and May 9, respectively, and unanimously recommended moving forward with the Phase 2 evaluation to test the three scenarios that are summarized in **Attachment 1**, and to report back the results using the evaluation criteria summarized in **Attachment 2**.

Option for council consideration

- Council considers the unanimous recommendation from MPAC and JPACT to move forward with the Phase 2 evaluation. With Council support to move forward, staff will prepare a Resolution for consideration by Council on June 6 and begin the Phase 2 evaluation.

Timeline and next steps



A summary of the process for moving forward with the scenarios analysis and final adoption of a preferred scenario to meet OAR 660-044-0040 is provided for reference.

May 16	Metro Council work session on the unanimous MPAC and JPACT recommendations.
May 23	Project status update provided to the Land Conservation and Development Commission; an opportunity for the commission to provide comments and suggestions for Metro to consider as it moves forward
June 6	Metro Council action on recommended Phase 2 investment choices and evaluation criteria (by Metro Resolution).
June-August 2013	<p>Project staff and technical work group analyze investment scenarios using MetroScope, Metropolitan GreenSTEP and ArcGIS.</p> <p>Convene workshops to support social equity evaluation and identify feasibility and actions likely to be necessary to implement scenarios.</p> <p>Develop a “regional trends snapshot” in coordination with the 2014 RTP update existing conditions work for release in October 2013. The snapshot will provide a high-level summary of existing regional trends related to land use, housing, jobs, socio-demographics, travel behavior, land use and public health – relying on existing/available data sets and methods. The purpose of the snapshot is to provide context of where we are today, relative to the three 2035 future year scenarios that will be evaluated in summer 2013.</p>
August-September 2013	Project staff and technical work group prepare Phase 2 CSCS Investment Choices Findings Report and other communication materials.

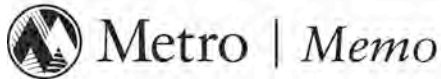
Early October 2013	Staff release CSCS Investment Choices Findings Report for regional discussion; begin phase 3.
November 14 or 15	Project status update provided to the Land Conservation and Development Commission; an opportunity for the commission to provide comments and suggestions for Metro to consider as it moves forward
Oct. 2013 – March 2014	Report back to communities, decision-makers and regional partners on the results and decide which elements should be included in a preferred scenario.
March/April 2014	MPAC, JPACT and Metro Council confirm draft preferred scenario concept.
April-July 2014	Consult with local governments, and state and regional partners on draft preferred scenario concept and implementation strategies. Analyze draft preferred scenario using the regional travel demand model and Metropolitan GreenSTEP.
Summer 2014	Project staff prepare adoption package for public comment period.
Fall 2014	45-day public comment period on adoption package.
December 2014	MPAC and JPACT recommendation to the Metro Council on the preferred land use and transportation scenario Metro Council takes action on recommended preferred land use and transportation scenario.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does Council have further comments or suggestions for the Phase 2 evaluation?
- Does Council support moving forward with the Phase 2 evaluation approach as recommended by MPAC and JPACT?

PACKET MATERIALS

- Would legislation be required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - Memo to Metro Council on Climate Smart Communities: Recommended Phase 2 Investment Choices Evaluation (*May 9, 2013*)
 - Attachment 1: Recommended Phase 2 Scenario Assumptions (*May 9, 2013*)
 - Attachment 2: Recommended Phase 2 Evaluation Criteria (*May 9, 2013*)
 - Timeline for Engaging Cities, Counties and Communities (*Spring 2013*)



DATE: May 9, 2013
TO: Metro Council
FROM: Kim Ellis, Principal Transportation Planner
SUBJECT: Climate Smart Communities Scenarios Project – Recommended Phase 2 Investment Choices and Evaluation Criteria

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

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

The analysis will evaluate the effects of distinct land use and transportation policy and investment choices on the future of the Portland metropolitan region. The investment choices-focused approach is based on the premise that by helping communities implement their local visions and plans for main streets, downtowns and employment areas, citizens and businesses will experience all the benefits of increased transportation and housing choice, jobs, equity, cleaner air and water, and access to nature along with the added benefit of a reduction in greenhouse gas emissions from cars and small trucks.

The results of the analysis will be released in October 2013 - launching the third, and final, phase of the project. Phase 3 will use the analysis results to stimulate a regional discussion aimed at deciding which elements from each of the three scenarios should go forward into a preferred land use and transportation scenario for the Metro Council to adopt in December 2014.

The Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) unanimously recommended moving forward with the Phase 2 evaluation (as set forth in this memo and Attachments 1 and 2) on May 8 and May 9, respectively.

ACTION REQUESTED

Recommendation to the Metro Council to move forward with the Phase 2 evaluation, as set forth in the staff memo and Attachments 1 and 2, and report back in October.

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

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

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

PHASE 1: UNDERSTANDING OUR LAND USE AND TRANSPORTATION CHOICES

Phase 1 focused on understanding the region's choices for reducing greenhouse gas emissions from cars and small trucks. Staff tested 144 different combinations of land use and transportation policies (called scenarios) to learn what it might take to meet the region's greenhouse gas emissions reduction target. More than 90 scenarios met or exceeded the target. In addition, staff found that current plans and policies together with advancements in fleet and technology get the region close to the target.¹

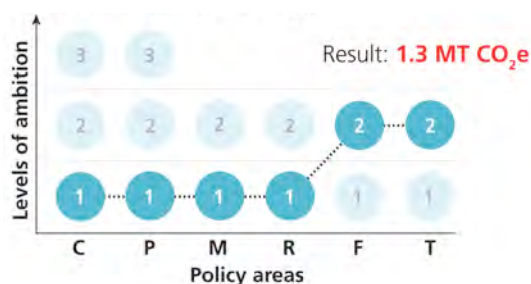
A range of choices exist to meet the region's state greenhouse gas emissions reduction target and most of the strategies under consideration are already being implemented to varying degrees in communities to achieve other important economic, social and environmental goals.

Staff also conducted sensitivity analysis of the Phase 1 scenarios to better understand the GHG emissions reduction potential of individual strategies.² and ³ The strategies tested included pay-as-you-drive insurance, traffic operations, expanded transit service, pricing, transportation demand management programs, community design and advancements in clean fuels and vehicle technologies.

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

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

The reductions found for each strategy individually do not reflect synergistic benefits that could come from combining various strategies. It is also important to note that while some strategies did not individually achieve significant GHG reductions, such as increasing walking or bicycle mode



Phase 1 found that current plans and policies together with advancements in fleet and technology get the region close to the state target of 1.2 MT CO₂e per capita.

¹ Understanding Our Land Use and Transportation Choices: Phase 1 Findings (January 2012).

² Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012).

³ Memo to TPAC and interested parties on Climate Smart Communities: Updated Draft Scenario Options Framework (June 26, 2012).

share or participation in marketing and incentives programs, they remain important elements to complement more effective strategies such as transit service expansion and building walkable downtowns and main streets as called for in community plans.

To date, no evaluation has been conducted on the potential financial, political, social equity, environmental or economic implications of the different strategies; these implications will be considered as part of the upcoming evaluation.

PHASE 2: SHAPING OUR LAND USE AND TRANSPORTATION CHOICES

Phase 2 has focused on shaping future choices for the region to advance implementation of community visions and meet the region's greenhouse gas emissions reduction target. The Climate Smart Communities Scenarios Project made significant progress in 2012 and early 2013:

- **Engaged local governments and other stakeholders to share project information and early findings.** From January to September 2012, Metro councilors and staff shared the Phase 1 findings and other project information through briefings to city councils, county boards, county-level coordinating committees, state commissions, Metro advisory committees, regional and state conferences and other meetings. Staff also regularly convened a local government staff technical working group in 2012. The work group provided technical advice to Metro staff, and assistance with engaging local government officials and senior staff.
- **Convened workshops with community leaders on the public health, equity/environmental justice, and environmental outcomes that are most important to consider in the scenario evaluation process.** Reports documenting the Public Health, Environmental and Equity/Environmental Justice workshops can be downloaded from the project website – www.oregonmetro.gov/climatescenarios.
- **Partnered with business associations to host a series of focus groups to understand their challenges, opportunities and priorities.** The first four focus groups have been held in partnership with the Columbia Corridor Association, the East Metro Economic Alliance, the Clackamas County Business Alliance, the Westside Economic Alliance and Wilsonville and Greater Hillsboro Chambers of Commerce, and the Portland Business Alliance small business group. One focus group remains that will be held in partnership with the Home Builders Association to provide perspectives from residential and commercial builders and real estate developers. A summary report will be prepared upon completion of the focus groups in May.
- **Developed a community investment choices frame to guide development of three alternative scenarios to be tested in Summer 2013.** The project's technical work group continues to serve an important advisory role to staff and helped develop the framework. The work group will continue to assist Metro staff during the evaluation to finalize assumptions and review the results of the analysis.
- **Researched eight case studies to spotlight local success stories and the innovative strategies they have implemented to achieve their local visions and that will also help reduce greenhouse gas emissions.** Staff expects to complete the case studies in May in consultation with local planning staff.
- **Convened workshops with local staff to affirm visions for future community development using Envision Tomorrow to make sure the latest information on local land use goals is incorporated into the project.** Southwest Corridor project staff used Envision Tomorrow to develop the draft land use vision for the corridor last fall. All of these assumptions will be used as land use inputs in the scenarios tested in the summer, 2013.

- **Conducted OptIn survey to gauge public awareness of and support for GHG reduction goals, land use and transportation strategies being considered to reduce emissions, and willingness to take personal action.** Detailed results of the survey are available on the project website at www.oregonmetro.gov/climatescenarios.

OVERVIEW OF INVESTMENT CHOICES TO BE TESTED IN PHASE 2

To stimulate thinking about our choices for the future and the possibilities they present, three scenarios will be tested in 2013. The three alternative scenarios to be evaluated are conceptual in nature, and are not intended to represent a preferred scenario or future Metro Council, Oregon Transportation Commission (OTC), local government or TriMet policy intentions. The scenarios draw from the policies tested in Phase 1 and bear greater resemblance to realistic, yet ambitious policy alternatives than the 144 scenarios tested in Phase 1 of the project.

The evaluation process is consistent with OAR 660-044-0040, which requires the region to evaluate at least 3 scenarios – a reference case scenario that reflects implementation of existing adopted comprehensive plans and transportation plans and at least two alternative land use and transportation scenarios for meeting greenhouse gas reduction targets.

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

Purpose

The purpose of scenario planning is to test a range of potential futures that reflect choices policymakers, businesses and individuals might make to help answer policy questions that forecasted growth and fiscal constraints raise about our ability to protect the region's quality of life and economy for current residents and future generations, and meet state targets for reducing greenhouse gas emissions.

Major objectives of the analysis are to:

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

Questions to Answer with the Evaluation

The evaluation has been designed to answer several policy questions, including:

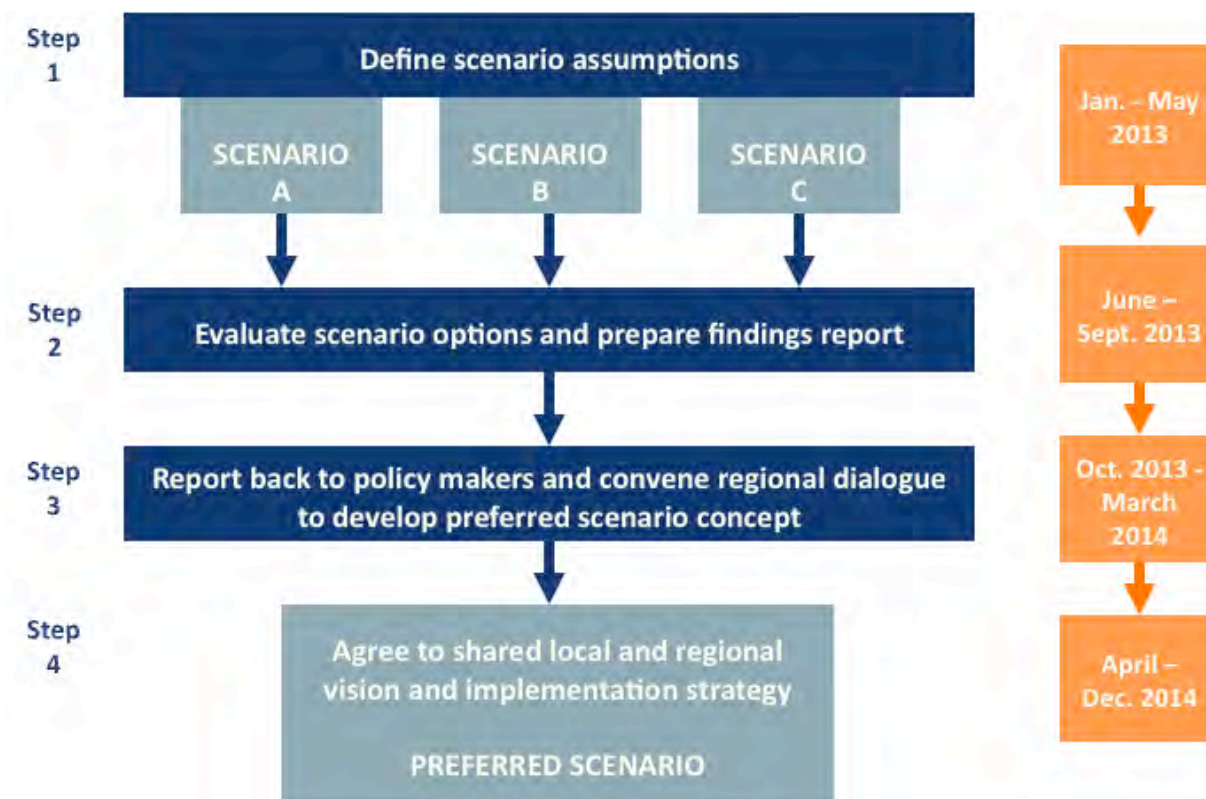
- How will our choices affect where we work and live?
- What will our choices cost and what can we afford?

- How will our choices affect public sector and household budgets, and the economic competitiveness of businesses and industry in the region?
- How will our choices affect how we get around?
- How will our choices affect climate change and energy security?
- How will our choices affect air quality, water supplies and farms, forestland and natural areas?
- How will our choices affect our health?
- Which strategies are most effective for supporting community visions and reducing greenhouse gas emissions?
- What choices are feasible and how do we implement our choices in an equitable and cost-effective manner?
- What are the risks, opportunities and tradeoffs of our choices – considering public health, social equity, environmental, economic, financial, and political implications?

General Construct and Scope

Each of the three scenarios is based on a “What if” policy-theme focus, resulting in a distinct mix and level of transit service, bike, pedestrian, road, system and demand management strategies that are linked to pricing strategies (revenues) assumed within in each scenario. The three scenarios represent what the region could look like in 2035, if various transportation and land use strategies are pursued, and what it could mean for how we live, how we work and how we get around. The adopted land use plans and zoning codes of cities and counties across the region are the foundation for the scenarios to be tested. **Figure 1** shows the general construct and timeline for this analysis.

Figure 1. Climate Smart Communities Investment Scenarios Construct and Timeline



Each scenario is initiated by a “what if” question:

- **Scenario A (Recent Trends) – What if we implement adopted plans to the extent possible with existing revenues?**

Purpose: This scenario follows the recent funding trends and shows the results of implementing adopted plans to the extent possible with existing revenues.

Scenario A represents what the future could look like if recent trends continue and we implement adopted plans with existing revenues (e.g., gas tax, payroll tax and existing local sources like urban renewal district (URD), SDCs, TIFs that have been used to fund transportation investments). Scenario A assumes the region continues to rely on existing revenues, which continue to decline in their purchasing power over time due to rising costs, inflation and improved fuel economy of vehicles. In addition, some URD are set to expire between now and 2035. This future would reflect maintaining existing TriMet service with small increases targeted to address overcrowding, delays due to congestion giving priority to routes serve the region’s most vulnerable communities – children, seniors, low-income and communities of color. Transit service growth is tied to the forecasted rate of job growth in the region, which reflects that the payroll tax continues to be the primary source of funding for transit service. Other transportation investments would also be limited as an increasing share of the revenues available are spent on maintaining the transportation system in place today. Bicycle and pedestrian investments are focused on improving access to transit, and providing safe routes to schools.

An implication of limited community investment is that cities and counties are not able to achieve their adopted plans and the region falls short of goals for maintaining an adequate supply of shovel-ready industrial lands that attract new employers, and most employment growth occurs in existing employment areas that currently have good transportation access. *This scenario is not expected to meet the greenhouse gas emissions target.*

- **Scenario B (Adopted Plans) - What if we raise additional revenues - as called for in the adopted Regional Transportation Plan – to allow us to make more progress toward implementing adopted plans?**

Purpose: This scenario counters recent funding trends and shows the results of raising additional revenues - as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.

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

An implication of this scenario is that with significantly more community investment, cities and counties are better able to achieve their adopted plans and attract new employers – as reflected in the regionally-reviewed 2035 growth distribution adopted by the Metro Council in November 2012. The region is better able to maintain its competitive advantage by helping local companies access global markets and grow local jobs. More job opportunities are likely to be available throughout the region in downtowns, existing employment areas and other

locations with good transportation access. *This scenario may meet the greenhouse gas emissions target.*⁴

- **Scenario C (New Plans and Policies)** - What if we pursue new policies and revenue sources to more fully achieve adopted and emerging plans?

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

Scenario C represents what the future could look like if we are able to fully implement adopted plans (including the full RTP) and additional transit, bike, pedestrian and road investments needed to support new plans such as the Southwest Corridor Plan, East Metro Connections Plan, and the Regional Active Transportation Plan. In this scenario, TriMet is able to further expand frequent and local bus service to more parts of the region with supporting land use and better serve the region's most vulnerable communities. The State of Oregon implements a comprehensive intercity transit system, which includes extending WES commuter rail service from Wilsonville to Salem and Cascadia high-speed rail that connects the region to Salem and Eugene as well as other major west coast cities, including Seattle and Vancouver, B.C. More services, shopping opportunities and job opportunities are located near transit and where people live and work. Scenario C assumes the 2035 RTP State System of projects and programs adopted by JPACT and the Metro Council in June 2010. Most major employers and commercial destinations in the region in the region have electric vehicle charging stations available for visitors and employees.

Scenario C also reflects a policy area (transportation pricing) that Metro and the region have not examined in great detail and more work is needed to understand the effectiveness and the potential benefits and impacts pricing policies bring, including effects on low-income households and businesses. This scenario tests new revenue mechanisms - a mileage-based fee and a carbon fee to maintain and operate the transportation system and fund needed investments and market incentives. This scenario is designed to explore using the carbon fee and mileage-based fee to test the effect of transitioning from the gas tax, as is currently being explored at the national and state levels.

An implication of this scenario is that cities and counties are better able to achieve their adopted plans, attract new employers, and expand local companies' access to global markets to further grow local jobs because more sustainable transportation funding mechanisms are developed to fund needed investments. Incentives and market-oriented reform are linked with investments in information and green technology to further expand access to housing, economic and educational opportunities for everyone. *This scenario is expected to meet or exceed the greenhouse gas emissions target.*

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

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

Phase 2 Scenarios Evaluation Framework

Adopted in 2010, the region's six desired outcomes will continue to be used as the framework guiding the evaluation. For the CSC scenarios project, social equity will be addressed as a lens across all desired outcomes. The six regional outcomes are:

- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Leadership on Climate Change
- Clean Air and Water
- Equity



The Phase 2 scenarios evaluation will measure the GHG emissions reduction potential of the three scenarios and provide policy makers with information about the implications, benefits and drawbacks of different land use and transportation policy and investment choices, relative to the region's shared social equity, economic, environmental and community goals.

Metro is creating a "scorecard" to report how well the three scenarios work to advance the region's desired outcomes. Performance of each scenario will be reported using a set of key evaluation criteria that reflects input provided by the Metro Council, MPAC and JPACT in 2011, business and community leaders in 2012 and early 2013, and the public through an Opt-In opinion survey.⁵ During the workshops and focus groups in 2012-13, the community leaders identified priority outcomes to be considered, and in some cases, potential evaluation measures. Feedback was clear that measurable outcomes are vital to the success of the scenarios evaluation and monitoring future implementation of a preferred scenario. Priority outcomes included transportation system safety and reliability, the cost of motor vehicle and freight delay, neighborhood stability, access to education, resiliency of the natural environment, environmental justice and equity, attracting new businesses to the region and protection of farms, forestlands and natural areas. These outcomes are reflected in the evaluation criteria. Metro Council and advisory committee discussions in 2013 informed additional refinements.⁶

Staff will use a combination of MetroScope, Metropolitan GreenSTEP, ArcGIS analysis and engagement activities to conduct the analysis. Planning-level cost estimates for each scenario will be developed by Metro, in partnership with ODOT and TriMet. For reference, the transportation investments assumed in Scenario B reflects the adopted financially constrained Regional Transportation Plan (RTP), which includes approximately \$14 billion (2005 dollars) in multi-modal transportation investments and programs. The adopted State RTP projects assumed in Scenario C includes approximately \$20 billion in multi-modal transportation investments and programs. Scenario C assumes more bike, pedestrian and transit investments and programs than the State RTP to reflect the Regional Active Transportation Plan and transit service enhancements identified by TriMet and SMART.

Several evaluation measures have been identified to look at the impacts on vulnerable populations, including low-income households and to the extent possible, communities of color, children, older

⁵ A series of Public Health, Equity/Environmental Justice and Environmental workshops, Business focus groups and an Opt-In survey the evaluation measures. More information is available on the project website at www.oregonmetro.gov/climatescenarios.

⁶ Memo to MPAC, JPACT and interested parties on Climate Smart Communities: Summary of Changes Reflected in Recommended Phase 2 Scenario Assumptions and Evaluation Criteria (May 2, 2013).

adults, people with disabilities and households with limited English proficiency. The analysis tools have limitations in that GreenSTEP and MetroScope do not forecast the future population by race or ethnicity, and the results cannot be reported at a community or neighborhood level. GreenSTEP and MetroScope account for household income, which will be a focus of the social equity evaluation. Staff will use a methodology developed for the Regional Flexible Funds process to support the analysis.

Neighborhood stability was identified in the Equity and Environmental justice Workshop as a priority outcome to measure, particularly as it relates to increased gentrification and displacement pressure on low-income households and communities of color. Gentrification and displacement pressure can occur as housing values increase in a neighborhood in response to public policies and investments. A detailed analysis of neighborhood stability is not possible due to time and resource constraints, and limitations of the Phase 2 analysis tools. However, the evaluation will include collaborating with community leaders working to advance social equity in the region. To the extent possible, this collaboration will help identify areas of potential risk for gentrification and displacement and best practices policies/tools that, if implemented, could limit gentrification and displacement pressure and help reduce existing community disparities.

Evaluation activities will also scope implementation feasibility - including political or public acceptability, legal, legislative or regulatory barriers and institutional capacity - and identify short-term and long-term actions needed to implement the scenarios being evaluated.

More detailed documentation of the assumptions and analysis methodologies will be prepared during the evaluation process. A Phase 2 Findings Report will be developed that includes a scorecard and a narrative describing the methodology, analysis and outcome for each evaluation measure for each scenario and summarize results using info-graphics and other visual tools. No weighting of the evaluation measures is proposed. Decision-makers are encouraged to determine the measures that are important to them and to include that in their decision-making.

The findings report will communicate which combination of strategies will achieve the state GHG targets and how different levels of investment and policy implementation could affect the cost of moving freight, air quality, household and business expenditures, public health, infrastructure costs, travel behavior, and other outcomes. The report will be brought forward for discussion by the region's decision-makers and community and business leaders in Fall 2013. The information is expected to assist in the identification of the preferred scenario by March 2014.

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

Phase 3, the final phase of the process, will begin in Fall 2013 with release of the scenarios analysis results. Release of the findings will kick-off a broader regional discussion aimed at identifying which policies, investments and actions should be included in a preferred scenario - likely drawing elements from each of the three scenarios tested in Phase 2. Policy recommendations that result from this discussion will provide direction to Metro, ODOT, TriMet and local agency staff on the draft preferred scenario to be analyzed in Spring 2014. A draft preferred scenario concept is anticipated by March 2014 to allow sufficient time to meet state timeline and scenario selection requirements.

A final preferred scenario is required to be selected by the end of 2014 after public review and consultation with local governments and state and regional partners. The preferred scenario will not result in a one-size fits all vision or implementation strategy. It will allow for local flexibility to support the differences among the region's cities and counties and seek to advance achievement of their of their unique goals and visions. The preferred scenario will also include regional and state

implementation actions.

The preferred scenario will initially be implemented through amendments to Metro's Regional Framework Plan and 2040 Growth Concept in December 2014. Implementation through Metro's functional plans, local comprehensive plans, land use regulations and transportation system plans will occur through future actions as defined by Oregon Administrative Rules adopted by the Land Conservation and Development Commission.⁷

NEXT STEPS

The Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) unanimously recommended moving forward with the Phase 2 evaluation (as set forth in this memo and Attachments 1 and 2) on May 8 and May 9, respectively.

A summary of the process for moving forward with the scenarios analysis and final adoption of a preferred scenario to meet OAR 660-044-0040 is provided for reference.

May 16	Metro Council work session on MPAC and JPACT recommendations.
May 23	Project status update provided to the Land Conservation and Development Commission; an opportunity for the commission to provide comments and suggestions for Metro to consider as it moves forward
June 6	Metro Council action on recommended Phase 2 investment choices and evaluation criteria (by Metro Resolution).
June-August 2013	<p>Project staff and technical work group analyze investment scenarios using MetroScope, Metropolitan GreenSTEP and ArcGIS.</p> <p>Convene workshops to support social equity evaluation and identify feasibility and actions likely to be necessary to implement scenarios.</p> <p>Develop a "regional trends snapshot" in coordination with the 2014 RTP update existing conditions work for release in October 2013. The snapshot will summarize existing regional trends related to land use, housing, jobs, socio-demographics, travel behavior, land use and public health – relying on existing/available data sets and methods. The purpose of the snapshot is to provide context of where we are today, relative to the three 2035 future year scenarios that will be evaluated in summer 2013.</p>
August-September 2013	Project staff and technical work group prepare Phase 2 CSCS Investment Choices Findings Report and other communication materials.
Early October 2013	Staff release CSCS Investment Choices Findings Report for regional discussion; begin phase 3.
November 14 or 15	Project status update provided to the Land Conservation and Development Commission; an opportunity for the commission to provide comments and suggestions for Metro to consider as it moves forward

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

- Oct. 2013 – March 2014** Report back to communities, decision-makers and regional partners on the results and decide which elements should be included in a preferred scenario.
- March/April 2014** MPAC, JPACT and Metro Council confirm draft preferred scenario concept.
- April-July 2014** Consult with local governments, and state and regional partners on draft preferred scenario concept and implementation strategies.
 Analyze draft preferred scenario using the regional travel demand model and Metropolitan GreenSTEP.
- Summer 2014** Project staff prepare adoption package for public comment period.
- Fall 2014** 45-day public comment period on adoption package.
- December 2014** MPAC and JPACT recommendation to the Metro Council on the preferred land use and transportation scenario
 Metro Council takes action on recommended preferred land use and transportation scenario.

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Technical Work Group Members

April 22, 2013

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



Recommended Phase 2 Scenario Assumptions
May 9, 2013

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

Shaping our choices for the future

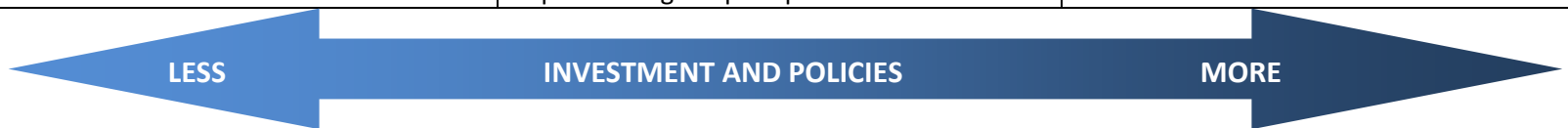
A scenario is an example of what the future might look like based on the choices we make today. The three scenarios presented will be tested in summer 2013. More detailed documentation of the assumptions and analysis methodologies will be prepared during the evaluation process.

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

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

WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Purpose	This scenario follows recent funding trends and shows the results of implementing adopted plans to the extent possible with existing revenues.	This scenario counters recent funding trends and shows the results of raising additional revenues - as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.	This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.



LAND USE ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Land use plans and zoning	Local land use plans and zoning as adopted by cities and counties for downtowns, main streets and employment areas will be the same for all three scenarios. The Southwest Corridor Plan land use vision will be incorporated into Scenario C.		

EDUCATION AND INCENTIVES ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Education and incentives 	<ul style="list-style-type: none"> 30% of households practice fuel efficient driving techniques and participate in travel options programs 20% of employees participate in commute programs 4% of households participate in car-sharing 20% of vehicle owners use pay-as-you-drive insurance 	<ul style="list-style-type: none"> 30% of households practice fuel efficient driving techniques and participate in travel options programs 20% of employees participate in commute programs 4% of households participate in car-sharing 40% of vehicle owners use pay-as-you-drive insurance 	<ul style="list-style-type: none"> 60% of households practice fuel efficient driving techniques and participate in travel options programs 40% of employees participate in commute programs 4% of households participate in car-sharing 100% of vehicle owners use pay-as-you-drive insurance

TRANSPORTATION ASSUMPTIONS


	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Streets and highways 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Fall behind on fixing potholes and making repairs and implement 50% of regional TSMO strategic plan to achieve 10% delay reduction <p>Capital</p> <ul style="list-style-type: none"> I-5 Bridge Replacement 2016-18 STIP and MTIP projects 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Keep up with fixing potholes and making repairs and implement full regional TSMO strategic plan to achieve 20% delay reduction <p>Capital</p> <ul style="list-style-type: none"> Adopted Financially Constrained RTP including: I-5 Bridge Replacement, Sunrise Project from I-205 to 172nd Avenue, US 26 widened to 6 through lanes to Cornelius Pass Road and interchange improvements at US 26, OR 217, I-205, and Troutdale/I-84 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Keep up with fixing potholes and making repairs and implement expanded TSMO strategic plan to achieve 35% delay reduction <p>Capital</p> <ul style="list-style-type: none"> State RTP project list, including interchange improvements at I-5/OR 217 interchange (Phase 2) and I-84/I-5
Bike and pedestrian 	<ul style="list-style-type: none"> Complete 2016-18 STIP and MTIP projects, as investments are limited to improving access to transit with no dedicated funding 	<ul style="list-style-type: none"> Complete adopted RTP bike and pedestrian projects 	<ul style="list-style-type: none"> Complete 100% of regional bike and pedestrian networks as identified in the Regional Active Transportation Plan, including regional trails, further targeting short trips and access to transit and centers




WHAT THE FUTURE MIGHT LOOK LIKE IN 2035

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Purpose	This scenario follows recent funding trends and shows the results of implementing adopted plans to the extent possible with existing revenues.	This scenario counters recent funding trends and shows the results of raising additional revenues - as called for in the adopted Regional Transportation Plan – to allow the region to make more progress toward implementing adopted plans.	This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.


TRANSPORTATION ASSUMPTIONS (CONTINUED)

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Transit 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Maintain existing TriMet service with small increases targeted to address overcrowding and delays due to congestion Implement SMART and C-TRAN plans <p>Capital</p> <ul style="list-style-type: none"> Extend MAX to Milwaukie Extend MAX to Vancouver, WA Complete Portland streetcar loop 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Restore and expand frequent bus service in priority corridors, consistent with Service Enhancement Plans <p>Capital</p> <ul style="list-style-type: none"> Streetcar extension along priority corridors Additional transit priority and pedestrian/bike access to transit projects 	<p>Operations and maintenance</p> <ul style="list-style-type: none"> Expand frequent bus service coverage to all major arterials with supporting land use connecting regional and town centers, consistent with TriMet Service Enhancement Plans Expand local bus service coverage and connections to frequent bus service and high capacity transit, consistent with TriMet Service Enhancement Plans <p>Capital</p> <ul style="list-style-type: none"> Cascadia rail connections to Eugene, Salem and Vancouver B.C. High capacity transit: Southwest Corridor, AmberGlen and Oregon City WES service frequency improvements and extension to Salem Bus rapid transit serving Powell/Division, I-205 and Tualatin-Valley Highway corridors Other Portland streetcar extensions Additional transit priority and pedestrian/bike access to transit projects









PRICING ASSUMPTIONS

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Pricing 	<p>Existing revenues at 2012 levels</p> <p>Fuel use and emissions fees</p> <ul style="list-style-type: none"> Federal gas tax = 18 cents/gallon State gas tax = 30 cents/gallon Local gas tax = 1-2 cents/gallon <p>Vehicle travel fees</p> <ul style="list-style-type: none"> I-5 Bridge toll <p>Other transportation fees</p> <ul style="list-style-type: none"> Payroll tax and farebox recovery Parking fees in downtown Portland, OHSU campus and the Lloyd district Other federal, state and local revenues at existing levels 	<p>Revenues assumed to fund adopted RTP</p> <p>Fuel use and emissions fees</p> <ul style="list-style-type: none"> Federal gas tax = 18 cents/gallon State gas tax = 55 cents/gallon Local gas tax = 1-2 cents/gallon <p>Vehicle travel fees</p> <ul style="list-style-type: none"> I-5 Bridge toll <p>Other transportation fees</p> <ul style="list-style-type: none"> Payroll tax and farebox recovery Parking fees in more locations served by high capacity transit Other federal, state and local revenues at RTP levels 	<p>New and expanded revenues at levels needed to fund investments</p> <p>Fuel use and emissions fees</p> <ul style="list-style-type: none"> Federal gas tax = 18 cents/gallon Carbon fee = \$20-50/ton Local gas tax = 1-2 cents/gallon <p>Vehicle travel fees</p> <ul style="list-style-type: none"> I-5 Bridge toll VMT fee = \$.03-.15/mile <p>Other transportation fees</p> <ul style="list-style-type: none"> Payroll tax and farebox recovery Parking fees in new locations served by high capacity transit and frequent bus service Other federal, state and local revenues at RTP levels

FLEET AND TECHNOLOGY ASSUMPTIONS GIVEN TO THE REGION BY THE STATE

	Scenario A RECENT TRENDS	Scenario B ADOPTED PLANS	Scenario C NEW PLANS AND POLICIES
Fleet and technology 	The vehicle and fuel assumptions for the year 2035 will be the same for all three scenarios. The assumptions were developed by three state agencies (ODOT, ODEQ and ODOE), and assumed by the Land Conservation and Development Commission when setting the region's per capita GHG emissions reduction target in 2011. The assumptions were developed based on the best available information and current estimates about improvements in technologies and fuels.		

Recommended Phase 2 Evaluation Criteria






Evaluation criteria	Questions to answer	Evaluation measure	Estimation Method/Tool
 Social equity	<i>How will our choices affect the region's most vulnerable populations?</i>	Highlighted evaluation measures will be measured across population groups (e.g., income, age and ethnicity) to identify whether disproportionate impacts may occur to vulnerable populations in the region. Vulnerable populations are defined to include: low-income households, communities of color, older adults, children, households with limited english proficiency and people with disabilities.	
 Jobs and housing	<i>How will our choices affect where we work and live?</i>	Number and distribution of housing (by type, cost and location)	MetroScope output
		Number and distribution of jobs (by type and location)	MetroScope output
		Housing and job growth captured inside urban growth boundary compared to growth captured in nearby areas	MetroScope output
		Employment access and proximity to labor markets	MetroScope output and ArcGIS
		Employment land in proximity to key transportation corridors (Land zoned for employment use in proximity to major transportation corridors)	MetroScope output and ArcGIS
 Cost and the Economy	<i>What will our choices cost and how will they affect public sector and household budgets, and the economic competitiveness of businesses and industry in the region?</i>	Transportation infrastructure costs (capital and operations)	GreenSTEP output
		Other public/private infrastructure costs	GreenSTEP/MetroScope output
		Social costs per capita and by income group (e.g., combined cost of travel delay, climate change damage and adaptation, energy security, air and noise pollution, crash costs to non-drivers and other environmental impacts)	GreenSTEP output
		Household cost burden - Housing and transportation costs combined per household by income group (total and as a percent of income by income group)	MetroScope and GreenSTEP outputs
		Freight truck travel delay costs	GreenSTEP output
		Transportation revenues per capita and by income group	GreenSTEP output
		 Travel	<i>How will our choices affect how we get around?</i>
Vehicle delay per capita	GreenSTEP output		
Transit service per capita (revenue miles)	GreenSTEP output		
Access to transit (households and jobs within .5-mile distance of high capacity transit stations/stops and .25-mile distance of frequent bus stops by income group, race and ethnicity, and age)	MetroScope output and ArcGIS		
Average commute trip length	MetroScope output		
 Energy consumption and GHG emissions	<i>How will our choices affect climate change and energy security?</i>	GHG emissions per capita	GreenSTEP output
		Fuel consumption (region-wide) (petroleum-based, liquid and gaseous fuels consumed in light vehicle engines)	GreenSTEP output
 Natural resources	<i>How will our choices affect air quality, water supplies and farms, forestland and natural areas?</i>	Criteria pollutant emissions	GreenSTEP output
		Land consumed for development	MetroScope output
		Residential water consumption	GreenSTEP output
 Public health	<i>How will our choices affect our health?</i>	Physical activity per capita (walk trips and bike miles)	GreenSTEP and public health model output
		Chronic illness (obesity, diabetes, asthma)	Public health model output
		Traffic safety (change in fatalities and injuries)	Public health model
 Feasibility	<i>What choices can we afford, what choices are feasible and how do we implement our choices in an equitable and cost-effective manner?</i>	Financial, legal, legislative or regulatory barriers for implementation	Qualitative assessment
		Political or public acceptability	Qualitative assessment
		Institutional capacity for implementation and long-term "ownership"	Qualitative assessment
		Policy tools to support neighborhood stability and reduce existing community disparities during implementation	Qualitative assessment and ArcGIS






Spring 2013

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**



TIMELINE FOR ENGAGING CITIES, COUNTIES AND COMMUNITIES

Description	Participants	Time frame
 <p>Technical work group Meets regularly to review and provide input on analysis</p>	City, county, TriMet, state and Metro planning staff, and community representatives	Ongoing throughout project (2011-2014)
 <p>Accept Phase 1 Findings Report</p>	Metro Policy Advisory Committee, Joint Policy Advisory Committee on Transportation, Metro Council	January 2012
 <p>Discuss findings with local leaders Presentations at city councils and county boards</p>	Metro councilors and staff, and city and county elected officials	Jan.-Sept. 2012
 <p>Scorecard workshops and focus groups Identify evaluation criteria and outcomes to measure in scenario analysis</p>	Leaders representing the public health, equity and environmental justice, environmental and business communities	Spring-Fall 2012 and Winter 2013
 <p>Case studies Examples to showcase community visions and strategies that have been implemented to achieve them</p>	Beaverton, Clackamas County, Gresham, Hillsboro, Portland and Wilsonville	2012-2013

Description	Participants	Time frame
 <p>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 scenario projects</p>	Elected officials and planning staff from SW Corridor partners	Fall 2012
 <p>Community partner work sessions Use Envision Tomorrow software to assess and affirm community visions for future development; results will inform three scenario options</p>	Planning staff from communities around the region	Nov. 2012-Jan. 2013
 <p>Online engagement Opt In survey tool for input on strategies being considered for preferred scenario</p>	General public	March 2013 and Winter 2014
 <p>Community partner workshops Scope implementation of three scenarios</p>	Elected officials and community leaders	Summer 2013
 <p>Discuss findings with local leaders Findings report released for regional discussion of benefits and tradeoffs; develop preferred scenario</p>	JPACT, MPAC, Metro Council, other elected officials and community leaders	Oct. 2013-March 2014
 <p>Online public comment period 45-day public comment period on preferred scenario</p>	General public, elected officials and community members	Fall 2014
 <p>MPAC, JPACT, Metro Council Select a preferred scenario in Dec. 2014</p>	MPAC, JPACT, Metro Council	Dec. 2014

STAY INFORMED

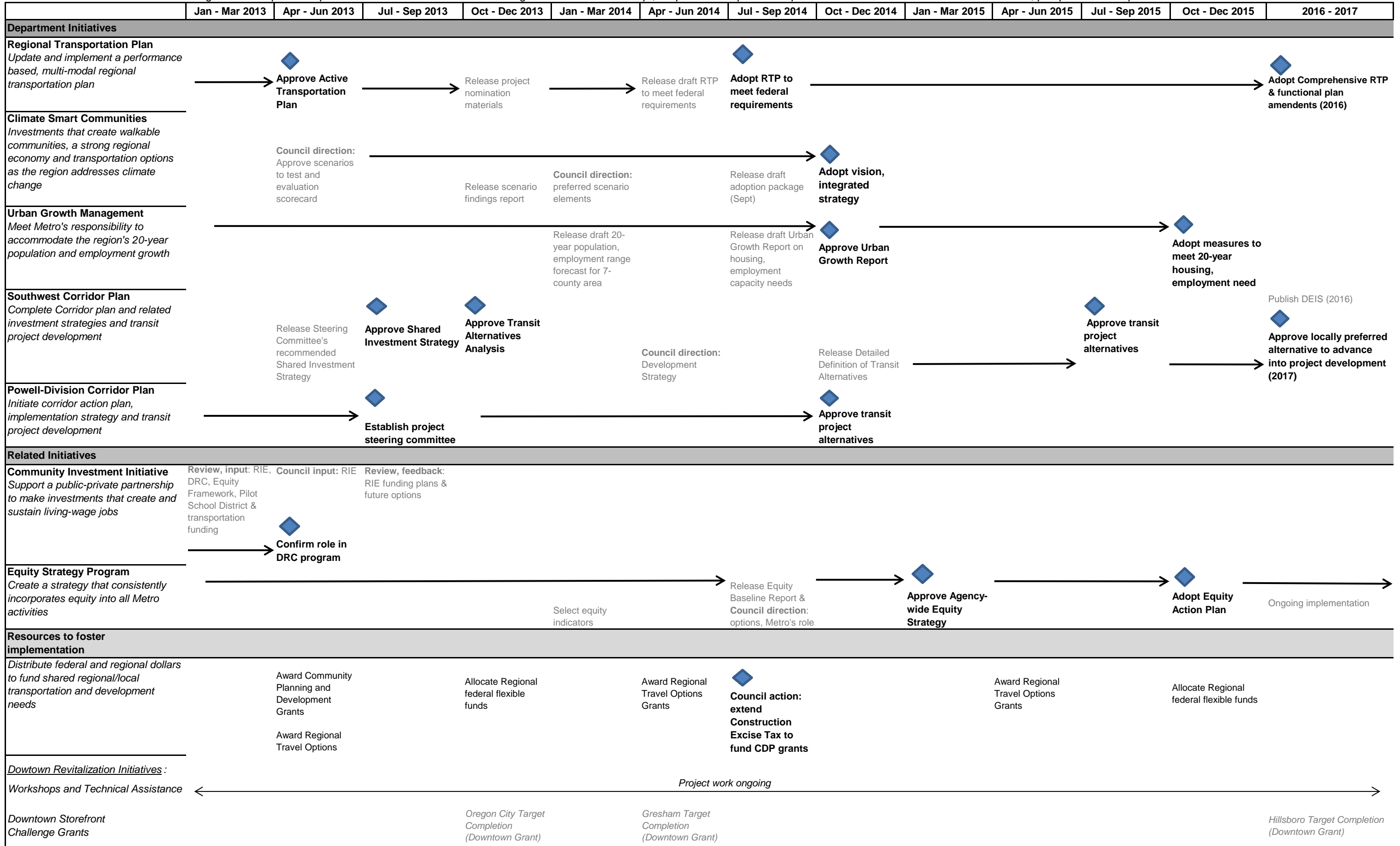
www.oregonmetro.gov/climatescenarios

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

Materials following this page were distributed at the meeting.

**Initiatives to promote vision, build capacity, foster implementation and measure performance
Metro Council Milestones 2013 - 2017**

Planning and Development Department Mission: As stewards of the Region 2040 Growth Concept, we partner with public and private sector interests to build more sustainable, prosperous and equitable communities



Phase 2 Investment Choices Evaluation

Metro Council

May 16, 2013

Kim Ellis, project manager



Climate Smart Communities Scenarios Project

- Working together with city, county, state, business and community leaders
- Researching how land use and transportation strategies can be leveraged to
 - meet state targets for reducing carbon emissions
 - create great communities
- Required by Oregon law



Where We've Been and Where We Are Headed

PHASES 1 AND 2

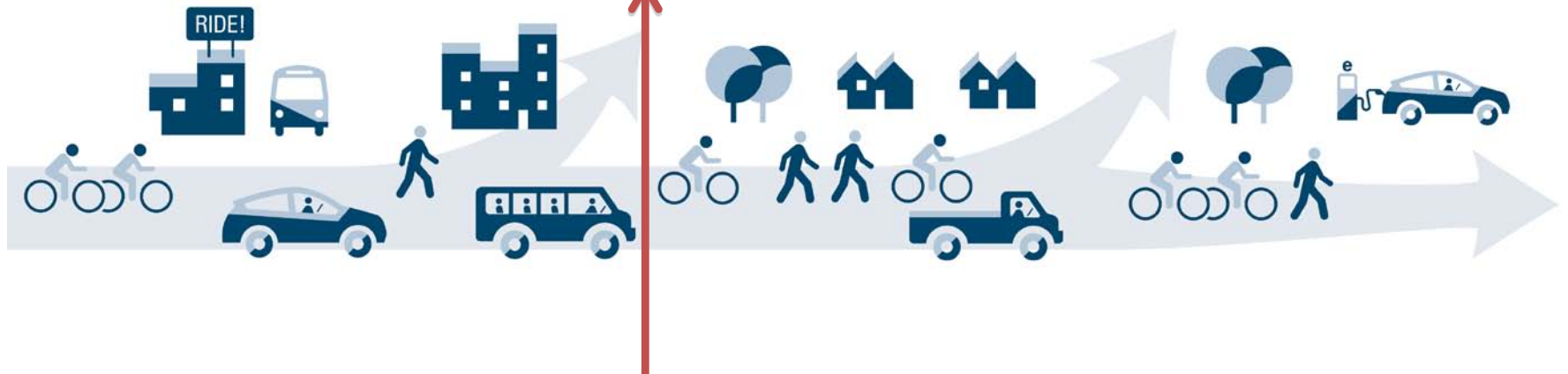
Understand Choices
2011-2012

Shape Choices
Jan.-Sept. 2013

PHASE 3

Shape Preferred
Scenario
Oct. 2013-Mar. 2014

Select Preferred
Scenario
April-Dec. 2014



WE ARE HERE

Community case studies

- First 3 of 8 in a series
- Showcase actions communities are already taking that reduce GHG emissions
- All to be completed in May

SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



COMMUNITY CASE STUDY SERIES
This case study showcases actions that communities in the Portland metropolitan region are already taking to help reduce greenhouse gas emissions from cars and small trucks.

This is one of eight in a series developed for the Climate Smart Communities Scenarios Project.

- Beaverton
- Clackamas County
- Galloway/Portland
- Hillsboro
- Multnomah/Clatsop
- Wilsonville
- Employer-based commuter programs
- Neighborhood-based travel options

Beaverton Community case study

Beaverton builds economic opportunity

Beaverton is revitalizing its downtown with targeted investments and partnerships to create jobs and economic activity. These actions are helping the city grow in a sustainable manner, create a healthy, livable community and reduce greenhouse gas emissions from transportation.

Downtown Beaverton is served by three state highways, one commuter rail line, two light rail lines and one light rail line that connect Beaverton to other communities in the region. Since opening in 1998, TriMet's MAX light rail stations have attracted housing, employment and retail development to the area. A project known as The Round, featuring a mix of office and housing, was built around the Beaverton Central station surrounding a circular plaza that includes the MAX station.

Old Town, south of Farmington Road, offers a well-connected street grid and historic buildings with small businesses and pedestrian-oriented retail. The Beaverton Central Library, Beaverton City Park and the Beaverton Farmers Market are gathering places that serve nearby neighborhoods and visitors from across the region.

The city has built strong public support for and remains committed to expanding housing and transportation choices, creating parks and natural areas, and supporting local businesses to spur downtown revitalization.

Key challenges

- Major transportation corridors (I-5, I-205, and I-505) divide the north and south parts of downtown Beaverton.
- An incomplete street network, high traffic volumes, long blocks and inadequate bike and pedestrian coverages limit access and mobility.
- The Round remains incomplete, contributing to the lack of downtown housing choices and job opportunities.
- Aging infrastructure and empty or under-used development sites limit the vibrancy of the area.

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

Strategies

- Mixed-use development
- Active transportation
- Traffic management

 www.oregonmetro.gov/climatescenarios

SPRING 2013

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Hillsboro Community case study

Addressing greenhouse gas emissions with 21st century technology

Home to more than 90,000 residents, host to dozens of high-tech firms, and an employment area supporting 35,000 jobs, Hillsboro attracts more than 40,000 commuters to the city every weekday. To create a healthy, livable community where residents, visitors and employees have access to everyday needs, area attractions, and employers, the City of Hillsboro has invested in new technologies to accomplish these goals and reduce greenhouse gas emissions.

Building on a strong history of community collaboration and leadership, Hillsboro has installed electric vehicle charging stations around the city, incorporated alternative fuel vehicles in its fleet mix, and invested in traffic signal coordination and other traffic management systems. The City of Hillsboro is using these and other new technology strategies to meet its aggressive, long-term (2030) operational sustainability goals, including an 80 percent reduction in GHG emissions and 100 percent fossil fuel-free city fleet vehicles (except for those vehicles with no fossil fuel alternative).

The case study highlights accomplishments and challenges to be addressed as new technologies, such as charging station networks, continue to grow in Hillsboro and throughout the region.

Key challenges

- The cost of new technology such as traffic signal coordination and system management is high.
- The expense of electric vehicle infrastructure relative to the number of electric vehicles in use is difficult to justify.
- There's insufficient funding for widespread electric vehicle infrastructure such as charging stations.
- There's a hesitancy to assume the risks that come with early adoption of new electric vehicle technology.

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

Strategies

- Vehicle technologies and fuels
- Fleet mix
- Traffic management

 www.oregonmetro.gov/climatescenarios

SPRING 2013

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT



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- Employer-based commuter programs
- Neighborhood-based travel options

Wilsonville Community case study

A vision for a connected community

Wilsonville's transportation system has been shaped by the vision of city and business leaders over the last twenty-four years to create a healthy community where people have easy access to transportation to meet everyday needs. The development of SMART South Metro Area Regional Transit in 1999, and TriMet's WES (Westside Express Service) Commuter Rail service in 2009 are examples of transportation investments that support this vision.

Over the years, SMART has evolved into a full service, dependable transit system offering a safe and convenient way to travel within Wilsonville and to other areas, including Gresham and Salem. At SMART Central Station, TriMet's WES Commuter Rail offers train service to Tualatin, Tigard and Beaverton where it connects with other bus lines and the MAX light rail system. The city also made important investments to improve community walking and biking connections to transit and expand the information available to residents, visitors and businesses about their travel choices. These investments help reduce the number of vehicle miles traveled by the more than 18,000 commuters who come to Wilsonville from other communities every day to work.

As a result, people of all ages choose SMART for travel to work, the grocery store, appointments, and nearby parks and natural areas. These choices help support sustainable development in the region and meet the state mandate to reduce greenhouse gas emissions from cars and small trucks.

Key challenges

- Increasing congestion and frequent traffic backups on I-5 hamper freight movement and impacts the city's economy.
- I-5 and the Willamette River are major barriers to developing connected walking and biking networks within the community.
- Nearly percent of the employees working in the city live in other communities.

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

Strategies

- Transit
- Active transportation
- Employer-based commuter programs
- Public education and marketing

 www.oregonmetro.gov/climatescenarios

Phase 2 Evaluation Framework



SCENARIOS TO TEST

Recent trends
Adopted plans
New plans
and policies



QUESTIONS TO ANSWER

Cost? What can we afford? Most cost-effective? Impact on public health, economy, business, social equity and the environment? Public support? Feasibility?



OUTCOMES TO MEASURE

VMT, physical activity, delay, GHG emissions, air pollution, land consumption, housing and transportation costs by income, infrastructure costs, etc.

Phase 2 investment choices

A

RECENT TRENDS

This scenario will show the results of implementing adopted plans to the extent possible with existing revenue.

B

ADOPTED PLANS

This scenario will show the results of raising additional revenues – as called for in the RTP – to allow the region to make more progress toward implementing adopted plans.

C

NEW PLANS AND POLICIES

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

Recommended refinements

- Scenario C additions
 - West-side commuter rail extension to Salem
 - I-84/I-5 interchange
 - Powell-Division BRT and high capacity transit to Oregon City
 - Parking management expanded to include frequent bus corridors
 - Regional Active Transportation Plan
- Refined state policies and actions to better align with Statewide Transportation Strategy
 - Eco-drive program
 - Pay-as-you-drive insurance

Phase 2 evaluation criteria



Jobs and housing



Economy



Cost



Travel



Energy and GHG emissions



Natural resources



Public health



Feasibility



Social equity

Recommended refinements

- New measures related to jobs:
 - Number of jobs
 - Access to transit
 - Access to labor market
 - Employment land proximity to transportation corridors
- New measure related to housing affordability and housing/transportation cost burden
- New measure related to the amount of growth captured in UGB
- New measure related to commute trip length to address travel patterns

Next steps

MAY 16

Metro Council discussion on recommendations

JUNE 6

Metro Council action on recommendations

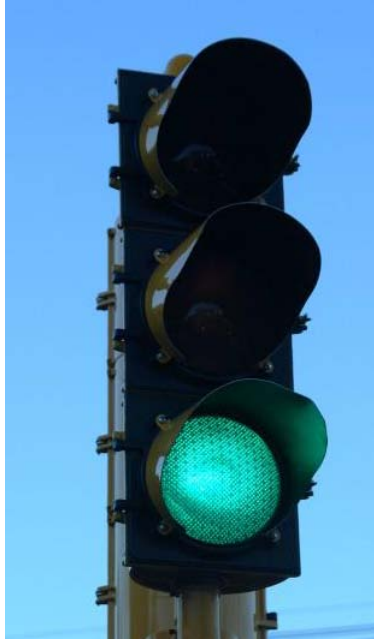
JULY 16 (*requested*)

Metro Council discussion on updated engagement strategy, including fall-rollout

OCTOBER

Release Phase 2 Findings Report; begin phase 3

Action requested



Council support to move forward with the Phase 2 evaluation and report back in October as recommended by MPAC and JPACT