



The region's six desired outcomes

Climate Smart Communities Scenarios

Background

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

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

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



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

State response Oregon Sustainable Transportation Initiative

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

Regional response Climate Smart Communities Scenarios

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

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

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

About Metro

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

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

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

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick,
District 1

Carlotta Collette,
District 2

Carl Hosticka,
District 3

Kathryn Harrington,
District 4

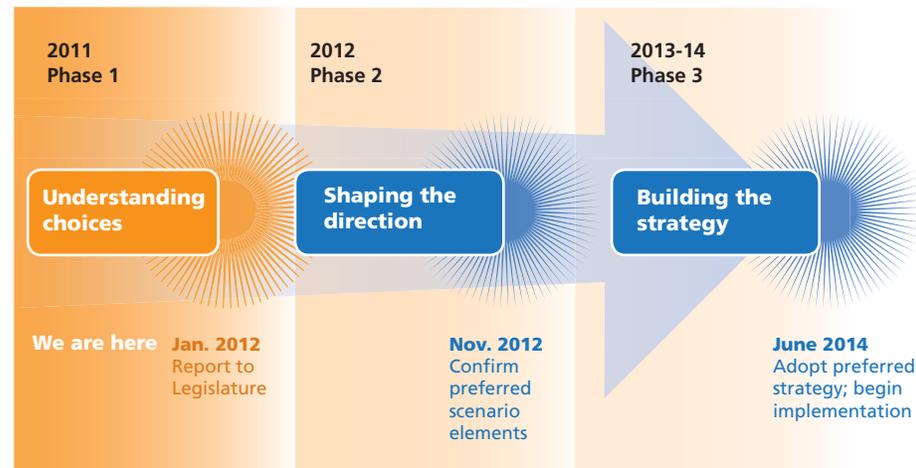
Rex Burkholder,
District 5

Barbara Roberts,
District 6

Auditor

Suzanne Flynn

Climate Smart Communities Scenarios planning process



Phase 1

Understanding the choices (We are here)

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

Potential impacts and benefits will be weighed against the region's six desired outcomes. Findings and recommendations from the analysis will be reported to Metro's policy committees in fall 2011 before being finalized for submittal to the Legislature in January 2012.

Phase 2

Shaping the direction

In 2012, the region will analyze more refined alternative regional-level scenarios that apply the lessons learned from phase 1 to develop a "draft" preferred land use and transportation scenario. This phase provides an opportunity to incorporate strategies and new policies identified through local and regional planning efforts

that are underway in the region (e.g., SW Corridor Plan, East Metro Connections Plan, Portland Plan, and other local land use and transportation plan updates).

By the end of 2012, Metro's policy committees will be asked to confirm a "draft" preferred scenario that will be brought forward to the final phase of the process.

Phase 3

Building the strategy and implementation

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

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