

**CLIMATE
SMART
COMMUNITIES**
SCENARIOS PROJECT

Draft Performance Monitoring Approach

Recommended Draft

*This document reflects changes recommended in
Exhibit E to Ordinance 14-1346B*

November 17, 2014

**MAKING A
GREAT
PLACE**



About Metro

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

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

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**Exhibit D to Ordinance No. 14-1346B
RECOMMENDED DRAFT**

November 17, 2014



PERFORMANCE MONITORING APPROACH

OAR 660-044-0040(3)(e) directs Metro to identify performance measures and targets to monitor and guide implementation of the Climate Smart Communities Strategy adopted by the Metro Council. The purpose of performance measures and targets is to monitor and assess whether key elements or actions that make up the strategy are being implemented, and whether the strategy is achieving the expected outcomes.

The performance measures identified for monitoring reflect a combination of existing and new performance measures, most of which are drawn from the Regional Transportation Plan and the Urban Growth Report to track existing land use and transportation policies. To monitor implementation of the strategy, Metro will use observed data sources and existing regional performance monitoring and reporting processes to the extent possible, including federally-required updates to the Regional Transportation Plan, updates to the Urban Growth Report, and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296. When observed data is not available, data from regional models may be reported. These and other performance measures are reflected in Chapter 7 of the Regional Framework Plan.

NOTE: The 2035 targets reflect the planning assumptions used to evaluate the Climate Smart Communities Strategy. The measures and targets will be incorporated into the Regional Transportation Plan as part of the next federally-required update and may be further refined to address new information, such as MAP-21 performance-based planning provisions and recommendations from Metro’s Equity Strategy.

POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	a. Share of households living in walkable, mixed-use areas ¹ (new)	a. 26%	a. 37%
	b. New residential units built through infill and redevelopment in the urban growth boundary (UGB) ² (existing)	b. 58% (average for 2007-12)	b. 65%
	c. New residential units built on vacant land in the UGB ³ (existing)	c. 42% (average for 2007-12)	c. 35%
	d. Acres of urban reserves added to the UGB ⁴ (existing)	d. 0	d. 12,000
	e. Daily vehicle miles traveled per capita ⁵ (existing)	e. 19	e. 17

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POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION
2. Make transit convenient, frequent, accessible and affordable	a. Daily transit service revenue hours <i>(new)</i>	a. 4,900	a. 9,400
	b. Share of households within ¼-mile all day frequent transit <i>(new)</i>	b. 30%	b. 37%
	c. Share of low-income households within ¼-mile of all day frequent transit <i>(new)</i>	c. 39%	c. 49%
	d. Share of employment within ¼-mile of all day frequent transit <i>(new)</i>	d. 41%	d. 52%
	e. Transit fares <i>(new)</i>	e. Adult = TBA Youth = TBA Honored citizen = TBA Day pass = TBA Monthly pass = TBA Annual pass = TBA SMART = \$0	e. Trend equal to or less than inflation
3. Make biking and walking safe and convenient	a. Daily trips made by bicycling and walking ⁶ <i>(existing)</i>	a. 505,000 walk trips and 179,000 bicycle trips	a. 768,000 walk trips and 280,000 bicycle trips
	b. Per capita miles of bicycle and pedestrian travel per week ⁷	b. 1.3 miles walked 2.1 miles bicycled	b. 1.8 miles walked 3.4 miles bicycled
	c. Bicycle and pedestrian fatal and severe injury crashes ⁸ <i>(existing)</i>	c. 63 fatal or severe injury pedestrian crashes 35 fatal or severe injury bicycle crashes	c. 32 fatal or severe injury pedestrian crashes 17 fatal or severe injury bicycle crashes
	d. New miles of bikeways, sidewalks and trails ⁹ <i>(existing)</i>	d. <i>Data not available</i>	d. 663 miles
4. Make streets and highways safe, reliable and connected	a. Motor vehicle, bike and pedestrian fatal and severe injury crashes ¹⁰ <i>(existing)</i>	a. 398 fatal or severe injury motor vehicle crashes	a. 199 fatal or severe injury motor vehicle crashes
		63 fatal or severe injury pedestrian crashes	32 fatal or severe injury pedestrian crashes
		35 fatal or severe injury bicycle crashes	17 fatal or severe injury bicycle crashes

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		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION
	b. Change in travel time in regional mobility corridors (<i>existing</i>)	b. <i>A baseline for this measure will be developed in the 2018 RTP update.</i>	b. <i>A target for this measure will be developed in the 2018 RTP update.</i>
	c. Share of freeway lane blocking crashes cleared within 90 minutes (<i>new</i>)	c. <i>Data under development with ODOT staff</i>	c. 100% ¹¹
5. Use technology to actively manage the transportation system	a. Share of regional transportation system covered with transportation system management and operations (TSMO) strategies (<i>new</i>)	<i>A baseline and methodology for tracking progress will be developed in 2018 RTP update.</i>	
6. Provide information and incentives to expand the use of travel options	a. Share of households participating in individualized marketing programs (<i>existing</i>)	a. 9%	a. 45%
	b. Share of the workforce participating in commuter programs (<i>existing</i>)	b. 20%	b. 30%
7. Manage parking to make efficient use of vehicle parking and land dedicated to parking	a. Parking measure TBD in 2018 RTP update (<i>new</i>)	<i>A measure and methodology for tracking progress will be developed in 2018 RTP update.</i>	
8. Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance	a. Share of registered light duty vehicles in Oregon that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV) ¹² (<i>new</i>)	<u>EV/PHEV</u> a. 1%/0% (auto) 1%/0%(light truck)	<u>EV/PHEV</u> a. 23%/8% (auto) 20%/2% (light truck)
	b. Share of households using pay-as-you-drive private vehicle insurance ¹³ (<i>new</i>)	b. >1%	b. 40%
9. Secure adequate funding for transportation	a. Address local, regional and state transportation	<i>A baseline and methodology for tracking progress will be developed in 2018 RTP update.</i>	

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		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION
investments	funding gap (<i>new</i>)		
10. Demonstrate leadership on climate change	a. Region-wide per capita roadway greenhouse gas emissions from light vehicles (<i>new</i>)	a. 4.05 MTCO ₂ e ¹⁴	a. 1.2 MTCO ₂ e ¹⁵

TABLE NOTES

¹ Data is an estimate from the metropolitan GreenSTEP model.

² Data is compiled and reported by Metro every two years in response to Oregon Revised Statutes ORS 197.301 and ORS 197.296. The target reflects MetroScope results assumed in the regionally-coordinated 2035 Growth Distribution adopted by the Metro Council on Nov. 29, 2012. The adopted 2035 growth distribution reflects locally adopted comprehensive plans and zoning and served as the basis for the population, housing, and employment growth assumptions used in the analysis. The target reflects the MetroScope output for 2035.

³ Ibid.

⁴ Ibid.

⁵ Data is from the ODOT Oregon Highway Performance Monitoring System (HPMS) and was the official state submittal to the Federal Highway Administration for tracking nationally. The 2014 Regional Transportation Plan (RTP) target calls for reducing daily vehicle miles traveled per person by 10 percent compared to 2010.

⁶ Data is an estimate from the regional travel demand model and does not include walk trips to transit. The 2014 Regional Transportation Plan calls for tripling the share of daily trips made by biking and walking compared to 2010.

⁷ Data from Oregon Health Authority Climate Smart Strategy Health Impact Assessment.

⁸ Data is for the period 2007-2011 and comes from the ODOT Oregon Highway Performance Monitoring System (HPMS). The data was reported in the 2014 RTP adopted by the Metro Council on July 17, 2014. The 2014 RTP target calls for reducing fatal and severe injury crashes for all modes by 50 percent compared to the 2007-2011 period.

⁹ The 2014 RTP financially constrained system includes completing 663 miles of bikeways, sidewalks and trails; progress toward completion of the system of investments will be tracked.

¹⁰ See note 8.

¹¹ The measure and target reflect an ODOT performance goal.

¹² The Oregon Department of Motor Vehicles will track this data through vehicle registration records.

¹³ The target is less aggressive than the Statewide Transportation Strategy, which assumed nearly all Oregon households would have pay-as-you-drive insurance by 2035.

¹⁴ Data is a model estimate for the year 2005, using the Metropolitan GreenSTEP model.

¹⁵ The target reflects the state mandated 20 percent reduction per person in roadway greenhouse gas emissions, after accounting for state assumptions for advancements in cleaner, low carbon fuels and more fuel-efficient vehicles. A transition to the Motor Vehicle Emission Simulator (MOVES) model for tracking progress will be made as part of the 2018 Regional Transportation Plan update. The MOVES model is the federally-sanctioned model for demonstrating compliance with federal and state air quality requirements.

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~~DRAFT CLIMATE SMART STRATEGY~~

~~DRAFT PERFORMANCE MONITORING APPROACH~~

~~**BACKGROUND** | The 2009 Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The region has identified an approach that meets the target while also substantially contributing to many other state, regional and local goals, including clean air and water, transportation choices, healthy and vibrant communities and a strong economy.~~

OAR 660-044-0040(3)(e) directs Metro to identify performance measures and targets to monitor and guide implementation of the preferred approach Climate Smart Communities Strategy selected adopted by the Metro Council. The purpose of performance measures and targets is ~~to enable Metro and local governments~~ to monitor and assess whether key elements or actions that make up the preferred approach strategy are being implemented, and whether the preferred approach strategy is achieving the expected outcomes.

The performance measures identified for monitoring reflect a combination of existing and new performance measures, most of which are drawn from the Regional Transportation Plan and the Urban Growth Report to track existing land use and transportation policies. To monitor implementation of the strategy,

~~**PERFORMANCE MONITORING AND REPORTING APPROACH** | Metro will u~~Use observed data sources and ~~rely on~~ existing regional performance monitoring and reporting processes to the extent possible, including ~~future~~ federally-required updates to the Regional Transportation Plan, updates to the updates, Urban Growth Report, ~~updates~~ and reporting in response to Oregon State Statutes ORS 197.301 and ORS 197.296. When observed data is not available, data from regional models may be reported. These and other performance measures are reflected in Chapter 7 of the Regional Framework Plan.

NOTE: The 2035 targets reflect the planning assumptions used to evaluate the Climate Smart Communities Strategy. The measures and targets will be incorporated into the Regional Transportation Plan as part of the next federally-required update and may be further refined to address new information, such as MAP-21 performance-based planning provisions and recommendations from Metro’s Equity Strategy.

POLICY AREA	MEASURE	HOW WILL PROGRESS BE MEASURED?	
		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION (unless otherwise noted)
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	a. <u>Share of households living in walkable, mixed-use areas¹ (new)</u>	a. <u>26%</u>	a. <u>37%</u>
	a-b. <u>New residential units built through infill</u>	b. <u>58%</u> a. <u>(average for 2007-12)</u>	a-b. <u>Track; no target proposed</u> <u>65%</u>

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		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION (unless otherwise noted)
	and redevelopment in the urban growth boundary (UGB) ² (existing)		
	b-c. New residential units built on vacant land in the UGB ³ (existing)	c. <u>42%</u> b- (average for 2007-12)	c. Track; no target proposed <u>35%</u>
	e-d. Acres of urban reserves added to the UGB ⁴ (existing)	d. <u>0</u>	d. Track; no target proposed <u>12,000</u>
	d-e. Daily vehicle miles traveled per capita ⁵ (existing)	e-e. <u>19</u>	b- e-e. <u>17</u>
2. Make transit convenient, frequent, accessible and affordable	a. Daily transit service revenue hours (new)	a. 4,900	a. 9,400
	b. Share of households within ¼-mile <u>all day frequent bus service and ½-mile of high capacity transit (existing/new)</u>	b. Data being finalized <u>30%</u> c. <u>39%</u>	b. Track; no target proposed <u>37%</u>
	c. <u>Share of low-income households within ¼-mile of all day frequent transit (new)</u>		c. <u>49%</u>
	d. <u>Share of employment within ¼-mile of all day frequent transit (new)</u>	d. <u>41%</u> d-	d. <u>52%</u>
	e. <u>Transit fares (new)</u>	e. <u>Adult = TBA</u> <u>Youth = TBA</u> <u>Honored citizen = TBA</u> <u>Day pass = TBA</u> <u>Monthly pass = TBA</u> <u>Annual pass = TBA</u> e- <u>SMART = \$0</u>	d-e. <u>Trend equal to or less than inflation</u>
3. Make biking and walking safe and convenient	a. Share of d Daily trips made by <u>biking bicycling</u> and walking ⁶ (existing)	a. Data being finalized <u>505,000 walk trips and 179,000 bicycle trips</u>	a. Data being finalized <u>768,000 walk trips and 280,000 bicycle trips</u>
	b. <u>Per capita Daily</u> miles of bicycle and pedestrian travel <u>per</u>	b. <u>1.3 miles walked</u> a- <u>2.1 miles bicycled</u> <u>A methodology for</u>	b. Track; no target

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		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION (unless otherwise noted)
	<u>week</u> ⁷	<u>establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update</u>	<u>proposed 1.8 miles walked</u> <u>b. 3.4 miles bicycled</u>
	c. <u>Bicycl</u> ke and pedestrian fatal and severe injury crashes ⁸ (existing)	<u>b.c. 63 fatal or severe injury pedestrian crashes</u> <u>35 fatal or severe injury bicycl</u> ke crashes	c. <u>32 fatal or severe injury pedestrian crashes</u> <u>17 fatal or severe injury bicycl</u> ke crashes
	d. New miles of bikeways, sidewalks and trails ⁹ (existing)	<u>e.d. Data being finalized not available</u>	d. <u>Track; no target proposed 663 miles</u>
4. Make streets and highways safe, reliable and connected	a. <u>Motor vehicle, bike and pedestrian</u> fatal and severe injury crashes ¹⁰ (existing)	a. <u>398 fatal or severe injury motor vehicle crashes</u> <u>63 fatal or severe injury pedestrian crashes</u> <u>35 fatal or severe injury bicycle crashes</u>	a. <u>199 fatal or severe injury motor vehicle crashes</u> <u>32 fatal or severe injury pedestrian crashes</u> <u>17 fatal or severe injury bicycle crashes</u>
	a- b. <u>Change in Reliability measure</u> travel time in regional mobility corridors (existing/new)	b. <u>A methodology for establishing a baseline for this measure and tracking progress for will be developed in 2018 RTP update</u> <u>A baseline for this measure will be developed in the 2018 RTP update.</u>	b. <u>A target for this measure will be developed in the 2018 RTP update.</u> <u>a.c. 100%</u> ¹¹
	<u>b.c. Share of freeway lane blocking</u> crashes cleared within 90 minutes (new)	<u>b.c. Data under development with ODOT staff</u>	
5. Use technology to actively manage the transportation system	a. Share of regional transportation system covered with transportation system management and operations (TSMO) strategies (new)	A <u>methodology for establishing a baseline for this measure and methodology for tracking progress will be developed in 2018 RTP update.</u>	
6. Provide	a. Share of households	a. 9%	a. 45%

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		2010 (unless otherwise noted)	2035 TARGET / STRATEGY PLANNING ASSUMPTION (unless otherwise noted)
information and incentives to expand the use of travel options	<ul style="list-style-type: none"> participating in individualized marketing programs <i>(existing)</i> b. Share of the workforce participating in commuter programs <i>(existing)</i> 	b. 20%	b. 30%
7. Manage parking to make efficient use of vehicle parking and land and dedicated to parking spaces	a. Parking measure TBD in 2018 RTP update <i>(new)</i>	A measure and methodology for establishing a baseline for this measure and tracking progress will be developed in 2018 RTP update.	
8. Support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and pay-as-you-drive private vehicle insurance	<ul style="list-style-type: none"> a. Share of registered light duty vehicles in Oregon that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV)¹² <i>(new)</i> b. Share of households using pay-as-you-drive private vehicle insurance¹³ <i>(new)</i> 	<u>EV/PHEV</u> a. 1%/0% (auto) 1%/0%(light truck) b. >1%	<u>EV/PHEV</u> a. 23%/8% (auto) 20%/2% (light truck) b. 40%
9. Secure adequate funding for transportation investments	a. Make progress in Addressing local, regional and state transportation funding gap <i>(new)</i>	A methodology for establishing a baseline and methodology for tracking progress will be developed in 2018 RTP update.	
10. Demonstrate leadership on climate change	a. Region-wide per capita roadway greenhouse gas emissions from light vehicles <i>(new)</i>	e.a. 4.05 MTCO ₂ e ¹⁴	a. 1.2 MTCO ₂ e ¹⁵

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TABLE NOTES

¹ [Data is an estimate from the metropolitan GreenSTEP model.](#)

² Data is compiled and reported by Metro every two years in response to Oregon [Revised State Statutes](#) ORS 197.301 and ORS 197.296. ~~No targets have been adopted for these measures.~~ [The target reflects MetroScope results assumed in the regionally-coordinated 2035 Growth Distribution adopted by the Metro Council on Nov. 29, 2012. The adopted 2035 growth distribution reflects locally adopted comprehensive plans and zoning and served as the basis for the population, housing, and employment growth assumptions used in the analysis. The target reflects the MetroScope output for 2035.](#)

³ Ibid.

⁴ Ibid.

⁵ Data is from the ODOT Oregon Highway Performance Monitoring System (HPMS) and was the official state submittal to the Federal Highway Administration for tracking nationally. The 2014 Regional Transportation Plan (RTP) target calls for reducing daily vehicle miles traveled per person by 10 percent compared to 2010.

⁶ [Data is an estimate from the regional travel demand model and does not include walk trips to transit.](#) The 2014 Regional Transportation Plan calls for tripling the share of daily trips made by biking and walking compared to 2010.

⁷ [Data from Oregon Health Authority Climate Smart Strategy Health Impact Assessment.](#)

⁸ Data is for the period 2007-2011 and comes from the ODOT Oregon Highway Performance Monitoring System (HPMS). The data was reported in the 2014 RTP adopted by the Metro Council on July 17, 2014. The 2014 RTP target calls for reducing fatal and severe injury crashes [for all modes](#) by 50 percent compared to the 2007-2011 period.

⁹ The 2014 RTP financially constrained system includes completing 663 miles of bikeways, sidewalks and trails; progress toward completion of the system of investments will be tracked.

¹⁰ See note [68](#).

¹¹ [The measure and target reflect an ODOT performance goal.](#)

¹² The Oregon Department of Motor Vehicles will track this data through vehicle registration records.

¹³ [The target is less aggressive than the Statewide Transportation Strategy, which assumed nearly all Oregon households would have pay-as-you-drive insurance by 2035.](#)

¹³ ~~A data source for this information has not been identified.~~

¹⁴ Data is a model estimate for the year 2005, using the Metropolitan GreenSTEP model.

¹⁵ The target reflects the state mandated 20 percent reduction per person in roadway greenhouse gas emissions, after accounting for state assumptions for advancements in cleaner, low carbon fuels and more fuel-efficient vehicles. A transition to the Motor Vehicle Emission Simulator (MOVES) model for tracking progress will be made as part of the 2018 Regional Transportation Plan update. The MOVES model is the federally-sanctioned model for demonstrating compliance with federal and state air quality requirements.

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