



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, Nov. 5, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|----------------|---|-------------------------|
| 2 PM | 1. ADMINISTRATIVE/ COUNCIL AGENDA FOR NOV. 7, 2013/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT: FIRST LOOK AT RESULTS – REVIEW SCENARIOS TESTED AND REPORT OUT ON ESTIMATED GREENHOUSE GAS EMISSIONS REDUCTIONS, AND LAND USE, EMPLOYMENT, TRANSPORTATION AND ENVIRONMENTAL OUTCOMES – <u>INFORMATION / DISCUSSION</u> | Kim Ellis, Metro |
| 3 PM | 3. BREAK | |
| 3:05 PM | 4. COUNCIL LIAISON UPDATES – <u>INFORMATION / DISCUSSION</u> | |
| 3:35 PM | 5. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

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Agenda Item No. 2.0

**CLIMATE SMART COMMUNITIES
SCENARIOS PROJECT:
FIRST LOOK AT RESULTS**

Metro Council Work Session
Tuesday, Nov. 7, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: November 5, 2013 **TIME:** 2:15 p.m. **LENGTH:** 45 minutes

PRESENTATION TITLE: Climate Smart Communities Scenarios Project: First Look at Results

DEPARTMENT: Planning & Development

PRESENTERS: Kim Ellis 503.797.1617 kim.ellis@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Staff will present early results from the Phase 2 scenario analysis and next steps for reporting back to regional advisory committees, and local and state officials during November and December 2013.
- **Outcome:** Council receives an informational presentation of the early results in advance of the November MPAC and JPACT briefings, and understands next steps and Council role in reporting back to regional advisory committees and other local and state officials.

BACKGROUND

The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Oregon Administrative Rule 660-044 directs the Metro Council to select a preferred approach by the end of 2014 after public review and consultation with local governments and state and regional partners.

The goal of the Climate Smart Communities Scenarios Project is to adopt a preferred approach that supports community visions for downtowns, main streets and employment areas, protects farms, forestland, and natural areas, creates healthy, livable neighborhoods, increases travel options and grows the regional economy while meeting the state mandate.

The project is now entering its third and final phase, and is currently on track to meet the legislative and administrative mandates the project is aimed at addressing.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Metro Council have any substantive questions about the early Phase 2 results?
- Does the Metro Council have additional suggestions about council roles as outlined in Attachment 1?
- Does the Metro Council have additional suggestions about the First Look at Results schedule as outlined in Attachment 2?

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?
 - Attachment 1. Phase 3 Engagement Strategy As Supported by Council on July 30, 2013
 - Attachment 2. First Look At Results: project briefings and engagement (Oct. 25, 2013)
 - Attachment 3. Technical Work Group Roster (Oct. 18, 2013)
 - Attachment 4. Investing in Great Communities brochure with early results. (Oct. 18, 2013)

PROJECT BACKGROUND

The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. The Metro Council has adopted policies to make decisions that advance the 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 as required by the state. All six desired outcomes are being used to guide the evaluation of scenarios and development of a preferred approach. The land use visions of cities and counties across the region are the foundation for this work.



Figure 1. Metro's scenario evaluation criteria are based on the six desired regional outcomes adopted by the Metro Council in 2010.

Figure 2 illustrates an overview of the project timeline.

FIGURE 2. CLIMATE SMART COMMUNITIES SCENARIOS PROJECT TIMELINE



Phase 1 began in 2011 and concluded in early 2012. This phase focused on understanding the region's choices and started with producing the *Strategy Toolbox*, which reviewed the latest research on greenhouse gas (GHG) reduction strategies and their potential effectiveness and benefits. Staff also strategically engaged public officials, community and business leaders, community groups and government staff through two regional summits, 31 stakeholder interviews, and public opinion research.

Metro then evaluated a wide range of options for reducing GHG emissions by testing 144 different combinations of land use and transportation strategies (called "scenarios") to learn what it would take to meet the region's reduction target.



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

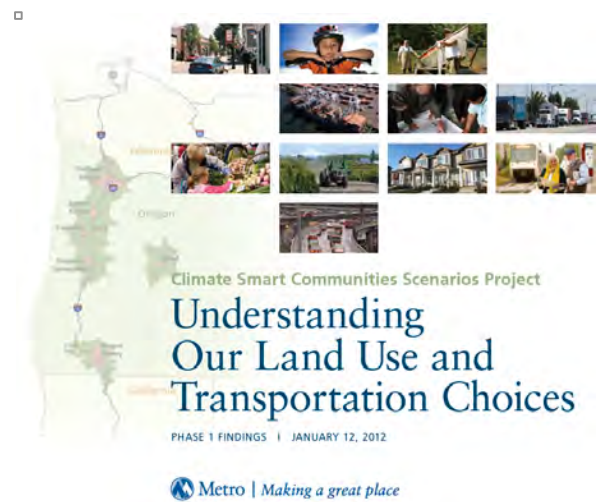
Staff found that current plans and policies – if realized – along with advancements in fleet and technology provide a strong foundation for meeting the state target. Current funding is not sufficient to implement adopted local and regional plans. By implication, a key to meeting the target will be working together to develop the partnerships needed to invest in communities across the region to support realizing their unique visions.

Phase 2 began in January 2012 and concluded in October 2013. This phase focused on shaping and evaluating future choices for supporting community visions and meeting the state emissions reduction target. Metro undertook an extensive consultation process with local governments, community and business leaders, and regional technical and policy advisory committees. A technical work group of local government staff and community members continued to support and advise Metro staff.

During this period, the Phase 1 findings were shared with the local cities, counties and coordinating committees; regional advisory committees; state commissions; and at regional and state conferences. In addition, Metro convened workshops with community leaders working to advance public health, social equity, environmental justice and environmental protection in the region. A series of discussion groups were held in partnership with developers and business associations across the region. More than 100 community and business leaders participated in the workshops and discussion groups. Eight case studies were produced to spotlight local government success stories related to strategies implemented to achieve their local visions that also help to reduce GHG emissions. A video of local elected officials and other community and business leaders was also produced as another tool for sharing information about the project and the range of strategies being considered. The video also highlighted outcomes that were identified as being important for the project to consider as it moves forward.

Based on this effort, plus the fact that many national and internationally-recognized strategies for reducing GHG emissions are the same or similar to land use and transportation policies that have been locally and regionally adopted and implemented to realize the region's 2040 Growth Concept vision, Metro approached the legislative directive be approached by assuming existing local land use plans as the foundation for three investment-focused scenarios that would be evaluated in summer 2013.

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



On July 30, Council supported the draft communication and engagement strategy presented by staff and directed staff to move forward with its implementation. The strategy supported by Council is summarized in **Attachment 1**.

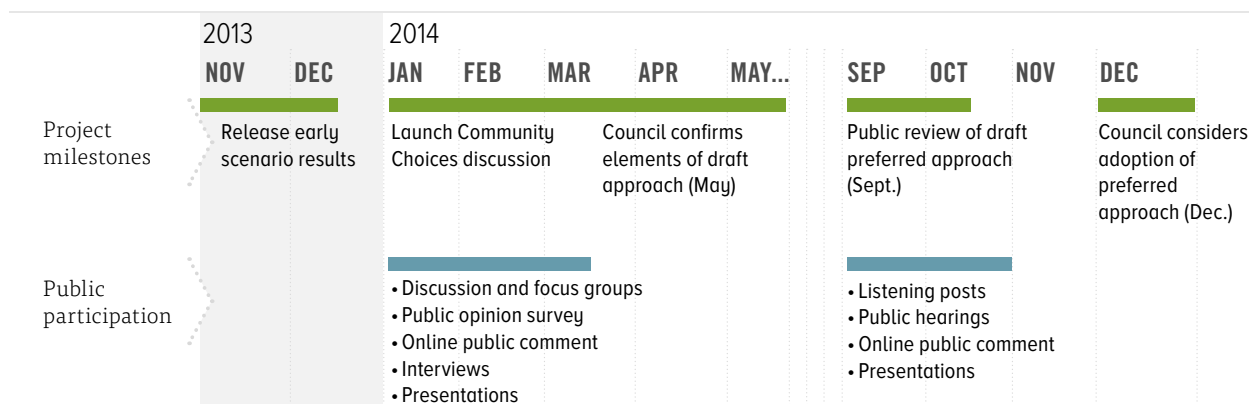
PHASE 3 - WHERE WE ARE NOW AND WHERE WE ARE HEADED

As directed by the Metro Council in June and July, the project schedule calls for reporting back to Council and regional advisory committees starting in Fall 2013, launching the third, and final, phase of the project. More information is provided below.

Phase 3 from November 2013 to December 2014 will focus on reporting back the results of the evaluation and seeking input from community and business leaders, local governments, state agencies and the public about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

Figure 3 provides a summary of Phase 3 activities and milestones is provided for reference.

FIGURE 3. PHASE 3 PROJECT MILESTONES AND PUBLIC PARTICIPATION OPPORTUNITIES



- **In November and December 2013**, the analysis results will be reported back to the Metro Council, regional advisory committees and local government county-level coordinating committees, prior to engaging other community and business leaders and the public. The November briefings will focus on review of what was tested and reporting the estimated greenhouse gas emissions reductions and land use, employment, transportation and environmental outcomes. The December briefings will focus on reporting the scenarios' cost analysis relative to fiscal, public health and social equity outcomes. A goal of these early briefings is to identify key remaining policy issues to seek input on through the "Community Choices" discussions in 2014.
- **From January to April 2014**, Metro will facilitate a Community Choices discussion to explore policy choices and trade-offs. Community and business leaders, local governments and the public will be asked to weigh in on which investments and actions should be included in the region's preferred approach. On-line comment opportunities, stakeholder interviews, discussion groups, public opinion research and focus groups will be used to gather input. A Community Choices discussion guide, Data Book of results, presentation tool kit and other communication materials will also be available to support Council and partner outreach throughout this period. A public engagement summary report and recommendations for the draft preferred scenario will be provided to Metro's technical and policy advisory committees in April.

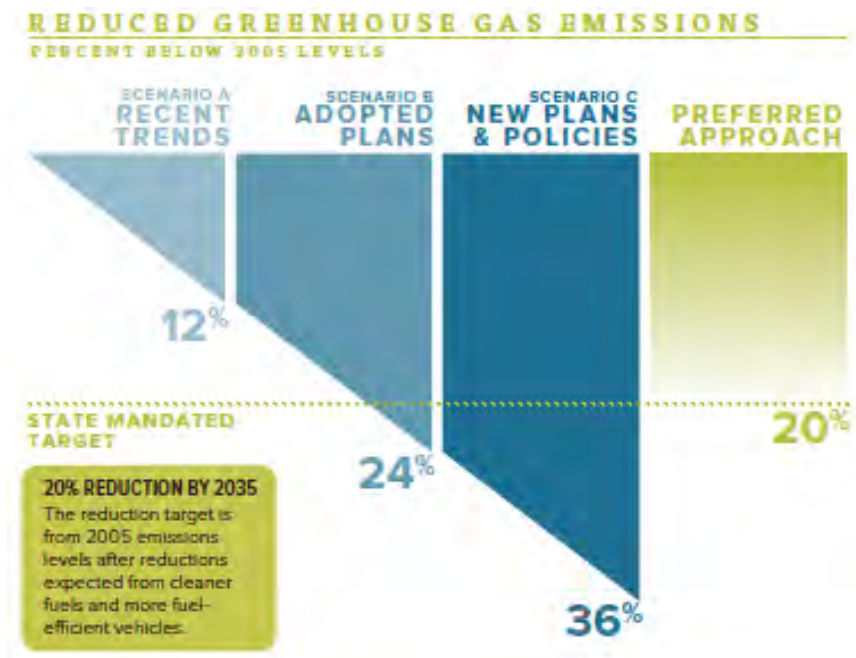
- **In May 2014**, the Metro Council will be asked to provide direction to staff on the draft preferred approach. The draft approach will be evaluated in Summer 2014 and then released for final public review in September 2014. Outreach to local government officials will occur in the summer in advance of the final adoption process to be held in the fall.
- **From September to December 2014**, the project will move into the final adoption stage. OAR 660-044 directs the Metro Council to select a preferred approach by the end of 2014 after public review and consultation with local governments and state and regional partners. On-line comment opportunities and public hearings are planned during this period. Refinements may be identified through the adoption process. The final action to select a preferred scenario will be in the form of an amendment to the Regional Framework Plan. The action is also anticipated to make recommendations to state agencies and commissions, including the 2015 Legislature, and Regional Transportation Plan (RTP). The Metro Council will consider adoption of a preferred approach in December 2014.

The preferred approach is expected to support implementation of existing local plans and include regional and state investments and actions. 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.

CHANGES SINCE COUNCIL LAST CONSIDERED THIS ITEM

- **Staff completed modeling of the three alternatives and began to review the results with the technical work group.** The target for the region is to achieve a 20 percent reduction in greenhouse gas emissions on a per capita basis by 2035. **Figure 4 shows that Scenario A achieves a 12 percent reduction, while Scenario B and Scenario C achieve 24 percent and 36 percent reductions, respectively.** Additional results will be presented at the work session.

FIGURE 4. ESTIMATED PER CAPITA GREENHOUSE GAS EMISSIONS REDUCTION BY 2035



- Staff **refined the Scenario A assumptions** to remove the I-5/Columbia River Bridge Replacement, reflecting the Washington State Legislature's funding decision and lack of

certainty around what could be assumed as an “Oregon-funded” project. The project remained in Scenario B and Scenario C as reflected in the adopted 2035 Regional Transportation Plan.

- Staff **convened the project technical work group** in August to provide a project update and review the Phase 3 engagement strategy, and in September and October to review early results and request help in briefing local officials.
- The **Oregon Health Authority began preparing a health impact assessment** of the three alternatives. This work is expected to be completed in November and will be shared with policymakers in December.
- Staff **finalized the project’s communications and engagement plan** per Council’s direction on July 30 and released a Request for Proposals (RFP 14-2499) to implement portions of the plan. Proposals were submitted on October 3. The selection process will be completed in October; and the firm selected will begin work as soon as possible in November. The RFP calls for communications support to gather input from identified audiences through interviews, facilitated topic-specific discussion groups, and an online comment tool that effectively engages interested members of the public. The input will be summarized and then provided to Council, MPAC and JPACT to inform development of a draft preferred scenario by May 2014. The Contractor will also help develop a mix of presentation tools and materials to support Councilor and partner presentations and outreach this fall and in 2014.
- Staff shared the **community case studies** with Community Newspapers to elicit interest in a series of articles to help readers understand what greenhouse gas reduction strategies might look like in their communities. Staff from Gresham, Beaverton, and Hillsboro have been approached about running short articles in the city-produced newsletters featuring their respective case studies to increase awareness among residents. Wilsonville published a feature story in the city’s Boones Ferry Messenger in July about their case study and the scenarios project. Hillsboro will run an article in their city newsletter, *City Views*, in October on the Climate Smart Communities Scenarios Project and how Hillsboro is addressing greenhouse gas emissions with 21st century technologies. The Portland Tribune reported on the project and recently released report from the Oregon Global Warming Commission at <http://portlandtribune.com/pt/9-news/198023-metro-takes-steps-to-fight-climate-change>.
- Staff continued **coordination with Oregon Department of Transportation (ODOT), the Department of Land Conservation and Development and the Oregon Metropolitan Planning Organizations Consortium (OMPOC)** on CSC-related work. Staff provided information to be included in a progress report from LCDC and ODOT to the 2014 House and Senate Transportation Subcommittees by February 1, 2014. Staff provided information to ODOT to inform development of a draft implementation work plan for the Oregon Statewide Transportation Strategy (STS). The STS was accepted in March by the Oregon Transportation Commission and will consider a draft work plan in December or January.

In addition, staff provided technical and communication materials to the Central Lane metropolitan planning organization (MPO) to support the scenario planning effort underway in the Eugene-Springfield area. They anticipate completing an initial assessment of the greenhouse gas emissions reductions that could be achieved through their adopted plans by the end of the year. The Bend, Rogue Valley and Corvallis area MPOs are exploring how they might move forward to conduct a similar assessment of their adopted plans, and have reviewed the STS and CSC work completed to date to inform their approach.

Finally, in May the LCDC designated Commissioner Lidz to be the CSC project liaison to the Commission. Commissioner Lidz will begin attending Council work sessions, Council liaison meetings and MPAC and JPACT discussions as his schedule permits. At this time, Commission Lidz anticipates attending the November 5 work session and the December MPAC and JPACT discussions.

- Staff continued **internal coordination** with the Urban Growth Report, RTP, Metropolitan Transportation Improvement Program and Equity Strategy Program staff to identify potential opportunities for collaboration around engagement, evaluation methods and data.

PROPOSED NEXT STEPS

Nov. – Dec. 2013

“First Look at Results” - Report back to regional advisory committees, Oregon Transportation Commission and County Coordinating Committees, and identify key policy issues for further discussion and input in 2014.

November will focus on review of what was tested and reporting the estimated greenhouse gas emissions reductions and land use, employment, transportation and environmental outcomes.

December will focus on reporting the scenarios’ cost analysis relative to fiscal, public health and social equity outcomes.

The Oregon Health Authority is anticipated to complete health impact assessment of the three scenarios and make recommendations.

Prepare a presentation toolkit, a Data Book summarizing the results, and a discussion guide and other communication materials to seek input on which strategies should be included in the region’s preferred approach from Jan. to April 2014.

Nov. 18, 2013

Project status update to the Local Officials Advisory Committee (LOAC) to LCDC.

Dec. 10, 2013

Council work session to discuss the scenarios’ cost analysis relative to fiscal, public health and social equity outcomes and identify on key policy issues for further discussion and input in 2014.

Dec. 18, 2013

Project status update provided to the Oregon Transportation Commission (OTC); an opportunity for the commission to provide comments and suggestions for Metro to consider as it moves forward.

January 23 or 24, 2014

Project status update provided to the Land Conservation and Development Commission (LCDC); an opportunity for the commission to provide comments and suggestions for Metro to consider as it moves forward.

Jan. – March 2014

Engage local and state officials, community and business leaders and groups, and the public to share the results and seek input on the investments and actions to include in a draft preferred approach.

April-May 2014

MPAC, JPACT and Metro Council provide direction on draft preferred approach - directing staff to analyze the draft preferred approach and prepare adoption package and public review materials.

Summer 2014	<p>Analyze draft preferred scenario using the regional travel demand model and Metropolitan GreenSTEP.</p> <p>Project staff prepare adoption package for public comment period and provide updates to local governments.</p>
September 2014	<p>45-day public comment period on adoption package.</p> <p>Consult with local governments, state and regional partners and the public on the “public review draft” preferred approach and implementation recommendations.</p>
December 2014	<p>MPAC and JPACT recommendation to the Metro Council on the preferred land use and transportation scenario.</p> <p>Metro Council takes action on recommended preferred approach.</p>
January 2015	<p>DLCD and LCDC consider the adopted Climate Smart Communities preferred approach in the manner of periodic review.</p>

ATTACHMENT 1.

Phase 3 Engagement Strategy As Supported by Council on July 30, 2013

Stage	First Look at Scenario Results	Community Choices Discussion	Building Understanding of Preferred Scenario	Final Adoption and Building Momentum for the Future
Time frame	Oct. – Dec. 2013	Jan. – May 2014	June – Aug. 2014	Sept. – Dec. 2014
Milestone	Release results (Oct.)	Council/JPACT/MPAC direction on preferred scenario (April-May)	Public review draft scenario summarized (June)	Public comment period begins (Sept.) Council/JPACT/MPAC Adoption (Dec.)
Goal	Decision-makers review results and begin to identify/discuss tradeoffs and policy issues through process of shared discovery	Decision-makers, public officials, business and community leaders, community groups and engaged public shape public review draft preferred scenario	Decision-makers, public officials, and business and community leaders understand basic elements of draft preferred scenario and importance of participating in final adoption process	Decision-makers, public officials, and business and community leaders embrace and take ownership of preferred scenario, commit to implement next steps/action plan
Council role	Lead discussions with MPAC and JPACT to review results Present and discuss results with county-level coordinating committees, OTC and local governments (as part of quarterly exchanges)	Lead discussions with MPAC and JPACT to develop draft preferred scenario Present and discuss with LCDC, county-level coordinating committees, business and community groups, and community leaders Participate in legislative and media briefings Review and consider stakeholder feedback prior to making a recommendation on draft preferred scenario	Present and discuss with county-level coordinating committees, community leaders and local governments (as part of quarterly exchanges)	Lead discussions with MPAC, JPACT, county-level coordinating committees, local governments (as part of quarterly exchanges) and community groups to review proposed scenario and get input Convene public comment period and hearing Participate in LCDC, OTC, legislative and media briefings Review and consider public feedback Consider MPAC and JPACT recommendations; adoption of preferred scenario



OCTOBER 25, 2013

FIRST LOOK AT RESULTS

Project Briefings and Engagement

October 2013 | Complete analysis and compile early results

- Oct. 14 – Work group meeting (share early results)
- Oct. 25 – Oregon MPO Consortium (share early results)
- Oct. 28 – Work group meeting (share early results)

November 2013 | Launch Phase 3 and First Look at Results

- Nov. 1 – TPAC (share early results; prep for JPACT)
- **Nov. 5 – Council work session** (share early results)
- Nov. 6 – MTAC (discuss early results; prep for MPAC)
- Nov. 13 – MPAC (share early results; identify key policy issues for further discussion)
- Nov. 14 – JPACT (share early results; identify key policy issues for further discussion)
- Nov. 18 - Local Officials Advisory Committee to LCDC (share early results)
- Nov. 20 - CTAC (*requested*) (share early results)
- Nov. 20 - EMCTC TAC (share early results)
- Nov. 21 - WCCC TAC (share early results)
- Nov. 22 - TPAC (discuss key policy issues)

December 2013 | First Look at Results continues

- Dec. 2 - WCCC Policy (share early results; discuss key policy issues)
- Dec. 4 - MTAC (discuss key policy issues)
- Dec. 5 - Wash. Co. Planning Directors (share early results; discuss key policy issues)
- Dec. 5 - C-4 Metro Subcommittee (*requested*) (share early results; discuss key policy issues)
- Dec. 9 - EMCTC Policy (share early results; discuss key policy issues)
- **Dec. 10 – Council work session** (share early results and identify key policy issues to be focus of 2014 engagement)
- Dec. 11 - MPAC (direction on key policy issues to be focus of 2014 engagement)
- Dec. 12 – JPACT (direction on key policy issues to be focus of 2014 engagement)
- Dec. 18 - Oregon Transportation Commission (share results and policy issues)
- Jan. 23/24 - Land Conservation and Development Commission (share results and policy issues)



TECHNICAL WORK GROUP MEMBERS ROSTER

October 18, 2013

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



INVESTING IN GREAT COMMUNITIES

The Climate Smart Communities Scenarios Project was initiated in response to a mandate from the 2009 Oregon Legislature to reduce greenhouse gas emissions from cars and small trucks by 2035.

There are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy. Providing services and shopping near where people live, expanding transit service, encouraging electric cars and providing safer routes for walking and biking all can help.

The goal of the project is to adopt a preferred approach that meets the state mandate and supports community visions for downtowns, main streets and employment areas.

To better understand how best to support community visions and reduce greenhouse gas emissions, Metro evaluated three approaches – or scenarios – over the summer of 2013. The results will be used to frame a regional discussion about which investments and actions should be included in a preferred approach for the Metro Council to consider for adoption in December 2014.

www.oregonmetro.gov/climatescenarios

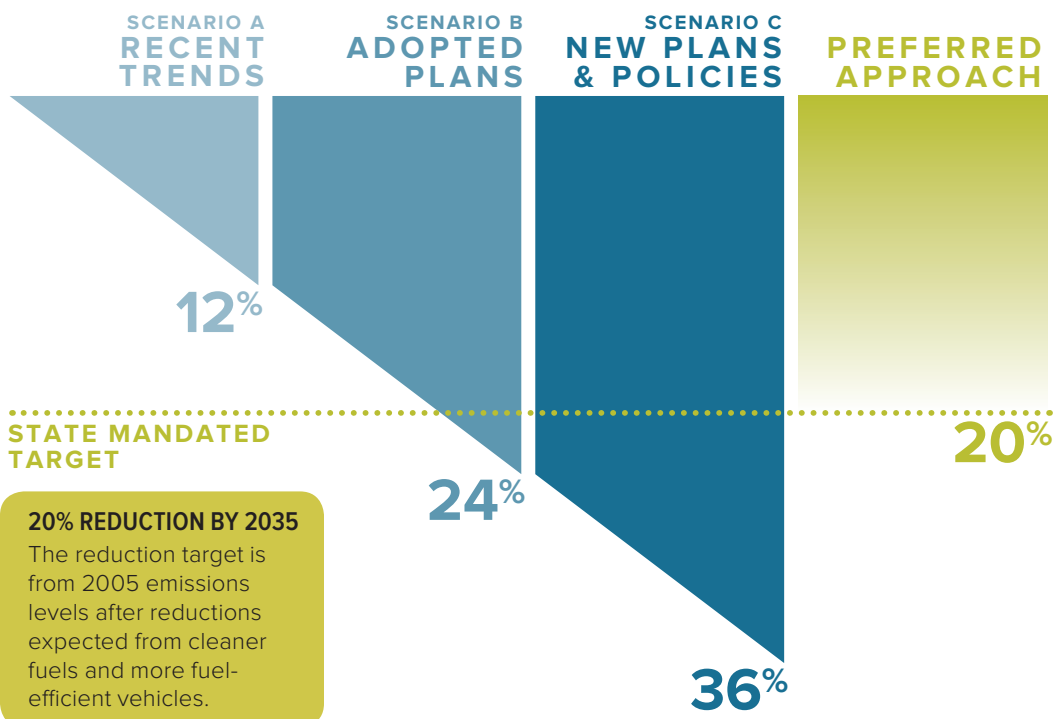
WHAT HAVE WE LEARNED SO FAR?

Adopted plans can meet the target

Our early analysis indicates that adopted local and regional plans can meet our target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans.

This is good news, but there is more work to be done.

REDUCED GREENHOUSE GAS EMISSIONS PERCENT BELOW 2005 LEVELS



WHAT CHALLENGES DO YOU FACE IN YOUR COMMUNITY?

At both the local and regional levels, we face many challenges in carrying out our adopted plans. The Climate Smart Communities Scenarios Project provides an opportunity to build on existing efforts and address these challenges. Working together, we can develop the local, regional, state and federal partnerships needed to make the investments and take the actions that will reduce greenhouse gas emissions while creating great communities.

Challenges to realizing community visions

Financial

- Funding
- Market demand and lending practices
- Costs and affordability

Civic

- Public acceptance
- Political will
- Governance structures

Regulatory

- Existing codes and regulations
- Alignment of federal, state and local policies

Sources: Regional policy and technical advisory committees, community and business leaders. Scenarios Project Strategy Toolbox (October 2011). Phase 1 Findings (January 2012) and Community Case Studies (Spring 2013)



WHAT INVESTMENTS AND ACTIONS BEST SUPPORT YOUR COMMUNITY VISION?

Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals. The scenarios project will build on and support those efforts to reduce greenhouse gas emissions.

A one-size-fits-all preferred approach won't meet the needs of our diverse communities. A combination of investments and other actions will help us realize our shared vision for making this region a great place for generations to come.



INVESTMENTS AND ACTIONS THAT REDUCE EMISSIONS		WHO HAS A ROLE?			
✓ completed ● in progress					
SUPPORTING LAND USE VISIONS		FEDERAL	STATE	REGIONAL	LOCAL
✓	Adopt 2040 Growth Concept			○	
✓	Adopt local zoning and comp plans				○
✓	Manage urban growth boundary			○	
●	Update community visions if desired				○
MAXIMIZING ENERGY EFFICIENCY					
✓	Adopt Federal fuel economy standards	○	○		
●	Shift to lower carbon fuels	○	○		
●	Shift to low emissions vehicles	○	○	○	○
●	Expand access to electric vehicle technology	○	○	○	○
●	Expand access to car-sharing				○
●	Manage parking				○
●	Use technology and “smarter” roads to manage traffic flow and boost efficiency		○	○	○
●	Provide information and incentives to expand use of low carbon travel options		○	○	○
INVESTING IN COMMUNITIES					
●	Maintain streets, highways, bridges and transit		○	○	○
●	Make streets and highways more safe, reliable and connected		○	○	○
●	Make transit more convenient, frequent, accessible and affordable		○	○	○
●	Make walking and biking more safe and convenient		○	○	○
●	Provide schools, services and shopping close to neighborhoods				○

About Metro

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

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

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Metro Council President

Tom Hughes

Metro Council

Shirley Craddick, District 1
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Kathryn Harrington, District 4
Sam Chase, District 5
Bob Stacey, District 6

Auditor

Suzanne Flynn

MAKING A GREAT PLACE



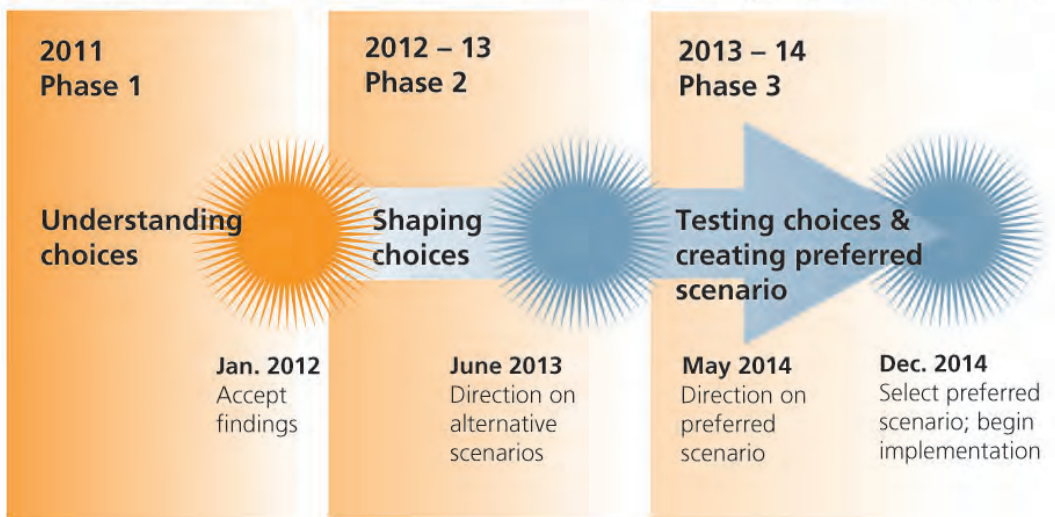
WHAT'S NEXT?

In November and December 2013, the analysis results will be reported back to the Metro Council, regional advisory committees and county-level coordinating committees.

From January to April 2014, community and business leaders, local governments and the public will be asked to weigh in on which investments and actions should be included in the region's preferred approach.

In May 2014, the Metro Council will be asked to provide direction to staff on the draft preferred approach that will be evaluated in Summer 2014 and released for final public review in September 2014. The Metro Council will consider adoption of a preferred approach in December 2014.

Climate smart communities scenarios project timeline



WHERE CAN I FIND MORE INFORMATION?

The Climate Smart Communities Scenarios Project developed eight case studies showcasing actions that communities in the Portland metropolitan region are already taking to implement their community visions. These same investments and actions can also help reduce greenhouse gas emissions. Case studies were created in collaboration with city and county partners.

- Beaverton
- 82nd Avenue corridor (Clackamas County)
- Gateway (Portland)
- Hillsboro
- Rockwood (Gresham)
- Wilsonville
- Employer-based commuter programs
- Neighborhood-based travel options

Visit the project website to learn more about these community efforts and their challenges, and to download other publications and reports.

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

OCTOBER 18, 2013

October 28, 2013



INTRODUCTION

The Portland metropolitan region is an extraordinary place to live. Our region has vibrant communities with inviting neighborhoods. We have a diverse economy and a world-class transit system. The region features beautiful scenery, parks, trails and wild places close to home.

Over the years, the communities of the Portland metropolitan area have taken a collaborative approach to planning that has helped make our region one of the most livable in the country. Because of our dedication to planning and working together to make those plans a reality, we have set our region on a wise course for managing growth – but times are changing. An increasingly diverse and growing population, a changing climate, rising energy costs, aging infrastructure, and other social and economic challenges demand new kinds of leadership and thoughtful deliberation and action.

PROJECT BACKGROUND

The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 2035 while at the same time the region expects to welcome 625,000 new residents within the region's urban growth boundary.

The Climate Smart Communities Scenarios Project will illustrate how different investments and policies can protect farms, forestland and natural areas, create healthy, livable neighborhoods, and grow the regional economy while reducing greenhouse gas emissions from cars and small trucks. Building toward a future that reflects what is important to us means making priority investments that drive a strong economy, support the unique character of our communities and ensure everyone has access to

the opportunities that create the quality of life for which our region is known.

We know that investing in quality infrastructure is essential to a functioning, vibrant economy and healthy, livable communities. Past experience and analysis indicate that investments in centers, corridors and employment areas are an effective means of attracting growth to these areas in support of community visions and values. Investments can take the form of urban renewal, expanding transit service, building new sidewalks, bikeways or street connections, managing parking, travel option programs, and other tools. Removing barriers to more efficient use of land and existing infrastructure can also help local governments achieve their desired community visions.

Yet the Portland metropolitan region is not making the investments necessary to support our growing population or achieve community visions. The existing transportation system is overburdened, underfunded and cannot not meet current or future needs of the region. The cost of building the needed public and private facilities is estimated to be \$27 to \$41 billion. Traditional funding sources are expected to cover only half that amount.

As the region's economy, labor and housing markets begin to recover in the aftermath of the Great Recession, lack of investment over the last 20 years in the systems that support our communities is undermining our region's ability to prosper. We're investing less in infrastructure today than at any time in our history. Infrastructure – such as roads, highways, sewer and stormwater networks, school facilities – is not being maintained or replaced as it ages. We also need to complete gaps in our region's transit, walking and biking networks. At a time when state and federal resources needed to address our aging infrastructure are scarce, we have a unique opportunity to find a better way to support our communities, attract new business, and grow the economy.

To better understand the possibilities and challenges facing the region, the Climate Smart

Communities Scenarios Project evaluated three scenarios in Summer, 2013. Each scenario reflects choices about how and where the region invests to implement locally adopted plans and visions. They illustrate how different levels of leadership and investment could impact how the region grows over the next 25 years and how those investments might affect different aspects of livability for the region – creation of living-wage jobs, access to transit and jobs, housing, air quality, public health and greenhouse gas emissions.

The results of the analysis will be used to frame a regional discussion about which investments and actions should be included in a preferred approach. Working together, cities, counties and regional partners will decide which elements from each of the three scenarios evaluated should go forward into a preferred approach for the region to adopt in December 2014. Through this collaborative effort, we can identify how the region should work together to implement the approach that is adopted and develop new kinds of leadership and the local, regional, state and federal partnerships needed to invest in communities to make local and regional plans a reality.

WHAT WE TESTED

While most assumptions are tailored to each scenario, several assumptions were the same for all three scenarios:

- Comprehensive plans and zoning as adopted by cities and counties across the region.
- Vehicle and fuel assumptions that 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.
- Federal gas tax at 18 cents per gallon (2012 level).

THREE APPROACHES THAT WE EVALUATED IN 2013

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

Scenario

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RECENT TRENDS Reference case

Given the uncertainties facing our region today, it is difficult to predict future trends and conditions. With that limitation in mind, the starting point for the scenarios analysis is the reference scenario. This scenario is a projection of how the region would grow if current local government transportation and land-use plans are followed through to 2035 with existing revenues and policies.

Land use and urban form

- Current zoning is maintained.
- Future Metro urban growth boundary expansions through the year 2035 add about 28,000 acres, in keeping with falling behind on the investments needed to attract growth in the region's centers, corridors and employment areas. This represents an accelerated schedule for making the region's adopted 50-year land supply available for development.
- Neighboring cities grow at rates that are similar to historic rates.

Public and private development incentives and fees

- Public incentives for housing decline from today limiting the ability of public agencies to partner with private sector to build investments.
- Significant urban growth boundary expansion is coupled with higher developers fees in these areas to help urban reserves to be ready for development.
- Areas with paid parking in place today remain the same. This includes portions of the Portland Central City – Downtown Central Business District, Lloyd District, and the River District/Northwest. No other parking strategies are implemented throughout the region.

Transportation system

Limited investment is made in the region's transportation system as funding levels stay the same as they are today for the period 2010 to 2035.

Key road and highway investments

- The Sellwood Bridge replacement is completed.
- Interchanges in the I-84, OR 217 and US 26 corridors and at the junction of I-205/I-84 are improved.
- Auxiliary lanes are added on I-5 and I-205 at the junctions of I-5/I-205 and I-205/Powell/Washington and I-205/I-84, respectively.
- US 26 West is widened to six through lanes.
- Shute Road and 185th Avenue are widened to seven lanes to improve access from the Intel campus to US 26.
- The Sunrise project connection from I-205 to Southeast 122nd Avenue is built.
- Existing programs aimed at improving traffic operations and reducing delay continue at existing programmatic levels. Investments include timing traffic signals to be coordinated and implementing programs to clear breakdowns and accidents quickly on the region's highways.

Regional transit investments

- Portland-to-Milwaukie light-rail transit is constructed and Milwaukie light rail feeder bus service is provided.
- The Portland streetcar CL line loop is completed.
- 2010 levels of TriMet and South Metro Area Rapid Transit (SMART) service is maintained with small increases in TriMet service targeted to address overcrowding and delays due to congestion. This reflects that 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 multi-modal investments

- New street connections and widening of existing major streets are limited.
- Limited bicycle and pedestrian investments reflecting that existing revenues are largely dedicated to transit, road and highway investments.

Key education and incentive programs

- Employer Outreach programs are funded at existing levels and focused on encouraging large employers (100 or more employees) to promote transit use, flexible work hours, carpooling, walking and bicycling in their workforce.
- Metro's Regional Travel Options (RTO) program continues to support operation of the Drive Less Connect program and provides technical assistance to Transportation Management Associations (TMAs) in the region, including the Lloyd District TMA, Westside Transportation Alliance and Swan Island TMA at existing program levels.
- Participation in carsharing programs grows.

Scenario B

ADOPTED PLANS

This scenario is a projection of how the region would grow if current local transportation and land-use plans are followed through to 2035 with the revenues anticipated in the 2035 Regional Transportation Plan.

Land use and urban form

- Current zoning is maintained.
- Future Metro UGB expansions through the year 2035 add nearly 12,000 acres, in keeping with the regional growth distribution adopted by the Metro Council in November 2012.
- Assumptions for neighboring cities are the same as Scenario A.

Public and private development incentives and fees

- Public incentives for housing grow and are available in more areas than today.
- Developers pay similar fees as exist today, but less than Scenario A.
- Funding for public infrastructure (capital costs as well as costs of maintenance and upgrade) is available in all areas to accommodate new jobs and housing.
- A range of parking strategies are implemented in all regional centers, station communities and town centers served by high capacity transit.

Transportation system

Significant investments are made to the transportation system reflecting the \$14 billion (\$2014) in funding assumed in the 2035 RTP financially constrained system for the period 2010 to 2035. Funding sources include:

- an increase of one cent per gallon per year in the statewide gas tax for system operations and maintenance.

- a \$15 increase of the state vehicle registration fee every eight years to pay for system expansion.
- continuation of past local and federal funding levels to pay for system expansion
- tolling on the I-5/Columbia River Bridge crossing to help pay for the I-5 Bridge Replacement project.
- An increase in the payroll tax to pay for reinvestment and expansion of transit service.

Key road and highway investments

- The I-5/Columbia River Bridge Replacement is constructed, and I-5 North is widened to six through lanes.
- Additional interchange investments are made in the I-5, I-205, I-84, OR 217 and US 26 corridors.
- Programs and investments aimed at improving traffic operations and reducing delay are also expanded, including the expansion of real-time traveler information on-line and through the growing Smartphone app industry.

Regional transit investments

- Columbia River Crossing light rail from Milwaukie to Clark College via downtown Vancouver is constructed.
- An extension of Portland-to-Milwaukie light-rail transit south of Milwaukie along McLoughlin Boulevard connecting to Oregon City is constructed.
- Portland to Lake Oswego streetcar, Burnside/Couch streetcar to Hollywood Transit Center and the Eastside streetcar loop (using the Milwaukie LRT bridge) are completed.
- Bus service routes and operations are adjusted to serve all new capital projects.

Other multi-modal investments

- New street connections that further build out the regional street grid and arterial street expansion are constructed throughout system.
- Major streets are widened or retrofitted with wider sidewalks, safer street crossings, improved bus stops, bikeways, transit signal priority at intersections and other multi-modal designs.
- On-street bicycle and pedestrian projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements are constructed.
- Off-street regional trail projects are constructed, such as the Lake Oswego to Portland trail, South waterfront Willamette Greenway trail, Fanno Creek (Red Electric) trail, Beaverton Creek Trail, Westside trail, Bronson Creek trail, Council Creek trail, Tonquin trail, Columbia Slough trail, Scouter's Mountain trail, the Sunrise Project trail and Springwater trail, Oregon City Loop trail, a segment of the E. Buttes Loop trail, and the Gresham-Fairview trail.
- Freight rail and street extensions and expansions focused on serving industrial areas are constructed.

Key education and incentive programs

- Car-sharing and Metro's Regional Travel Options (RTO) program is expanded throughout the region, particularly in areas served by high capacity transit.
- ODOT successfully launches a statewide EcoDrive Campaign, focusing on giving commercial drivers training in fuel-efficient driving practices. The campaign targets public agencies and private, commercial companies who maintain a fleet of cars and/or trucks, providing them with materials to teach their employees on ways to improve fuel efficiency through vehicle maintenance and driving techniques.

Scenario

C

NEW PLANS & POLICIES

Land use and urban form

- Current zoning is maintained, but additional zoned capacity is assumed in keeping with the Southwest Corridor land use vision adopted by the Southwest Corridor Steering Committee in 2013. The vision identified additional residential and employment capacity to be added to areas of southwest Portland, Tigard, Tualatin and Sherwood.
- Future Metro UGB expansions through the year 2035 add nearly 12,000 acres, in keeping with the regional growth distribution adopted by the Metro Council in November 2012.
- Assumptions for neighboring cities are the same as Scenario A.

Public and private development incentives and fees

- Public incentives for housing grow and are available in more areas than Scenario B. New locations served by high capacity transit are assumed to provide incentives to attract more housing and jobs in these areas.
- Developers pay similar fees as exist today, the same as Scenario B.
- Funding for public infrastructure (capital costs as well as costs of maintenance and upgrade) is available in all areas to accommodate new jobs and housing.
- In addition to the parking strategies in Scenario B, a range of parking strategies are also implemented in locations within .25-mile of where one or more frequent bus service routes intersect. Frequent bus lines have 15-minute or better service all day everyday.

Transportation investments

Significant investments are made to the transportation system reflecting the \$20 billion (\$2014) in funding assumed in the 2035 RTP State System for the period 2010 to 2035. In addition to the financially constrained system funding sources, this includes:

- a \$.03 per mile road use fee in lieu of at statewide gas tax beginning in 2015 to pay for system maintenance and expansion.
- a \$50 per ton carbon fee beginning in 2015 to pay for system expansion.
- the equivalent of a .02 increase in the TriMet payroll tax to pay for additional expansion of transit service.

Key road and highway investments

- Investments assumed in Scenario B.
- The Sunrise project extension from Southeast 122nd to Southeast 172nd Avenue is built.
- Operational improvements are made in the I-5 South and I-205 corridors.
- Programs and investments aimed at improving traffic operations and reducing delay are also expanded to now implementing programs to clear breakdowns and accidents quickly on the region's arterials.
- Additional interchange investments are made at the junctions of I-5/OR 217, I-5/72nd and US 26/185th Avenue.

Regional transit investments

- An extension of light rail transit from Portland to Tigard via Barbur Boulevard is constructed.
- Bus rapid transit serving AmberGlen in Hillsboro and the Powell/Division, I-205 and Tualatin-Valley Highway corridors are constructed.
- Other Portland Streetcar extensions are completed, including: Broadway/Weidler Streetcar, Northeast MLK Streetcar, linking Portland State University to the Oregon Museum of Science and Industry (OMSI) to Northeast Killingsworth, and Northwest 19th/20th Streetcar.

- Bus service routes and operations are adjusted to serve all new capital projects. In addition, all headways are 30-minute or better, either through overlapping service or straight frequency on a single line. Frequent service lines have a minimum of 10-minute headway or better.
- A locally-developed transit system expansion plan for the part of the region is fully implemented building on the plan developed for the westside in 2012.
- Westside commuter rail operations are expanded to all-day service with 15-minute peak and 15 off-peak headways.

Other multi-modal investments

- Additional new street connections that build out the regional street grid and arterial street expansion are constructed throughout system.
- Major streets are widened or retrofitted with wider sidewalks, safer street crossings, improved bus stops, bikeways, transit signal priority at intersections and other multi-modal designs.
- On-street bicycle and pedestrian projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements are constructed.
- The regional Active Transportation Plan recommended pedestrian and bicycle networks are completed, including the spiderweb bicycle network. The spiderweb network encompasses diagonal bicycle parkways radiating from the Portland central city that are connected by circular bicycle parkways that connect nearly all town centers.
- Off-street regional trails in Scenario B are constructed in addition to other trails, such as the Turf to Surf Rail with Trail, the Willamette River shared-use path in Oregon City, the Trolley Trail Bridge, completion of the St. John's segment of the Willamette Greenway, the northern railroad crossing segment of the Gresham-Fairview trail, and the East Buttes Loop Trail.

Education and incentive programs

- Car-sharing, employer outreach programs and Metro's Regional Travel Options (RTO) program are expanded throughout the region, particularly in new areas served by high capacity transit and frequent bus service.
- Real-time traveler information is provided on-line and through the growing Smartphone app industry.
- ODOT successfully expands its statewide EcoDrive Campaign to individual drivers.

Phase 2: 2010 base year and alternative scenario inputs

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

Strategy

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans and policies	Scenario C New plans and policies
Community design	Households in mixed use areas (percent)	26%	36%	37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	12,000 acres	12,000 acres
	SOV trips under 10 miles that shift to bike (percent)	9%	10%	15%	20%
	Transit service (daily revenue miles)	73,000 miles	80,000 miles (keeps pace with job growth)	91,000 miles (RTP Financially Constrained)	159,000 miles (RTP State + more transit)
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	30% / 30%	50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%	40%	100%
	Gas tax (cost per gallon \$2005)	\$0.42	\$0.48	\$0.73	\$0.18
	Road use fee (cost per mile \$2005)	\$0	\$0	\$0	\$0.03
	Carbon emissions fee (cost per ton)	\$0	\$0	\$0	\$50.00

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Strategy		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans and policies	Scenario C New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20%	40%
	Car-sharing in high density areas (target participation rate)	One car share per 5000 vehicles	Twice the number of car share vehicles available	Same as Scenario A	Four times the number of car share vehicles available
	Car-sharing in medium density areas (target participation rate)	One car share per 5000 vehicles	One car share per 5000 vehicles	Twice the number of car share vehicles available	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	9 miles	81 miles (RTP Financially Constrained)	105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (proportion of autos to light trucks and SUVs)	auto: 57% light truck/SUV: 43%	auto: 71% light truck/SUV: 29%		
	Fleet turnover rate (age)	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck/SUV: 20.9 mpg	auto: 68.5 mpg light truck/SUV: 47.7 mpg		
	Carbon intensity of fuels	90 g CO ₂ e/megajoule	72 g CO ₂ e/megajoule		
	Light-duty vehicles: electric or plug-in electric vehicles (percent)	auto: 0% light truck/SUV: 0%	auto: 8% light truck/SUV: 2%		

Materials following this page were distributed at the meeting.

 **Metro | Agenda**

Meeting: Metro Council
Date: Thursday, Nov. 7, 2013
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION

3. AWARD PRESENTATION BY THE ASSOCIATION OF ZOOS AND AQUARIUMS (AZA) Jim Maddy, AZA

4. CONSIDERATION OF THE COUNCIL MINUTES FOR OCT. 31, 2013

5. ORDINANCES – SECOND & QUASI-JUDICIAL HEARING

5.1 Ordinance No. 13-1321, For the Purpose of Annexing to the Metro District Boundary Approximately 2.54 Acres Located at 6500 NW Kaiser Road in the North Bethany Area of Washington County. Tim O'Brien, Metro

5.1.1 Quasi-judicial Hearing on Ordinance No. 13-1321.

6. RESOLUTIONS

6.1 Resolution No. 13-4467, For the Purpose of Allocating \$142.58 Million of Regional Flexible Funding for the Years 2016-18, Pending Air Quality Conformity Determination. Ted Leybold, Metro

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

**EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660 2 (h).
TO CONSULT WITH COUNSEL CONCERNING THE LEGAL RIGHTS
AND DUTIES OF A PUBLIC BODY WITH REGARD TO CURRENT
LITIGATION OR LITIGATION LIKELY TO BE FILED.**

Television schedule for Nov. 7, 2013 Metro Council meeting

Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, Nov. 7	Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, Nov. 10, 7:30 p.m. <i>Date:</i> Monday, Nov. 11, 28, 9 a.m.
Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, Nov. 11, 2 p.m.	Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, Nov. 9, 11 p.m. <i>Date:</i> Sunday, Nov. 10, 11 p.m. <i>Date:</i> Tuesday, Nov. 12, 6 a.m. <i>Date:</i> Wednesday, Nov. 13, 4 p.m.
Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.	West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Metro's nondiscrimination notice

Metro respects civil rights. Metro fully complies with Title VI of the Civil Rights Act of 1964 that bans discrimination on the basis of race, color or national origin. For more information on Metro's civil rights program, or to obtain a Title VI complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. All Metro meetings are wheelchair accessible. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1536 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 7 business days in advance of the meeting to accommodate your request. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.



INTRODUCTION

The Portland metropolitan region is an extraordinary place to live. Our region has vibrant communities with inviting neighborhoods. We have a diverse economy and a world-class transit system. The region features beautiful scenery, parks, trails and wild places close to home.

Over the years, the communities of the Portland metropolitan area have taken a collaborative approach to planning that has helped make our region one of the most livable in the country. Because of our dedication to planning and working together to make those plans a reality, we have set our region on a wise course for managing growth – but times are changing. An increasingly diverse and growing population, a changing climate, rising energy costs, aging infrastructure, and other social and economic challenges demand new kinds of leadership and thoughtful deliberation and action.

PROJECT BACKGROUND

The 2009 Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 2035 while at the same time the region expects to welcome 625,000 new residents within the region's urban growth boundary.

The Climate Smart Communities Scenarios Project will illustrate how different investments and policies can protect farms, forestland and natural areas, create healthy, livable neighborhoods, and grow the regional economy while reducing greenhouse gas emissions from cars and small trucks. Building toward a future that reflects what is important to us means making priority investments that drive a strong economy, support the unique character of our communities and ensure everyone has access to

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- Interchanges in the I-84, OR 217 and US 26 corridors and at the junction of I-205/I-84 are improved.
- Auxiliary lanes are added on I-5 and I-205 at the junctions of I-5/I-205 and I-205/Powell/Washington and I-205/I-84, respectively.
- US 26 West is widened to six through lanes.
- Shute Road and 185th Avenue are widened to seven lanes to improve access from the Intel campus to US 26.
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- Participation in carsharing programs grows.

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ADOPTED PLANS

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Transportation system

Significant investments are made to the transportation system reflecting the \$14 billion (\$2014) in funding assumed in the 2035 RTP financially constrained system for the period 2010 to 2035. Funding sources include:

- an increase of one cent per gallon per year in the statewide gas tax for system operations and maintenance.

- a \$15 increase of the state vehicle registration fee every eight years to pay for system expansion.
- continuation of past local and federal funding levels to pay for system expansion
- tolling on the I-5/Columbia River Bridge crossing to help pay for the I-5 Bridge Replacement project.
- An increase in the payroll tax to pay for reinvestment and expansion of transit service.

Key road and highway investments

- The I-5/Columbia River Bridge Replacement is constructed, and I-5 North is widened to six through lanes.
- Additional interchange investments are made in the I-5, I-205, I-84, OR 217 and US 26 corridors.
- Programs and investments aimed at improving traffic operations and reducing delay are also expanded, including the expansion of real-time traveler information on-line and through the growing Smartphone app industry.

Regional transit investments

- Columbia River Crossing light rail from Milwaukie to Clark College via downtown Vancouver is constructed.
- Portland to Lake Oswego streetcar, Burnside/Couch streetcar to Hollywood Transit Center and the Eastside streetcar loop (using the Milwaukie LRT bridge) are completed.
- Bus service routes and operations are adjusted to serve all new capital projects.

Other multi-modal investments

- New street connections that further build out the regional street grid and arterial street expansion are constructed throughout system.
- Major streets are widened or retrofitted with wider sidewalks, safer street crossings, improved bus stops, bikeways, transit signal priority at intersections and other multi-modal designs.
- On-street bicycle and pedestrian projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements are constructed.
- Off-street regional trail projects are constructed, such as the Lake Oswego to Portland trail, South waterfront Willamette Greenway trail, Fanno Creek (Red Electric) trail, Beaverton Creek Trail, Westside trail, Bronson Creek trail, Council Creek trail, Tonquin trail, Columbia Slough trail, Scouter's Mountain trail, the Sunrise Project trail and Springwater trail, Oregon City Loop trail, a segment of the E. Buttes Loop trail, and the Gresham-Fairview trail.
- Freight rail and street extensions and expansions focused on serving industrial areas are constructed.

Key education and incentive programs

- Car-sharing and Metro's Regional Travel Options (RTO) program is expanded throughout the region, particularly in areas served by high capacity transit.
- ODOT successfully launches a statewide EcoDrive Campaign, focusing on giving commercial drivers training in fuel-efficient driving practices. The campaign targets public agencies and private, commercial companies who maintain a fleet of cars and/or trucks, providing them with materials to teach their employees on ways to improve fuel efficiency through vehicle maintenance and driving techniques.

Scenario

C

NEW PLANS & POLICIES

Land use and urban form

- Current zoning is maintained, but additional zoned capacity is assumed in keeping with the Southwest Corridor land use vision adopted by the Southwest Corridor Steering Committee in 2013. The vision identified additional residential and employment capacity to be added to areas of southwest Portland, Tigard, Tualatin and Sherwood.
- Future Metro UGB expansions through the year 2035 add nearly 12,000 acres, in keeping with the regional growth distribution adopted by the Metro Council in November 2012.
- Assumptions for neighboring cities are the same as Scenario A.

Public and private development incentives and fees

- Public incentives for housing grow and are available in more areas than Scenario B. New locations served by high capacity transit are assumed to provide incentives to attract more housing and jobs in these areas.
- Developers pay similar fees as exist today, the same as Scenario B.
- Funding for public infrastructure (capital costs as well as costs of maintenance and upgrade) is available in all areas to accommodate new jobs and housing.
- In addition to the parking strategies in Scenario B, a range of parking strategies are also implemented in locations within .25-mile of where one or more frequent bus service routes intersect. Frequent bus lines have 15-minute or better service all day everyday.

Transportation investments

Significant investments are made to the transportation system reflecting the \$20 billion (\$2014) in funding assumed in the 2035 RTP State System for the period 2010 to 2035. In addition to the financially constrained system funding sources, this includes:

- a \$.03 per mile road use fee in lieu of at statewide gas tax beginning in 2015 to pay for system maintenance and expansion.
- a \$50 per ton carbon fee beginning in 2015 to pay for system expansion.
- the equivalent of a .02 increase in the TriMet payroll tax to pay for additional expansion of transit service.

Key road and highway investments

- Investments assumed in Scenario B.
- The Sunrise project extension from Southeast 122nd to Southeast 172nd Avenue is built.
- Operational improvements are made in the I-5 South and I-205 corridors.
- Programs and investments aimed at improving traffic operations and reducing delay are also expanded to clear breakdowns and accidents quickly on the region's arterials.
- Additional interchange investments are made at the junctions of I-5/OR 217, I-5/72nd and US 26/185th Avenue.

Regional transit investments

- Investments assumed in Scenario B.
- An extension of light rail transit from Portland to Tigard via Barbur Boulevard is constructed.
- Bus rapid transit serving AmberGlen in Hillsboro and the Powell/Division, I-205, and Tualatin-Valley Highway corridors are constructed.
- Other Portland Streetcar extensions are completed, including: Broadway/Weidler Streetcar, Northeast MLK Streetcar, linking Portland State University to the Oregon Museum of Science and Industry (OMSI) to Northeast Killingsworth, and Northwest 19th/20th Streetcar.

- Bus service routes and operations are adjusted to serve all new capital projects. In addition, all headways are 30-minute or better, either through overlapping service or straight frequency on a single line. Frequent service lines have a minimum of 10-minute headway or better.
- A locally-developed transit system expansion plan for the part of the region is fully implemented building on the plan developed for the westside in 2012.
- Westside commuter rail operations are expanded to all-day service with 15-minute peak and 15 off-peak headways.

Other multi-modal investments

- Additional new street connections that build out the regional street grid and arterial street expansion are constructed throughout system.
- Major streets are widened or retrofitted with wider sidewalks, safer street crossings, improved bus stops, bikeways, transit signal priority at intersections and other multi-modal designs.
- On-street bicycle and pedestrian projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements are constructed.
- The regional Active Transportation Plan recommended pedestrian and bicycle networks are completed, including the spiderweb bicycle network. The spiderweb network encompasses diagonal bicycle parkways radiating from the Portland central city that are connected by circular bicycle parkways that connect nearly all town centers.
- Off-street regional trails in Scenario B are constructed in addition to other trails, such as the Turf to Surf Rail with Trail, the Willamette River shared-use path in Oregon City, the Trolley Trail Bridge, completion of the St. John's segment of the Willamette Greenway, the northern railroad crossing segment of the Gresham-Fairview trail, and the East Buttes Loop Trail.

Education and incentive programs

- Car-sharing, employer outreach programs and Metro's Regional Travel Options (RTO) program are expanded throughout the region, particularly in new areas served by high capacity transit and frequent bus service.
- Real-time traveler information is provided on-line and through the growing Smartphone app industry.
- ODOT successfully expands its statewide EcoDrive Campaign to individual drivers.

Phase 2: 2010 base year and alternative scenario inputs

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

Strategy

		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans and policies	Scenario C New plans and policies
Community design	Households in mixed use areas (percent)	26%	36%	37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	12,000 acres	12,000 acres
	SOV trips under 10 miles that shift to bike (percent)	9%	10%	15%	20%
	Transit service (daily revenue miles)	73,000 miles	80,000 miles (keeps pace with job growth)	91,000 miles (RTP Financially Constrained)	159,000 miles (RTP State + more transit)
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	30% / 30%	50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%	40%	100%
	Gas tax (cost per gallon \$2005)	\$0.42	\$0.48	\$0.73	\$0.18
	Road use fee (cost per mile \$2005)	\$0	\$0	\$0	\$0.03
	Carbon emissions fee (cost per ton)	\$0	\$0	\$0	\$50.00

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

Strategy		2010	2035		
		Base Year Reflects existing conditions	Scenario A Recent trends	Scenario B Adopted plans and policies	Scenario C New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20%	40%
	Car-sharing in high density areas (target participation rate)	One car share per 5000 vehicles	Twice the number of car share vehicles available	Same as Scenario A	Four times the number of car share vehicles available
	Car-sharing in medium density areas (target participation rate)	One car share per 5000 vehicles	One car share per 5000 vehicles	Twice the number of car share vehicles available	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added)	N/A	9 miles	81 miles (RTP Financially Constrained)	105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (proportion of autos to light trucks and SUVs)	auto: 57% light truck/SUV: 43%	auto: 71% light truck/SUV: 29%		
	Fleet turnover rate (age)	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck/SUV: 20.9 mpg	auto: 68.5 mpg light truck/SUV: 47.7 mpg		
	Carbon intensity of fuels	90 g CO ₂ e/megajoule	72 g CO ₂ e/megajoule		
	Light-duty vehicles: electric or plug-in electric vehicles (percent)	auto: 0% light truck/SUV: 0%	auto: 8% light truck/SUV: 2%		

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**



www.oregonmetro.gov/climatescenarios

**Climate Smart Communities Scenarios Project
First Look at Results**

Kim Ellis, project manager

Metro Council

November 5, 2013



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Region's response to state target

- Working together with city, county, state, business and community leaders
- Researching how land use and transportation strategies can be leveraged to advance public and private investments to
 - support local plans
 - create jobs and healthy communities
 - meet state targets for reducing carbon emissions



Where we've been & where we are headed

PHASES 1 & 2

Understand Choices
2011-2012

Shape Choices
Jan.-Oct. 2013

PHASE 3

Shape Preferred
Nov. 2013-May 2014

Adopt Preferred
Sept.-Dec. 2014



WE ARE HERE

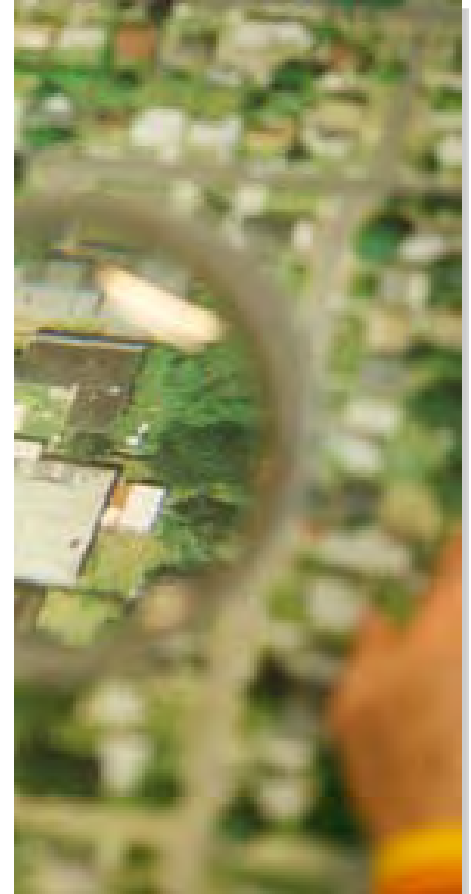
First Look at Results

TODAY

- ☒ Launch Phase 3
- ☒ Report emissions, housing, job, and travel and air quality outcomes

DECEMBER

- ☐ Report health, social equity and fiscal outcomes
- ☐ Identify policy areas for further discussion and input in 2014



Three approaches were evaluated

Scenario

A

RECENT TRENDS

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

Scenario

B

ADOPTED PLANS

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

Scenario

C

NEW PLANS & POLICIES

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

What we tested

A

RECENT TRENDS

Theme	Key Assumptions
<p>RECENT TRENDS <i>Adopted local and regional plans are followed through 2035 with existing resources</i></p>	<ul style="list-style-type: none"> • Adopted local zoning • Existing funding sources • A market-based approach to parking stays the same as today • Sellwood Bridge • Sunrise from I-205 to 122nd • Milwaukie light rail and Portland streetcar loop • Transit keeps pace with job growth • Columbia River Crossing not included • Public incentives for housing decline from today • Significant urban growth boundary expansion is coupled with higher developer fees in these areas

B**ADOPTED PLANS**

Theme	Key Assumptions
ADOPTED PLANS <i>Adopted local and regional plans are followed through 2035 with new funding</i>	<ul style="list-style-type: none">• Adopted local zoning• RTP Financially Constrained system of investments completed• State gas tax increase 1 cent per year• A market-based approach to parking is used in all regional centers and areas served by high capacity transit• Columbia River Crossing with tolling• Transit keeps pace with population growth• Public incentives for housing grow slightly and are available in more areas than today• Moderate urban growth boundary expansion• Developers pay similar fees as exist today, but less than Scenario A

NEW PLANS & POLICIES

Theme	Key Assumptions
NEW PLANS AND POLICIES <i>Adopted local and regional plans and Southwest Corridor vision are followed through 2035 with new resources</i>	<ul style="list-style-type: none"> • Adopted local zoning plus Southwest Corridor land use vision • RTP State System of investments completed plus additional transit and draft Regional Active Transportation network • New transportation funding sources in lieu of state gas tax • A market-based approach to parking is used in all centers and frequent transit corridors • Transit at 1.5 times Scenario B service levels <ul style="list-style-type: none"> • 15-minute or better transit service on arterials • High capacity transit to all regional centers • Public incentives for housing are provided in more areas • Same urban growth boundary expansion as Scenario B • Developers pay same fees as Scenario B

The scenarios are illustrative

- Scenario A is the base case to show the effect of growth and very limited investment
- Investments assumed in each scenario come from adopted local and regional plans and recently completed studies
- State assumptions for cleaner fuels and more fuel-efficient vehicles are in each scenario



Outcomes evaluated

- Emissions
- Housing and jobs
- Travel
- Access to transit & destinations
- Air quality
- Public health (*under development*)
- Social equity (*under development*)
- Infrastructure costs (*under development*)

WHAT WE DID NOT EVALUATE

(but will in summer 2014 using the regional travel model)

- Network-based analysis
- Transit ridership
- System mobility
- Labor and market access

The Portland metropolitan region in 2035

- 1.9 million people
- 1.1 million jobs
- More diversity
- More economy activity
- More travel
- More infrastructure to maintain



WHAT WE LEARNED

Adopted plans can meet the target

STATE MANDATED TARGET

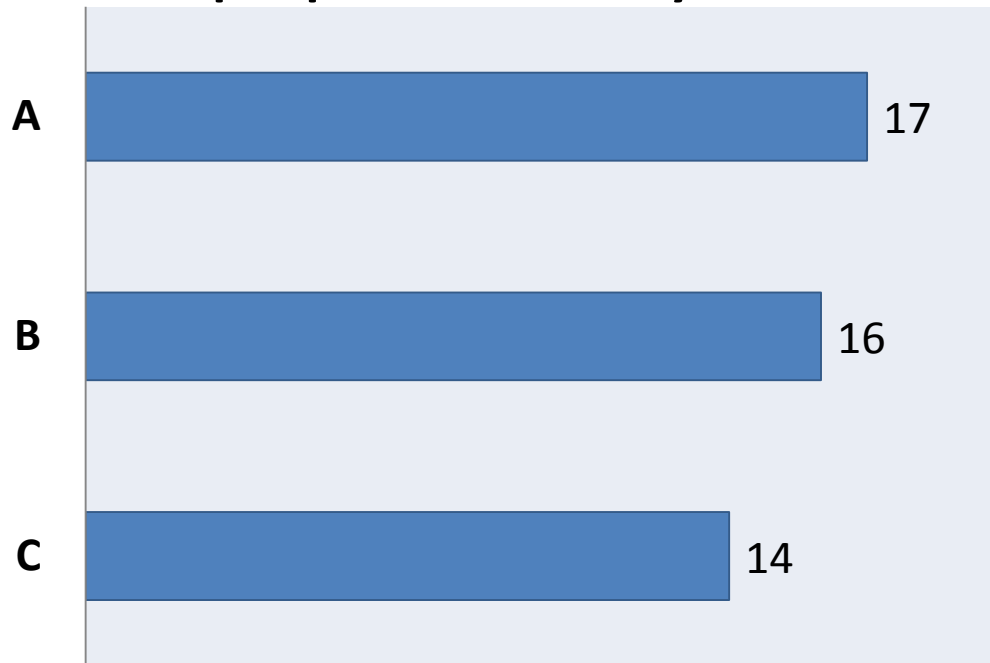
20% REDUCTION BY 2035

The reduction target is from 2005 emissions levels after reductions expected from cleaner fuels and more fuel-efficient vehicles.

Source: GreenSTEP

Individuals will drive less in 2035

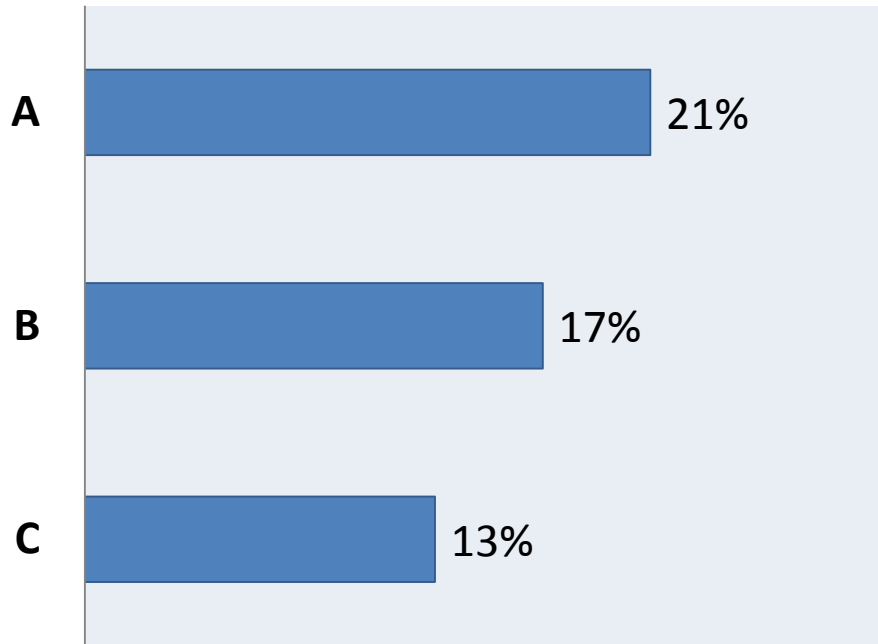
Vehicle miles traveled
per person each day



Source: GreenSTEP

Congestion continues to be a concern

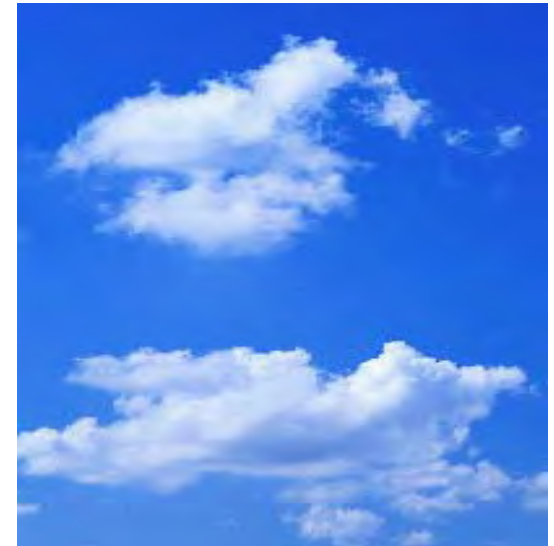
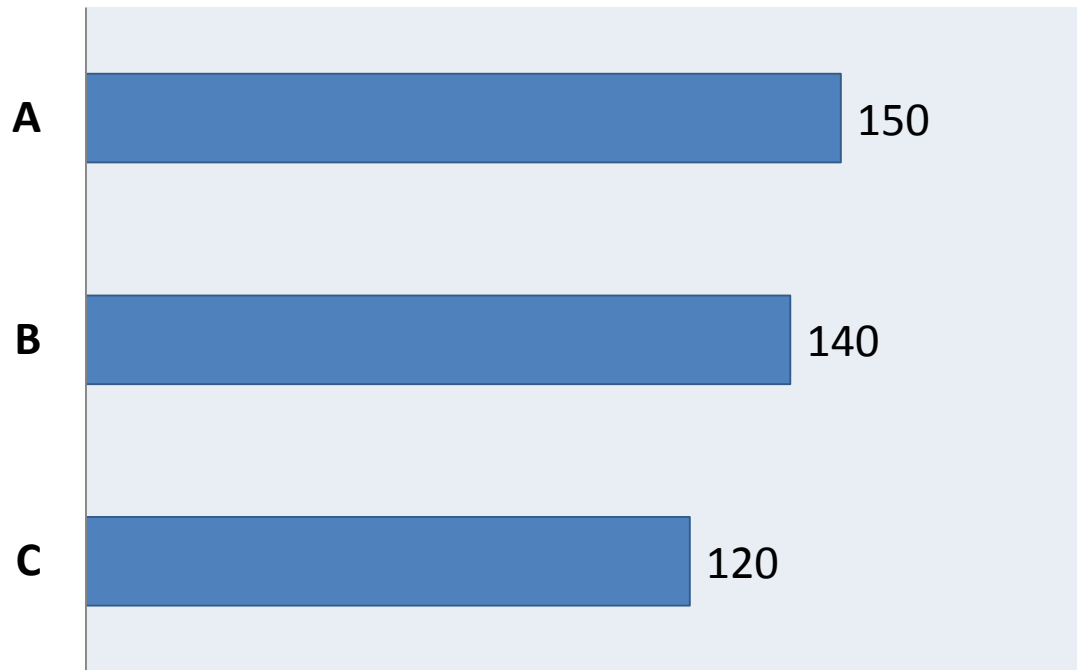
Share of light vehicle travel
spent in traffic



Source: GreenSTEP

Investment will help maintain air quality

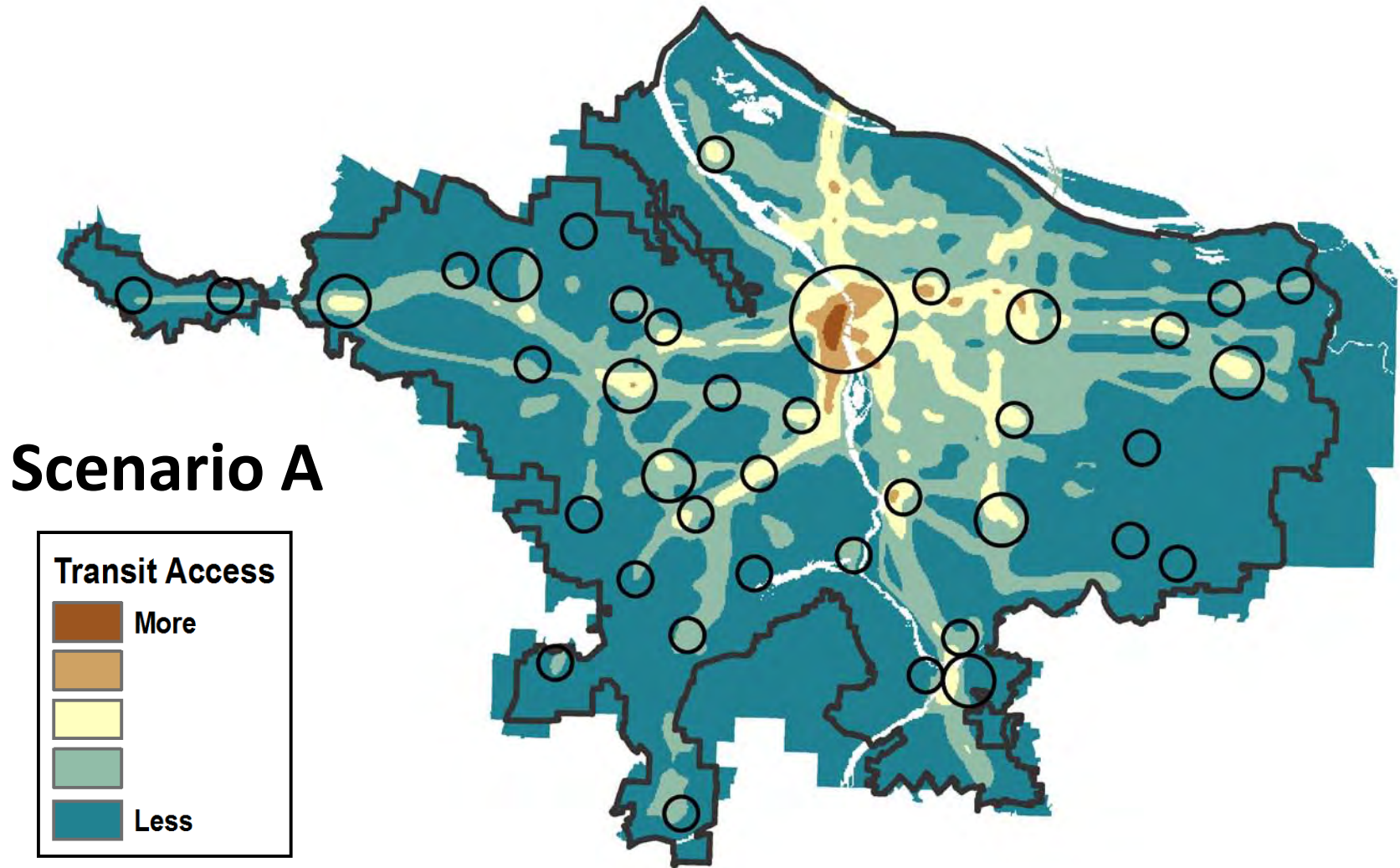
Criteria air pollutants
(metric tons per day)



*Analysis includes $PM_{2.5}$,
hydrocarbons and nitrous
oxides.*

Source: GreenSTEP

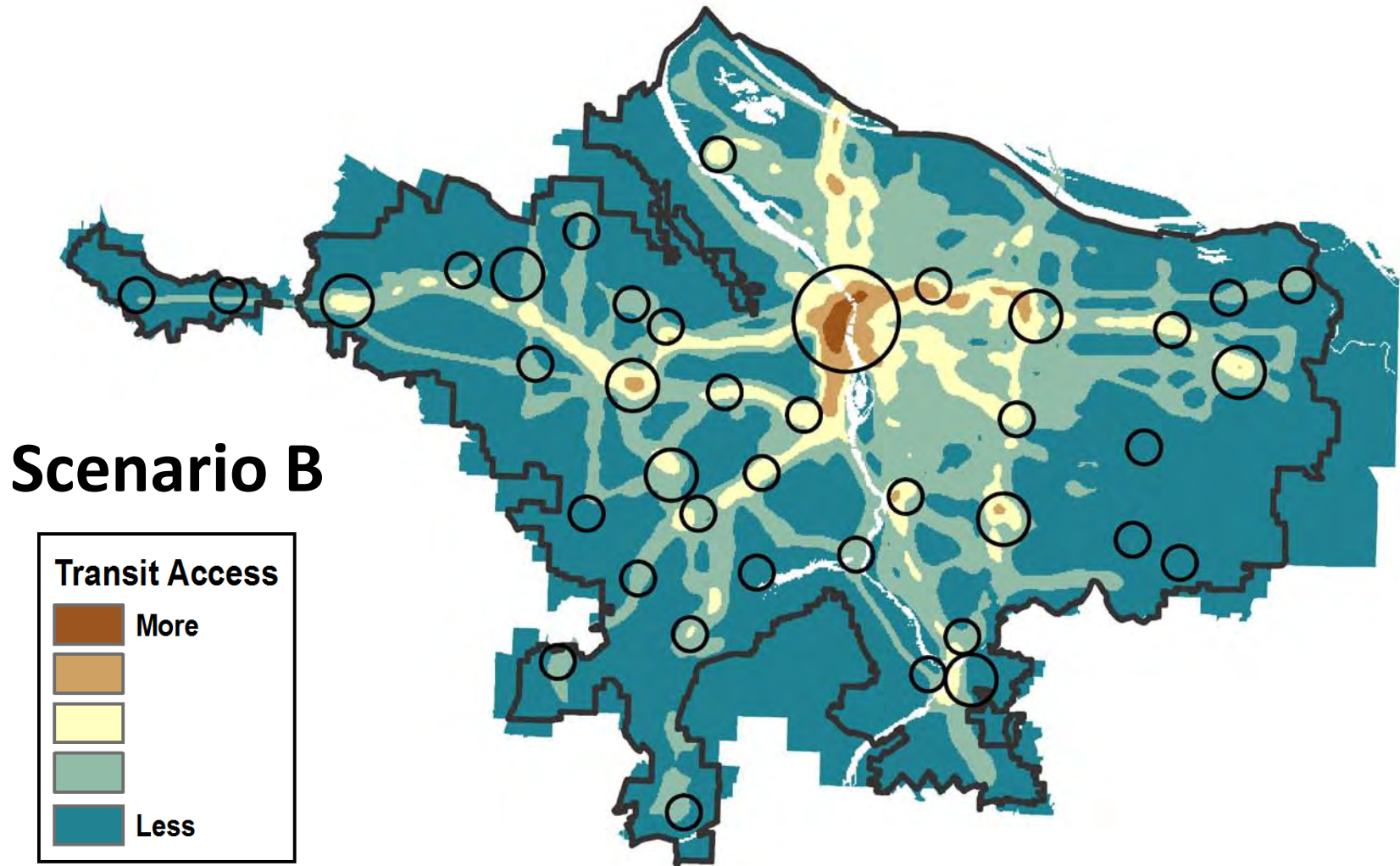
Investment will improve transit access



Peak service

Source: GIS

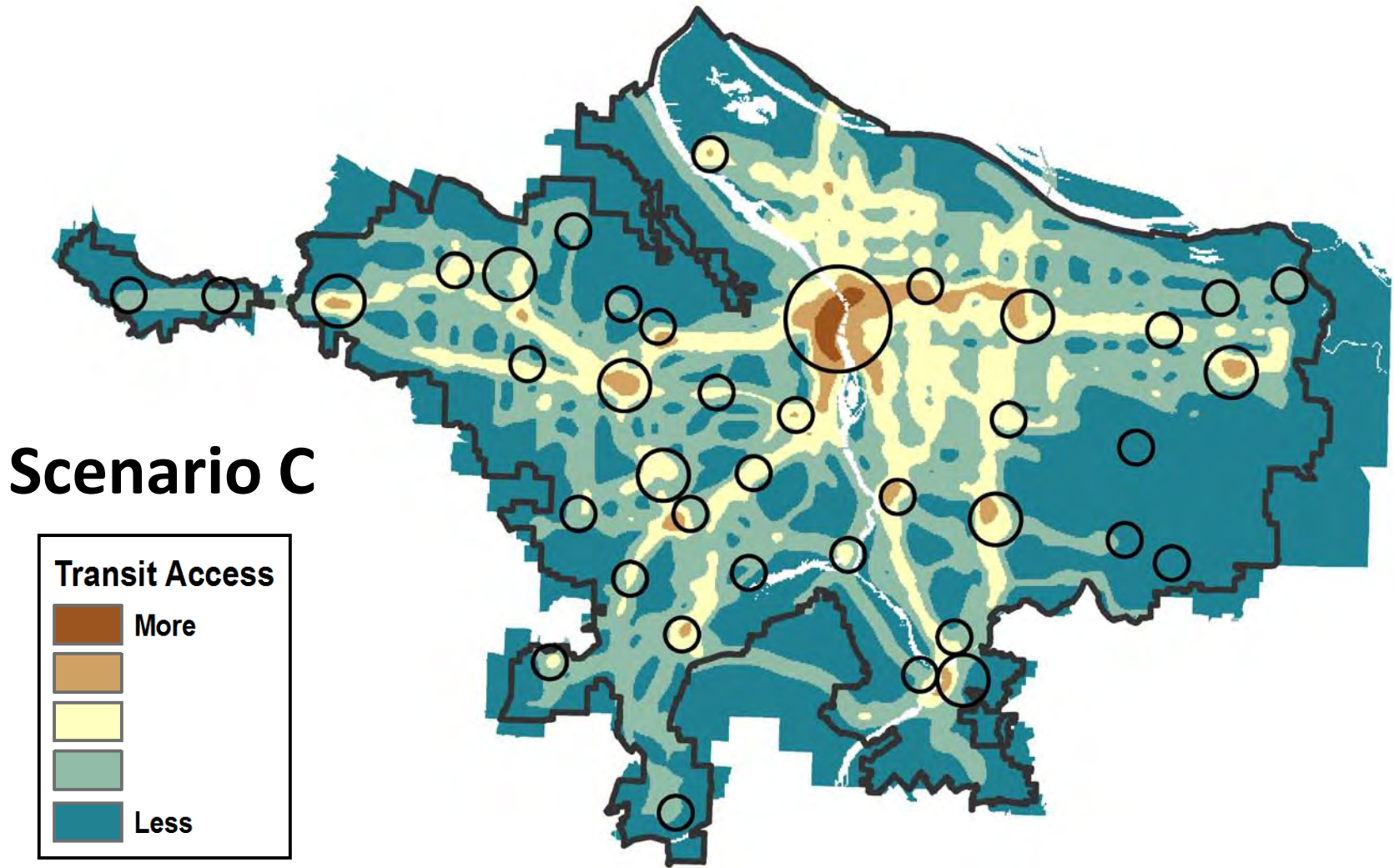
Investment will improve transit access



Peak service

Source: GIS

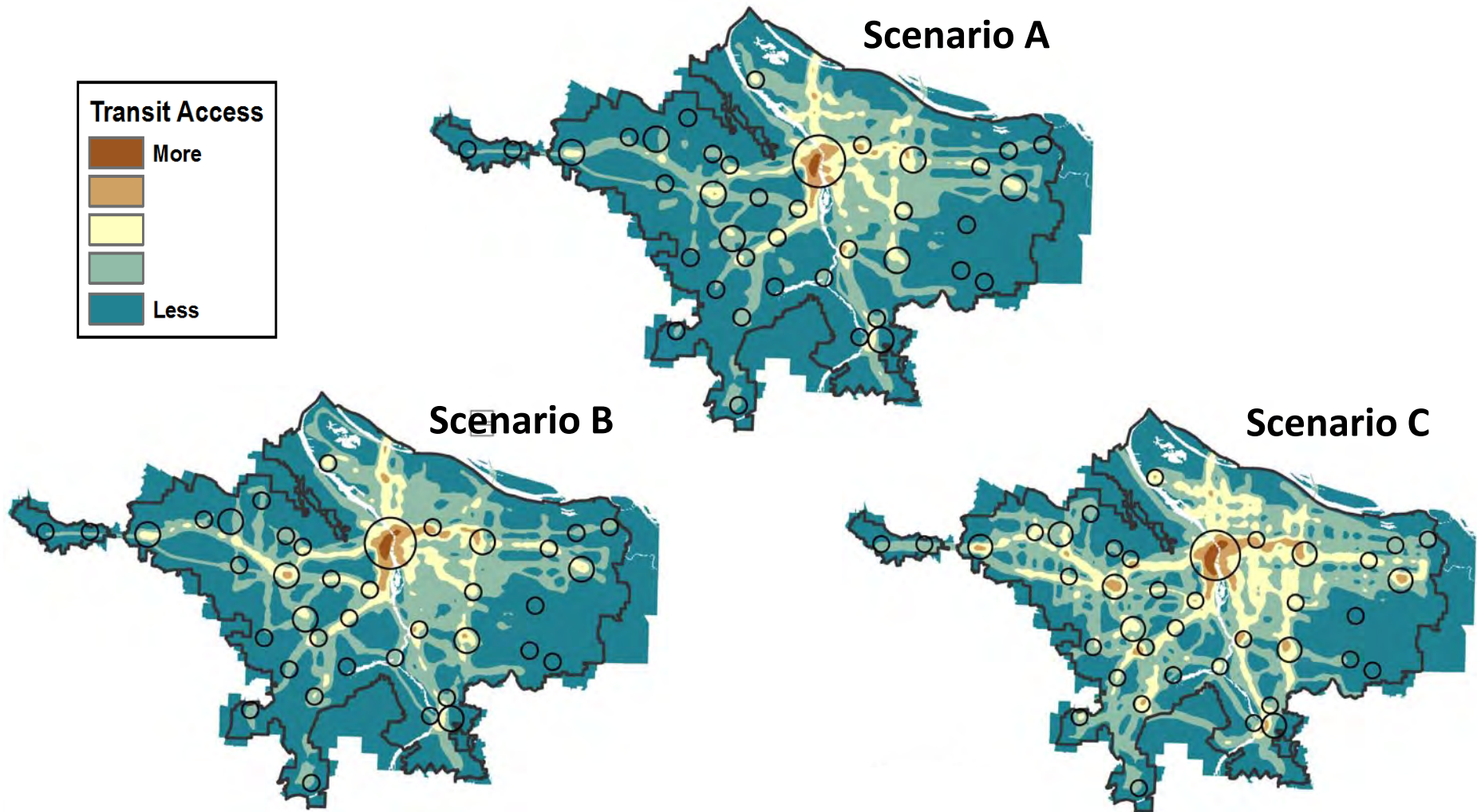
Investment will improve transit access



Peak service

Source: GIS

Investment will improve transit access

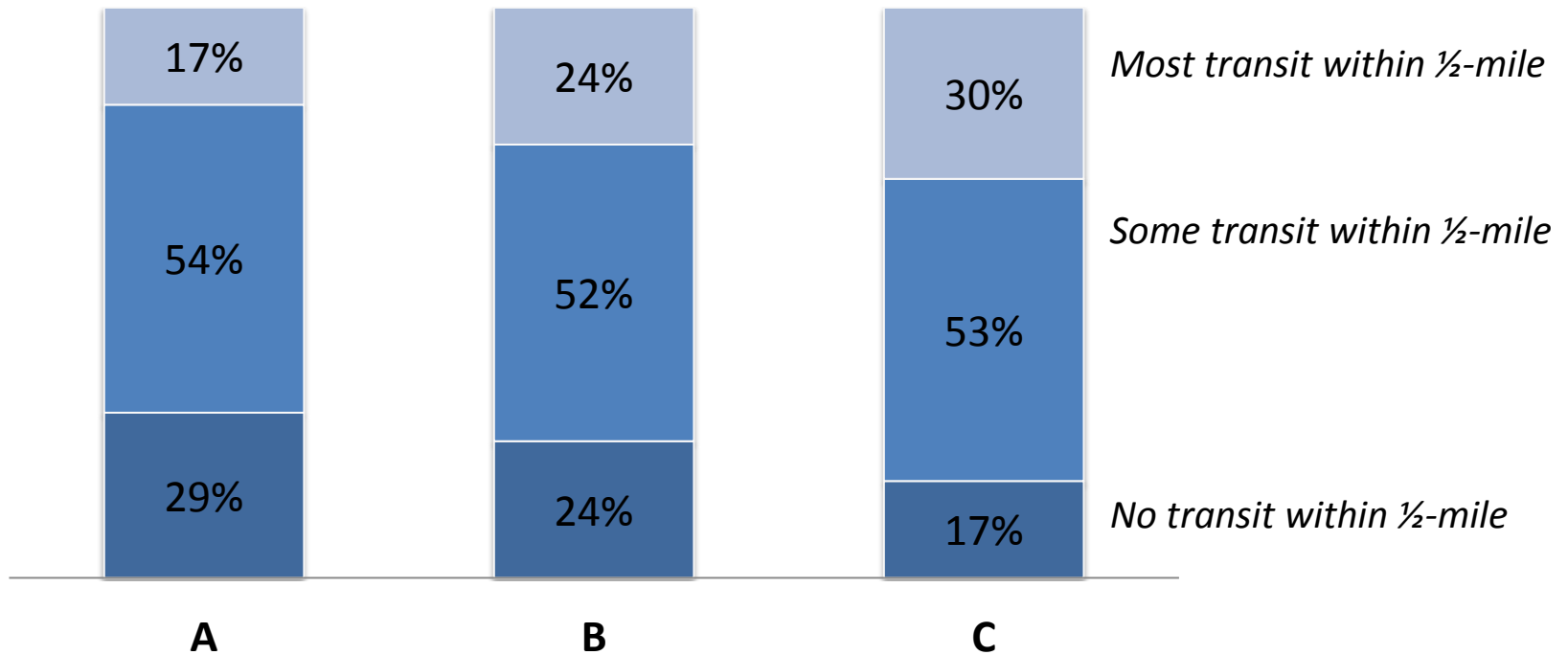


Peak service

Source: GIS

Most new households are located near transit

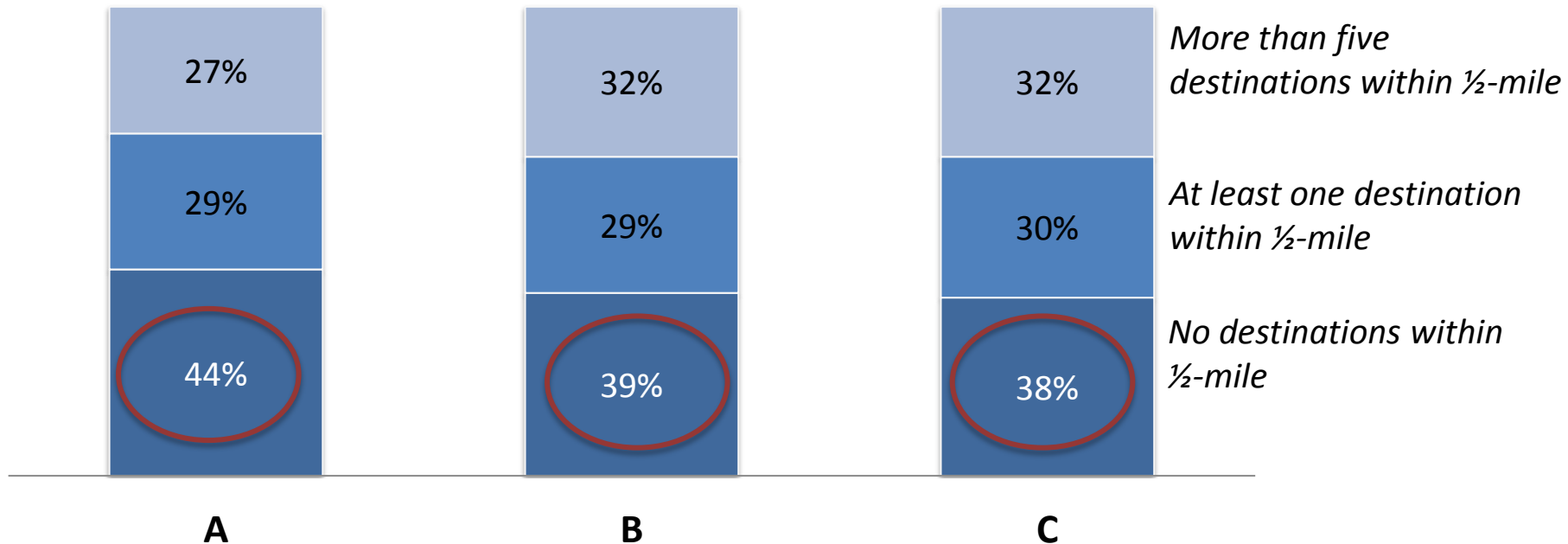
Share of new households with transit access in 2035



Source: MetroScope
and GIS

Most new households are located near shopping and services

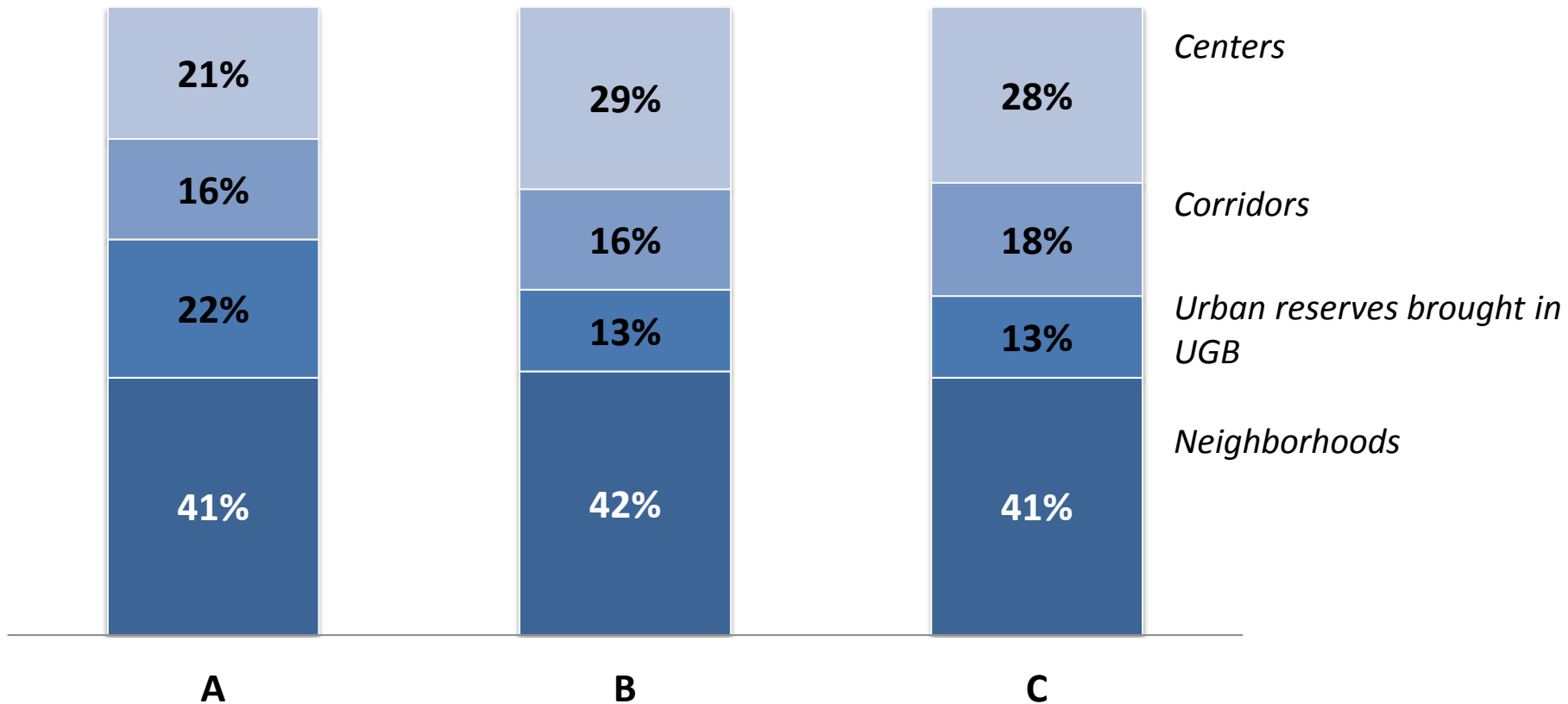
Share of new households near shopping and services in 2035



Source: MetroScope
and GIS

Housing responds to incentives and access

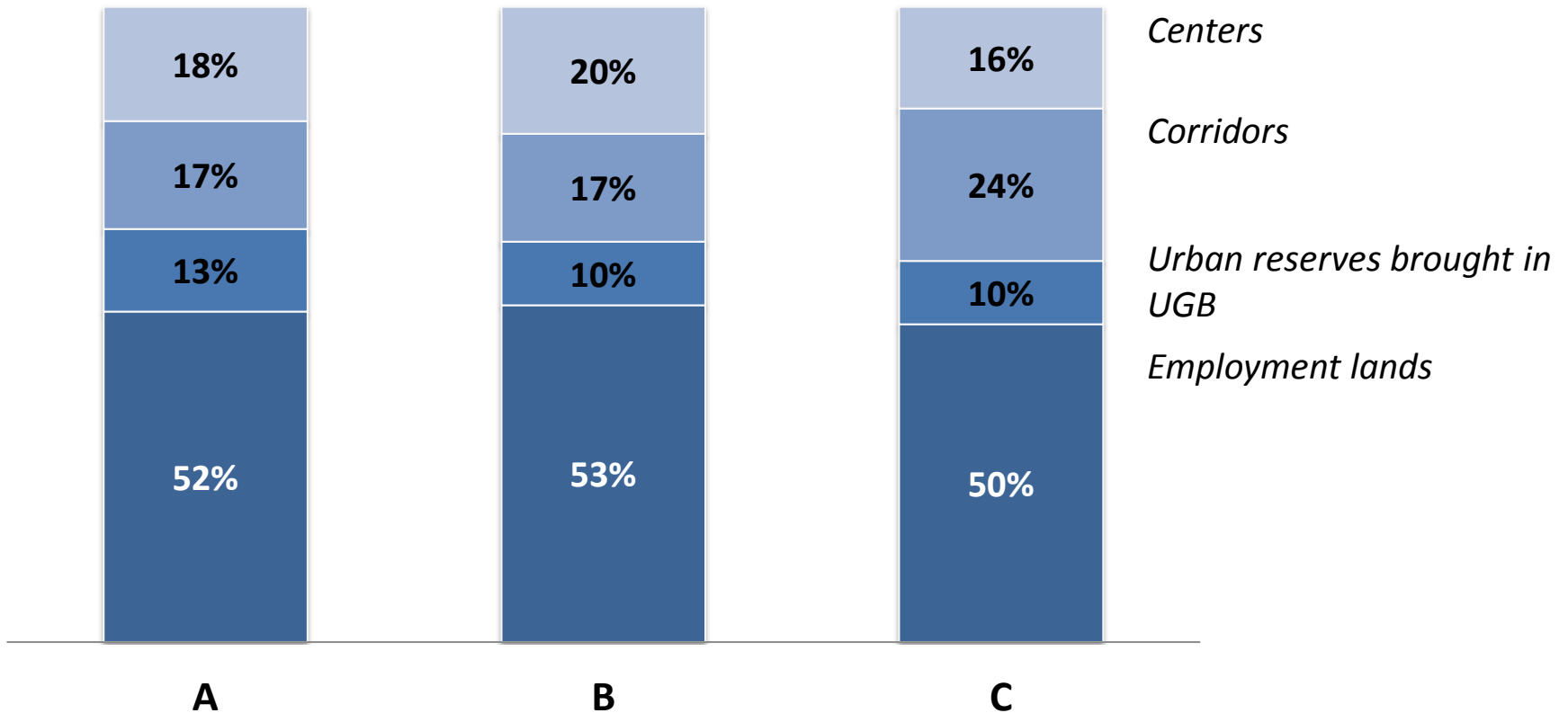
Share of new households in Metro urban growth boundary in 2035



Source: MetroScope

Jobs respond to access

Share of new jobs in Metro urban growth boundary in 2035



Source: MetroScope

EARLY TAKEAWAYS

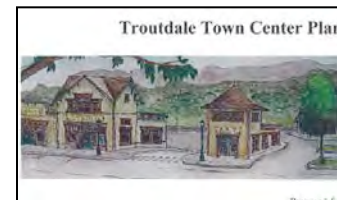
1

Past planning and investments to implement the 2040 Growth Concept vision make the target attainable

2040 Growth Concept adopted in 1995

2

More work is needed to realize local and regional visions



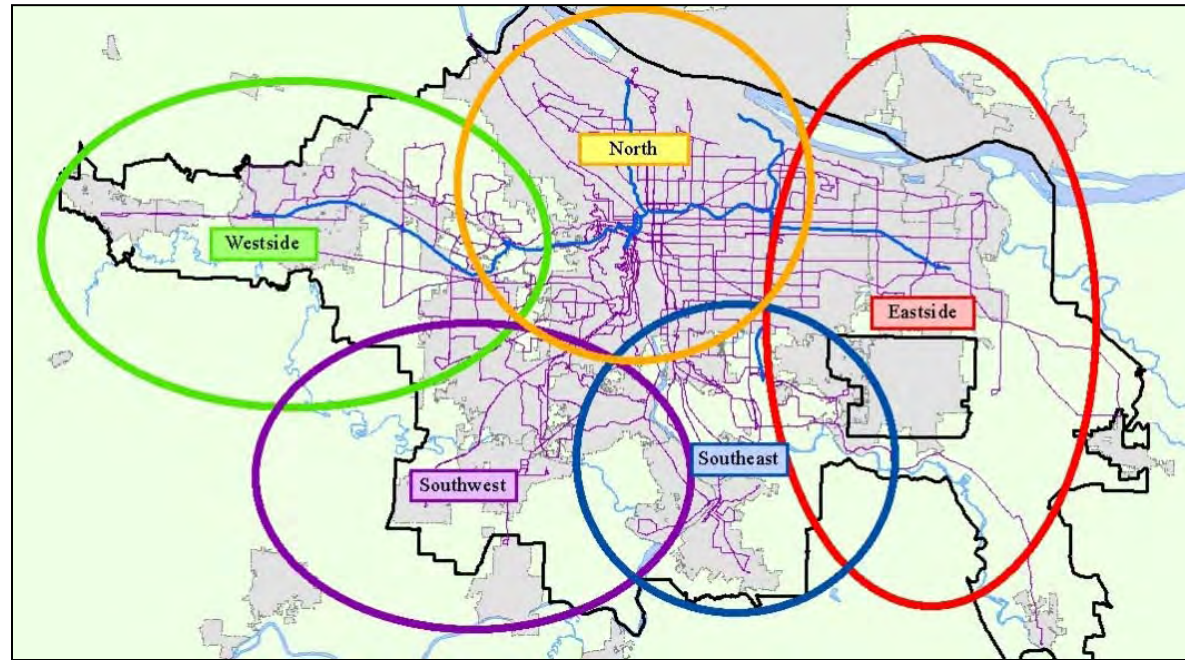
3

Investing in communities is essential to success



4

Growing transit across the region is essential to success



Transit growth will be guided by locally-developed TriMet Service Enhancement Plans, the TriMet Board's Strategic Financial Plan and South Metro Area Regional Transit (SMART) plans



Each community is unique in its needs: *one size does not fit all*



Moving forward to 2014

TODAY

- ☒ Launch Phase 3
- ☒ Review emissions, housing, job, travel and air quality outcomes

DECEMBER

- ☐ Review health, social equity and fiscal outcomes
- ☐ Identify policy issues for further discussion and input in 2014

**CLIMATE
SMART
COMMUNITIES
SCENARIOS PROJECT**

Challenges

- Fiscal
- Civic
- Regulatory

2014: The final stretch

JAN. TO MAY 2014

Discuss choices and tradeoffs to shape draft preferred approach

MAY 2014

Council direction to staff on draft preferred approach

JUNE TO AUGUST 2014

First look at preferred approach; staff completes final evaluation and prepares adoption package

SEPT. TO DEC. 2014

Public comment period and consider final adoption of preferred approach

For more information



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DISCUSSION





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Regional Active Transportation Plan November 2013 Council Liaison Update

Regional engagement on the ATP:

- Over 40 staff and advocates from across the region have convened as an ATP/RTP WorkGroup to review and refine the draft ATP and guide changes to the RTP. Three workshops have been held – one in Clackamas Co, two at Metro. Additionally, Metro staff is meeting one-on-one with stakeholders. The meetings have been positive and staff are receiving constructive direction as well as urging to maintain the vision.
- Updates to stakeholders on the process are provided via an email interested party list, updates at Metro's advisory committees, and County Coordinating TACs.
- Fun fact: a PSU graduate planning class is studying the ATP.

Oregon Active Transportation Summit

- ATP staff is on the planning committee for the annual statewide Oregon Active Transportation Summit. This year the summit will be in Portland, April 21&22. There will be mobile workshops and sessions tied to the ATP, Climate Smart Communities and transportation equity. Over 300 people attended last year. Metro has been a sponsor of the summit for the past three years.
- A sponsorship request will be coming to the Metro Council in the next few weeks.

ATP Implementation Activities

"Adopt regionally"

- Staff have developed suggested policy changes to the RTP based on the draft ATP
- ATP networks used in Scenario C of the CSC scenarios
- Working with local jurisdictions to refine ATP project list
- ATP/RTP WorkGroup described above

"Adopt locally"

- ATP staff is serving on the Clackamas County Active Transportation Plan TAC
- ATP staff will participate in the update of the ODOT bicycle and pedestrian plan
- ATP staff has been participating in the Intertwine Core Group representing regional active transportation

“Better results on the ground”

- ATP staff will be working with a consultant to develop illustrations and cross-sections to illustrate the Regional Pedestrian and Bicycle Parkways concepts. The illustrations will also be useful for the CSC project.
- ATP staff is participating in an ODOT research project to develop an app to collect data from bicycle trips on the comfort of cycling
- ATP staff identified Metro match to support an OTREC grant proposal for Phase II of the Pedestrian Modeling project