CLIMATE SMART COMMUNITIES SCENARIOS PROJECT
Metro

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 Strategy. The purpose of performance measures and performance monitoring 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.

ABOUT THE PERFORMANCE MEASURES: 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. These and other performance measures are reflected in Chapter 7 of the Regional Framework Plan.

ABOUT THE PERFORMANCE MONITORING TARGETS: The 2035 performance monitoring targets are not policy targets, but rather reflect a combination of the planning assumptions used to evaluate the Climate Smart Strategy and outputs from the evaluation. The measures and performance monitoring targets will be reviewed before being incorporated into the Regional Transportation Plan as part of the next scheduled update and may be further refined at that time to address new information, such as MAP-21 performance-based planning provisions and recommendations from Metro's Equity Strategy.

ABOUT THE PROCESS FOR PERFORMANCE MONITORING: To monitor and assess implementation of the strategy, Metro will use observed data sources and existing regional performance monitoring and reporting processes to the extent possible, including regularly scheduled updates to the Regional Transportation Plan and Urban Growth Report, and reporting in response to Oregon Revised Statutes ORS 197.301 and ORS 197.296. When observed data is not available, data from regional models may be reported. If the assessment finds the region is deviating significantly from the Climate Smart Strategy performance monitoring target, then Metro will work with local, regional and state partners to consider the revision or replacement of policies, strategies and actions to ensure the region remains on track with meeting adopted targets for reducing greenhouse gas emissions.

POLICY AREA	HOW WILL PROGRESS BE MONITORED?		
	MEASURE	BASELINE (2010 unless otherwise noted)	2035 PERFORMANCE MONITORING TARGET
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% *A methodology for tracking progress will be developed in 2018 RTP update.*
	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	d. 0	d. 12,000

POLICY AREA	HOW WILL PROGRESS BE MONITORED? MEASURE	BASELINE (2010 unless otherwise noted)	2035 PERFORMANCE MONITORING TARGET
	added to the UGB[4] *(existing)*		
	e. Daily vehicle miles traveled per capita[5] *(existing)*	e. 19	e. 17
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 all day frequent transit *(new)*	b. 30%	b. 37%
	c. Share of low-income households within ¼-mile of all day frequent transit *(new)*	c. 39%	c. 49%
	d. Share of employment within ¼-mile of all day frequent transit *(new)*	d. 41%	d. 52%
	e. Transit fares *(new)*	e. *A baseline for tracking transit affordability relative to inflation and other transportation costs will be developed in the 2018 RTP update.*	e. *A methodology for tracking transit affordability relative to inflation and other transportation costs will be developed in the 2018 RTP update.*
3. Make biking and walking safe and convenient	a. Daily trips made by biking and walking[6] *(existing)*	a. 505,000 walk trips and 179,000 bike trips	a. 768,000 walk trips and 280,000 bike trips
	b. Per capita miles of bicycle and pedestrian travel per week[7]	b. 1.3 miles walked 2.1 miles biked	b. 1.8 miles walked 3.4 miles biked
	c. Bicycle and pedestrian fatal and severe injury crashes[8] *(existing)*	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 in UGB[9] *(existing)*	d. Bikeways (on-street) = 623 miles Trails = 229 miles Sidewalks (on at least one side of the street) = 5,072 miles	d. <u>663 new miles</u> Bikeways (on-street) = 1,044 miles Trails = 369 miles Sidewalks *(data not available but will be*

POLICY AREA	HOW WILL PROGRESS BE MONITORED? MEASURE	BASELINE (2010 unless otherwise noted)	2035 PERFORMANCE MONITORING TARGET
			developed in the 2018 RTP update.
4. Make streets and highways safe, reliable and connected	a. Motor vehicle, bike and pedestrian fatal and severe injury crashes[10] *(existing)*	a. 398 fatal or severe injury motor vehicle crashes 63 fatal or severe injury pedestrian crashes 35 fatal or severe injury bike crashes	a. 199 fatal or severe injury motor vehicle crashes 32 fatal or severe injury pedestrian crashes 17 fatal or severe injury bike crashes
	b. Change in travel time and reliability in regional mobility corridors *(existing)*	b. *A baseline for this measure will be developed in the 2018 RTP update.*	b. *A performance monitoring target and methodology for tracking progress will be developed in the 2018 RTP update*.
	c. Share of freeway lane blocking crashes cleared within 90 minutes *(new)*	c. *Data under development with ODOT staff. A baseline for this measure will be developed in the 2018 RTP update.*	c. 100%[11]
5. Use technology to actively manage the transportation system	a. Share of arterial and freeway delay reduced by traffic management strategies *(new)*	a. 10%	a. 35% *A methodology for tracking progress will be developed in 2018 RTP update*.
	b. Share of regional transportation system covered with transportation system management and operations (TSMO) strategies *(new)*	b. *A baseline for tracking progress will be developed in 2018 RTP update*.	b. *A performance monitoring target and methodology for tracking progress will be developed in 2018 RTP update*.
6. Provide information and incentives to expand the use of travel options	a. Share of households participating in individualized marketing programs *(existing)*	a. 9%	a. 45%
	b. Share of the workforce participating in commuter programs *(existing)*	b. 20%	b. 30%

POLICY AREA		MEASURE	HOW WILL PROGRESS BE MONITORED? BASELINE (2010 unless otherwise noted)	2035 PERFORMANCE MONITORING TARGET
7. Manage parking to make efficient use of vehicle parking and land dedicated to parking	a.	Share of work and non-work trips occurring to areas with actively managed parking[12] *(new)*	a. 13% / 8%	a. 30% / 30% *A methodology for 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	a.	Share of registered light duty vehicles in Oregon that are electric vehicles (EV) or plug-in hybrid electric vehicles (PHEV)[13] *(new)*	<u>EV or PHEV</u> a. 1% (auto) 1% (light truck)	<u>EV or PHEV</u> a. 8% (auto) 2% (light truck)
	b.	Share of households using pay-as-you-drive private vehicle insurance[14] *(new)*	b. >1%	b. 40%
9. Secure adequate funding for transportation investments	a.	Address local, regional and state transportation funding gap *(new)*	*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 *(new)*	a. 4.05 $MTCO_2e$[15]	a. 1.2 $MTCO_2e$[16]

PERFORMANCE MONITORING TABLE NOTES

[1] Data is an estimate from the metropolitan GreenSTEP model based on the land use assumptions described below.
[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 Climate Smart Strategy assumed the regionally-coordinated 2035 Growth Distribution adopted by the Metro Council on Nov. 29, 2012 as the basis for the population, housing, and employment growth assumptions used in the analysis. The adopted 2035 growth distribution was developed using MetroScope and reflects locally adopted comprehensive plans and zoning as of 2010. The performance monitoring target reflects the adopted growth distribution assumption that 65% of new residential units would be built through infill and redevelopment by 2035.
[3] The performance monitoring target reflects the adopted growth distribution assumption that 35% of new residential units would be built on vacant land inside the urban growth boundary by 2035.
[4] The performance monitoring target reflects the adopted growth distribution assumption that 12,000 acres of urban reserves would be added to the urban growth boundary by 2035.
[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 measure and performance monitoring target reflect a planning assumption from in 2014 Regional Transportation Plan that was used in the Climate Smart Strategy analysis.
[13] The Oregon Department of Motor Vehicles will track this data through vehicle registration records.
[14] The performance monitoring target is less aggressive than the Statewide Transportation Strategy, which assumed nearly all Oregon households would have pay-as-you-drive insurance by 2035.
[15] Data is a model estimate for the year 2005, using the Metropolitan GreenSTEP model.
[16] The performance monitoring 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.