

# Metro | *Agenda*

Meeting: Metro Council  
Date: Thursday, September 30, 2010  
Time: 2 p.m.  
Place: Council Chambers

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## **CALL TO ORDER AND ROLL CALL**

### **1. INTRODUCTIONS**

### **2. CITIZEN COMMUNICATIONS**

### **3. GREENHOUSE GAS ANALYSIS TOOLKIT**

**Hoglund**

### **4. Consideration of the Minutes for September 16, 2010**

### **5. RESOLUTIONS**

#### **5.1 Resolution No. 10-4188, For the Purpose of the Metro Council Formally Adopting Stated Metro Values.**

**Harrington**

### **6. CHIEF OPERATING OFFICER COMMUNICATION**

### **7. COUNCILOR COMMUNICATION**

## **ADJOURN**

**Television schedule for September 30, 2010 Metro Council meeting**

<p><b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b>  Channel 11 – Community Access Network  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> 2 p.m. Thursday, Sept. 30 (Live)</p>	<p><b>Portland</b>  Channel 30 (CityNet 30) – Portland Community Media  <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a>  <i>Ph:</i> 503-288-1515  <i>Date:</i> 8:30 p.m. Sunday, Oct. 3  <i>Date:</i> 2 p.m. Monday, Oct. 4</p>
<p><b>Gresham</b>  Channel 30 - MCTV  <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a>  <i>Ph:</i> 503-491-7636  <i>Date:</i> 2 p.m. Monday, Oct. 4</p>	<p><b>Washington County</b>  Channel 30– TVC – TV  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  <i>Date:</i> 11 p.m. Saturday, Oct. 2  <i>Date:</i> 11 p.m. Sunday, Oct. 3  <i>Date:</i> 6 a.m. Tuesday, Oct. 5  <i>Date:</i> 4 p.m. Wednesday, Oct. 6</p>
<p><b>Oregon City, Gladstone</b>  Channel 28 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275  Call or visit web site for program times.</p>	<p><b>West Linn</b>  Channel 30 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <i>Ph:</i> 503-650-0275  Call or visit web site for program times.</p>

**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 and on resolutions upon request of the public. Documents for the record must be submitted to the Clerk of the Council to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro web site [www.oregonmetro.gov](http://www.oregonmetro.gov) and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item Number 3.0

**Greenhouse Gas Analysis Toolkit**

Metro Council Meeting  
Thursday, Sept. 30, 2010  
Metro Council Chambers

Agenda Item Number 4.0

**Consideration of the Minutes for Sept. 16, 2010  
Metro Council Regular Meeting**

Metro Council Meeting  
Thursday, Sept. 30, 2010  
Metro Council Chambers

## MINUTES OF THE METRO COUNCIL MEETING

Thursday, Sept. 16, 2010  
Metro Council Chamber

Councilors Present: Acting Council President Carlotta Collette, Kathryn Harrington, Robert Liberty, Rod Park, Rex Burkholder, Carl Hosticka

Councilors Absent: None.

Acting Council President Carlotta Collette convened the regular Council meeting at 2:08 p.m.

### 1. INTRODUCTIONS

There were none.

### 2. CITIZEN COMMUNICATIONS

There were none.

### 3. COMMUNICATION PROJECT PRESENTATION: GRAHAM OAKS GRAND OPENING

Mr. Jim Desmond, Ms. Mary Anne Cassin and Ms. Jennifer Marron of Metro provided a brief presentation on the Graham Oaks park grand opening scheduled for Sept. 17-18, 2010. Staff's presentation included information on the Graham Oaks' site, features and habitats and the site's opportunity to promote environmental education, conservation and restoration. Additionally staff overviewed the schedule for the grand opening events.

Council discussion included historical site information, relocating the site's thinned trees to the Red Apes exhibit at the Oregon Zoo, and how this project directly relates to the Intertwine initiative.

### 4. Consideration of the Minutes for September 9, 2010

Motion:

Councilor Harrington moved to adopt the meeting minutes of the September 9, 2010 Regular Metro Council meeting.

Councilor Hosticka stated that he would abstain from the vote as he was not present at the Sept. 9 meeting.

Vote:

Acting Council President Colette and Councilors Liberty, Harrington, Burkholder and Park voted in support of the motion. Councilor Hosticka abstained. The vote was 5 aye and 1 abstained, the motion passed.

**5. ORDINANCES – SECOND READING**

5.1 **Ordinance No. 10-1246**, For the Purpose of Amending the Employment and Industrial Areas Map of Title 4 of the Urban Growth Management Functional Plan Upon Application by the City of Portland.

Motion:	Councilor Liberty moved to adopt Ordinance No. 10-1246.
Seconded:	Councilor Harrington seconded the motion.

Councilor Liberty provided brief introductory remarks for Ordinance No. 10-1246. The City of Portland approached the Metro Council to determine if their proposal to reclassify 53.4 acres in Northwest Portland next to I-405, which is currently listed as “industrial” on Metro’s map, satisfies council adopted criteria regarding: impacts to zoning on jobs, to traffic (including freight), other aspects of the 2040 plan (i.e. town and regional centers), the integrity or viability of trade sector employment clusters, and/or changes in employment types that cause imbalances between employment and housing. The City’s proposal is to change zoning for approximately 37 acres to allow for intense redevelopment of the nearby common to multi-story housing, retail business and different employment types. The remaining 17 acres would be reclassified from industrial to employment. Metro staff have reviewed the request and concluded that the above criteria are satisfied.

Mr. Ted Reid of Metro and Ms. Sandra Wood of the Portland Bureau of Planning and Sustainability provided additional information on the intent of Title 4, capacity identified in the 2009 Urban Growth Report, and the 2003 Northwest District Plan and City of Portland zoning actions to date.

Acting Council President Collette opened the floor for public comment. Seeing none, the public hearing was closed. Council discussion included 2003 LUBA appeal, NINA position and support for rezoning, employment lands with and without services, and discussion on where across the region rural designations still exist within the urban growth boundary. Councilor Burkholder expressed his support for the rezoning in his district citing that this project supports both the neighborhood’s and council’s regional goals for industrial and residential areas.

Vote:

Acting Council President Collette and Councilors Harrington, Park, Burkholder, Liberty and Hosticka voted in support of the motion. The vote was 6 aye, the motion passed.
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**6. RESOLUTIONS**

6.1 **Resolution No. 10-4186**, For the Purpose of Approving the 2010-2013 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area.

Motion:	Councilor Burkholder moved to adopt Resolution No. 10-4186.
Seconded:	Councilor Harrington seconded the motion.

Councilor Burkholder outlined Resolution No. 10-4186 which would approve the 2010-2013 Metropolitan Transportation Improvement Program (MTIP) report that summarizes all programming of federal transportation funding for the Portland metropolitan region for the listed fiscal years and demonstrates the use of funds will comply with all relevant federal laws and

administrative rules. The MTIP and the state's transportation improvement program (STIP) are required by law to be coordinated and approved in the same time period. Consequently, adoption of this MTIP was delayed slightly due to current economic situation which required the state to make some fairly serious cuts in funding of their programs and thus delay adoption of the STIP.

The Joint Policy Advisory Committee on Transportation (JPACT) approved the resolution at the September 2, 2010 meeting.

Acting Council President Collette opened the floor for public comment. Seeing none the public hearing was closed.

Vote:

Acting Council President Collette and Councilors Harrington, Park, Burkholder, Liberty and Hosticka voted in support of the motion. The vote was 6 aye, the motion passed.
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#### **7. CHIEF OPERATING OFFICER COMMUNICATION**

Mr. Scott Robinson of Metro announced that the Oregon Zoo's Predators of the Serengeti exhibit has won the Association of Zoos and Aquariums (AZA) prestigious AZA Exhibit Award.

#### **8. COUNCILOR COMMUNICATION**

Acting Council President Collette reminded attendees that a public comment period regarding MTIP funding for the Portland – Milwaukie Light Rail, Lake Oswego – Portland Transit and Southwest Corridor projects is currently open, scheduled to close on Oct. 6. Additionally, she referenced and asked for council support on finalizing letter of support regarding application for a Transportation Enhancement grant for the *Clinton to the River* and *Kellogg Lake Crossing* projects. Councilors were in support of the TE letter.

Councilor Harrington encouraged the public to complete a questionnaire on the Chief Operating Officer's recommendation on the Community Investment Strategy by Oct. 1. Additionally, councilors reminded viewers of the series of CIS open houses scheduled through September. Information on the survey and open houses is available on Metro's web site.

#### **9. ADJOURN**

There being no further business, Acting Council President Collette adjourned the meeting at 2:55 p.m. The Metro Council will reconvene on Sept. 30, 2010 at 2 p.m.

Prepared by



Kelsey Newell  
Regional Engagement Coordinator

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF  
SEPTEMBER 16, 2010**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
3.0	Flyer	N/A	Flyer for the Sept. 17-18, 2010 Graham Oaks Grand Opening celebration.	091610c-1
3.0	Brochure	N/A	Graham Oaks brochure	091610c-02
4.0	Minutes	9/9/10	Council regular minutes for Sept. 9, 2010.	091610c-03
5.1	Map	N/A	Current Title 4 Lands	091610c-04
5.1	Handout	N/A	Context for 9/16/2010 Title 4 Map Amendment Request from Portland History of changes to Title 4 designations and zoning of industrial lands inside the UGB (2005 to 2008)	091610c-05
5.1	Exhibit	N/A	Exhibit B to Ordinance No. 10-1246	091610c-06



Agenda Item Number 5.1

**Resolution No. 10-4188**, For the Purpose of the Metro  
Council Formally Adopting Stated Metro Values.

Metro Council Meeting  
Thursday, Sept. 30, 2010  
Metro Council Chambers

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF THE METRO COUNCIL ) RESOLUTION NO. 10-4188  
FORMALLY ADOPTING STATED METRO )  
VALUES ) Introduced by Michael Jordan with the  
concurrence of Acting Council President  
Carlotta Collette

WHEREAS, Metro staff, management and Council collaboratively developed a set of six primary Metro values that include *public service; excellence; teamwork; respect; innovation; and sustainability* and are attached hereto as Exhibit A;

WHEREAS, the process of developing these values consisted of a series of initial all-staff meetings where feedback from Metro employees was gathered and delivered to a project team who condensed staff responses into the Metro values stated above;

WHEREAS, the project team distributed a survey to Metro employees and followed up on the survey by modifying the stated values;

WHEREAS, Metro's Senior Leadership Team, consisting of Metro senior managers and directors finalized the values before taking them to Council during the September 14 Metro Council work session;

WHEREAS, subsequent to the process of identifying values and performing cross-agency engagement that included employees, managers, Senior Leadership Team members, and Council, next steps include business process integration and implementing accountability options;

WHEREAS, meeting Metro's sustainability goals and aligning general management objectives with the Sustainable Metro Initiative is a continuing top priority; now therefore

BE IT RESOLVED that the Metro Council formally adopts the Metro values attached hereto as Exhibit A and supports next steps in agency integration.

ADOPTED by the Metro Council this 30th day of September, 2010.

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Carlotta Collette, Acting Council President

Approved as to Form:

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Daniel B. Cooper, Metro Attorney

EXHIBIT A TO RESOLTUION NO. 10-4188: Metro Values



# Metro | *Making a great place*

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

## PURPOSE AND VALUES

### Public service

*We are here to serve the public with the highest level of integrity.*

Metro plays an important role in the environmental, cultural, and economic vitality of the region. We build strong relationships, alliances and partnerships in the community to better serve our citizens and visitors. We generously share our expertise to promote community enhancement and development. We strive to make a positive difference through leadership and by taking action.

### Excellence

*We aspire to achieve exceptional results.*

We practice continuous improvement to achieve the most efficient and effective results. We face problems head on and focus on finding the best solutions. Our goal is to meet or exceed the expectations of our customers and stakeholders without compromising quality. We promote employee development and encourage everyone to be their best.

### Teamwork

*We engage others in ways that foster respect and trust.*

Teamwork forms the essence of our work environment. Through collaboration and commitment to common goals, we achieve greater outcomes. We value positive relationships and nurture them with cooperation and honest communication. Individually, we contribute to the greater whole by being dependable and accountable for our actions.

### Respect

*We encourage and appreciate diversity in people and ideas.*

We embrace diversity in people and ideas within our workplace and our community. Everyone is treated with care and appreciation. We promote an atmosphere of equality and personal integrity and seek to understand the perspective of others. We strive for a culture supported by honesty and trust. Above all, we demonstrate respect for each other.

### Innovation

*We take pride in coming up with innovative solutions.*

We understand the importance of taking appropriate risks and learning from our successes and setbacks. We encourage flexibility and embrace creativity and new ideas. We respond mindfully when challenges come our way and address obstacles with ingenuity. We are adaptable and strategic in the face of change. We serve our customers better as a result of anticipating and solving problems.

### Sustainability

*We are leaders in demonstrating resource use and protection.*

We are leaders in demonstrating resource use and protection in a manner that enables people to meet current needs without compromising the needs of future generations, and while balancing the needs of the economy, environment, and society.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 10-4188, FOR THE PURPOSE OF THE METRO COUNCIL FORMALLY ADOPTING STATED METRO VALUES

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Date: September 30, 2010

Prepared by: Tony Andersen  
503.797.1878

## BACKGROUND

Over the past calendar year Metro staff, management and Council have collaboratively developed a set of six primary Metro values that include *public service; excellence; teamwork; respect; innovation; and sustainability* (attached to this legislation package as Exhibit A). The process of developing these values consisted of a series of initial all-staff meetings where feedback from Metro employees was gathered and delivered to a project team who condensed staff responses into the Metro values stated above. The project team then distributed a survey to Metro employees and followed up on the survey by modifying the stated values. Following this, Metro's Senior Leadership Team, consisting of Metro senior managers and directors, finalized the values before taking them to Council during the September 14 Metro Council work session where Councilors noted they would like to formally adopt the stated values as a resolution with the opportunity to discuss in a formal setting.

Subsequent to the process of identifying values and performing cross-agency engagement that included employees, managers, Senior Leadership Team members, and Council, next steps in the Metro values process include business process integration (incorporating the stated values above into department work plans) and implementing accountability options. Meeting Metro's sustainability goals and aligning general management objectives with the Sustainable Metro Initiative is a continuing top priority, as is ensuring continued Metro success both internally and externally and most importantly as a governing body. These values translate Metro's benchmarks in way that componentially defines what a successful future looks like.

## ANALYSIS/INFORMATION

### 1. Known Opposition

No known opposition.

### 2. Legal Antecedents

There are a number of resolutions that state goals, objectives, and purposes of specific projects and programs, however there is no legal history of legislation adopting general Metro values.

### 3. Anticipated Effects

By adopting this resolution, the Metro Council formally accepts the stated Metro values as proposed by Metro staff and management.

### 4. Budget Impacts

No immediate or direct budget impacts.

## RECOMMENDED ACTION

Adoption of Resolution No. 10-4188 is recommended by the Metro Senior Leadership Team, managers and staff.

ATTACHMENT 1 TO RESOLUTION NO. 10-4188:

Informational item for review regarding process, Powerpoint presentation

# Putting Metro's Values into Action



All Managers Meeting  
July 2010

# Outline



1. Process used to identify the values
2. Review of the six values
3. Next steps for engaging employees and reinforcing the values



# Values Identification



- ★ All staff meeting
  - ★ Project team drafted the values
    - ★ Survey sent to employees
    - ★ Project team modified the values
  - ★ Senior Leadership Team finalized the values
- 
- A large, thick red arrow that starts on the left side of the slide and curves downwards and to the right, pointing towards the final step of the process.

# Purpose



We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

# Public Service

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Metro plays an important role in the environmental, cultural, and economic vitality of the region. We build strong relationships, alliances and partnerships in the community to better serve our citizens and visitors. We generously share our expertise to promote community enhancement and development. We strive to make a positive difference through leadership and by taking action.

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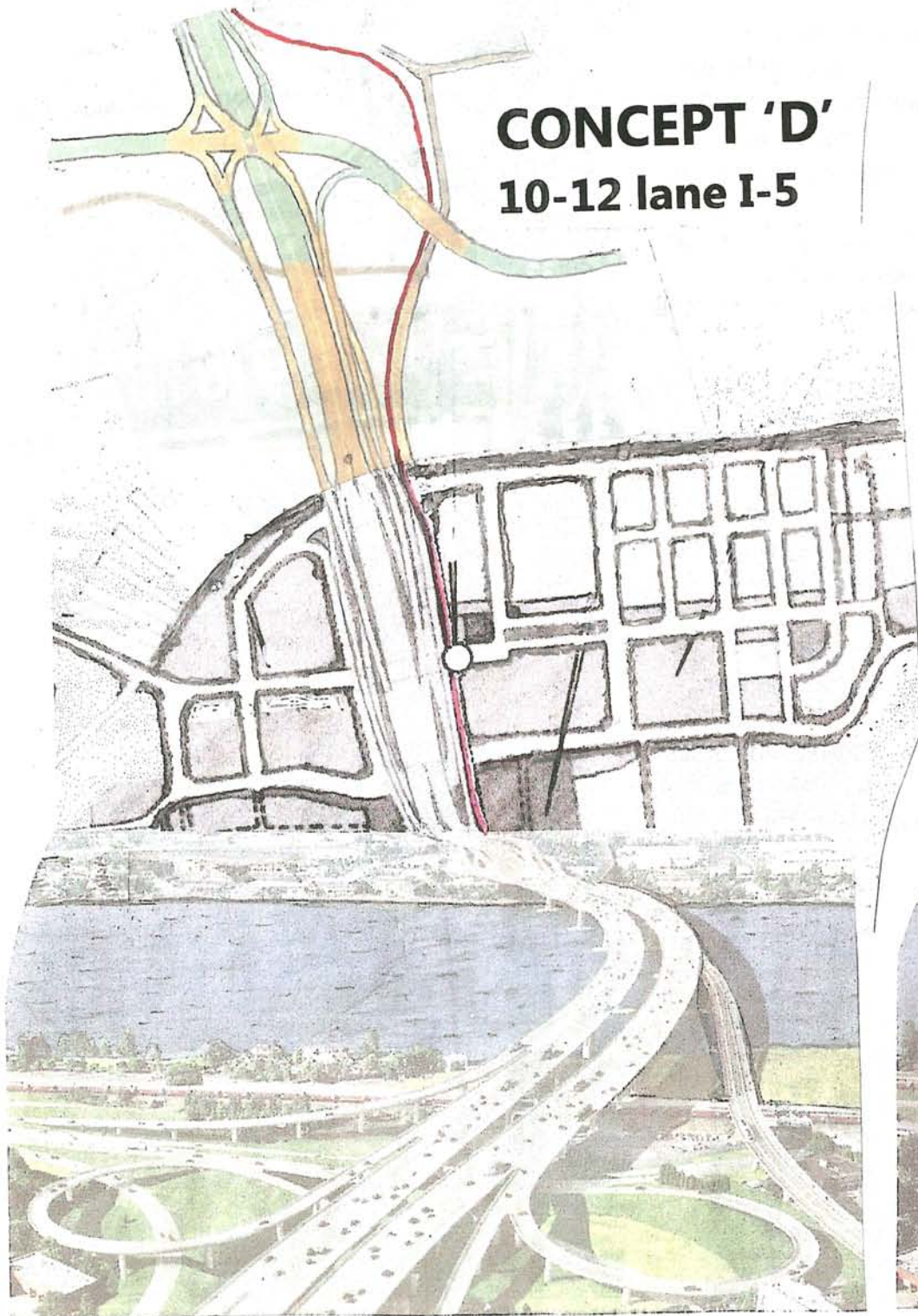
# Engagement & Reinforcement



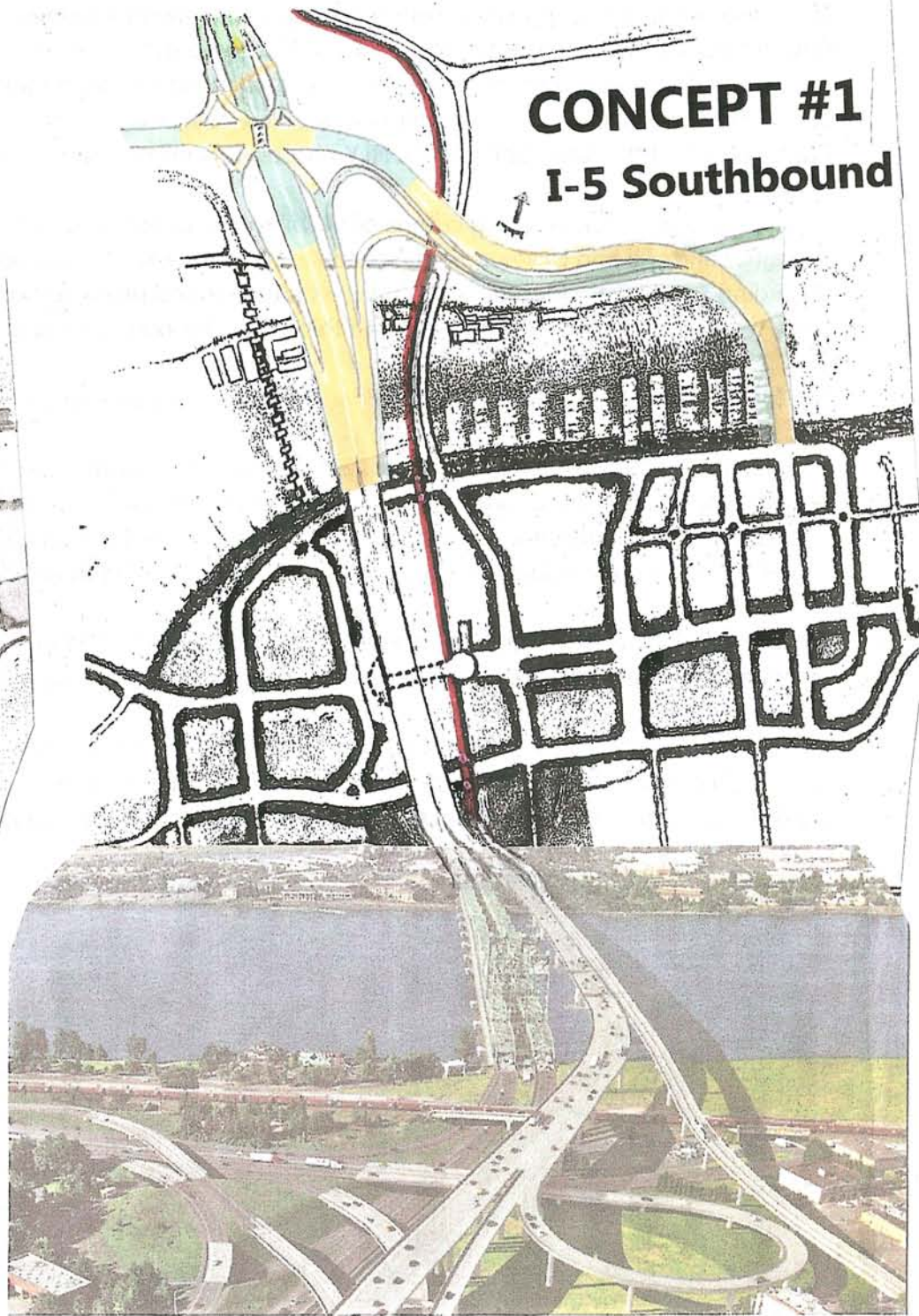
1. Plans to Reinforce Values by Department Sep
2. All Staff Meeting Sep
3. Values in Action Guidebook Oct
4. Employee Satisfaction Survey Oct
5. Business Process Integration
  - Recruitment and orientation
  - Metro-sponsored training
  - PACE

Materials following this page were distributed at the meeting.

**CONCEPT 'D'**  
10-12 lane I-5



**CONCEPT #1**  
I-5 Southbound



The public is wholly disappointed with the design, cost and environmental impact of the CRC project. Consensus surrounding Concept 'D' should not represent DOT, port authority, trucking and business interests more than the Hayden Island community and the general public. Thus, a wider and independent review of low cost, low impact options such as Concept #1 and the Southbound I-5 ONLY proposals is necessary to address public concerns.

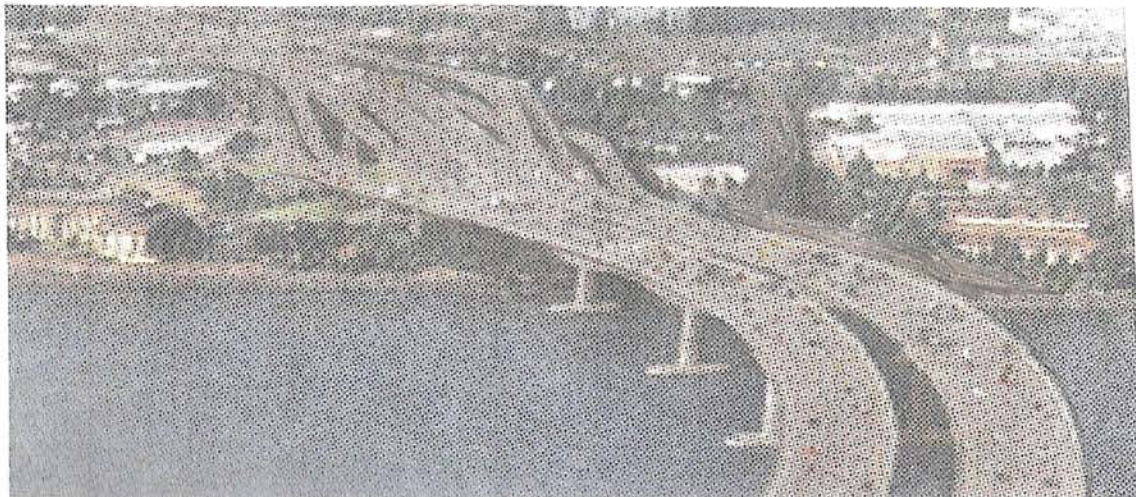
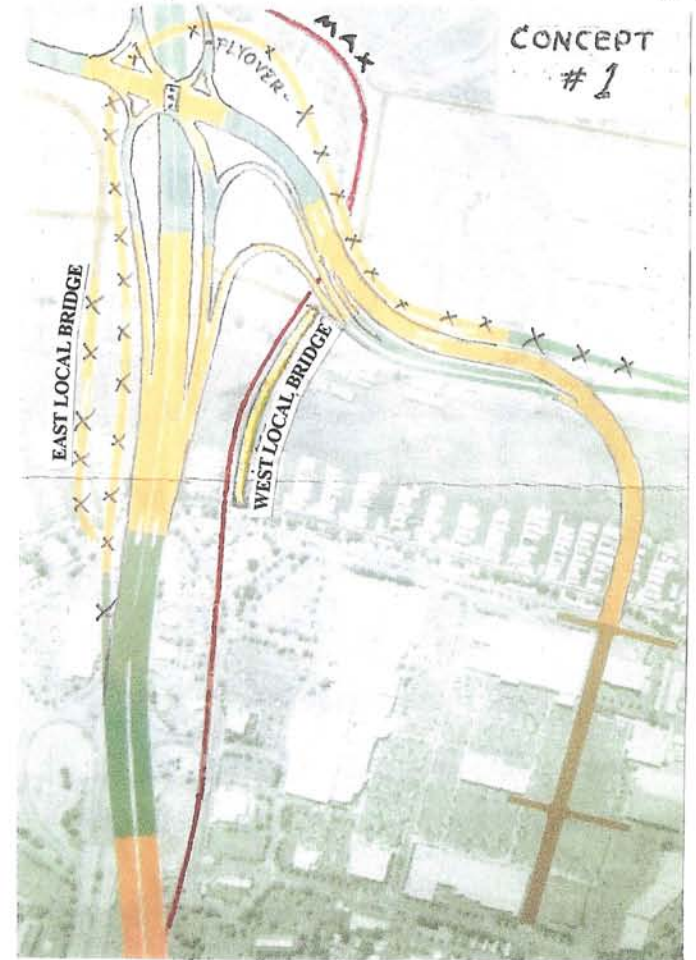
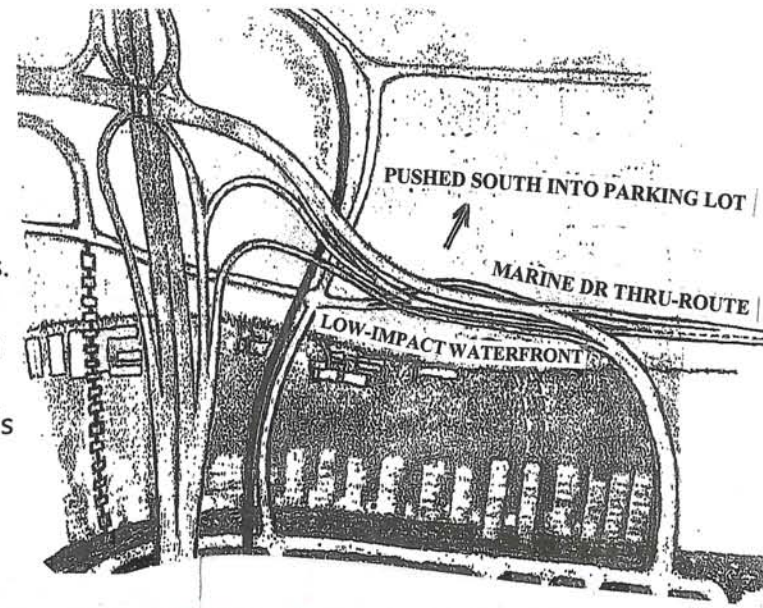
Concept#1 was evaluated using criteria of Mobility and Connectivity, Community and Design Benefits, Land use and Development, Schedule, Environmental Challenges, and Cost. According to a stakeholder group of business interests and planning bureaus, Concept#1 fails every test. Any reasonable person will find this nearly impossible to believe.

The following alterations to Concept#1 should improve its status as a viable option.

- Eliminate the "flyover" ramp from Portland harbor to I-5 northbound.
- Select the local access bridge option from North Portland adjacent to MAX bridge.
- Push Concept#1 main access ramp along Marine Drive south into Expo Center parking lot.
- Design main access bridge and landing onto Hayden Island with architectural amenities.

While the main access bridge of Concept#1 will impact Hayden Island floating home community, the impacts of Concept 'D' ramps alongside I-5 are undeniably much greater.

The I-5 Southbound ONLY proposal also deserves another look for its capacity to reduce cost. We should consider how in the near future a matching bridge can be constructed (in place of the old west span removed) while leaving the old east span in place to handle traffic.



I believe "IPS Concept#1 Off-island Access" did not receive fair public review because its draft drawing presented at Aug 5th Jantzen Beach open house showed an incomplete road design for Hayden Island. A road design with the following elements should win support:

- 1) Local access bridge alongside MAX; instead of the east of I-5 proposed alignment.
- 2) Pedestrian-only 'central' underpass with enough width for emergency vehicle access.
- 3) Deferring the northbound 'flyover' from North Portland to minimize impact to old Expo Center building.

Consider an off-island alignment which 'straightens' the main access ramps (at their apex) 50' or so south into the Expo Ctr parking lot. This would open up north Portland waterfront there for more ideal uses and improve the radius of ramp curves. Deferring the flyover could allow the old Expo Bldg to remain like Concept D.

- 4) With this 'straightened' alignment, Marine Dr could retain the current east/west route.
- 5) Only a proper draft drawing of a Hayden Island road design can depict important aspects, and without which a fair public hearing cannot be held. These concerns address several stakeholder working group criteria. The public must hear how PSC addresses them.

As for the I-5 Southbound ONLY concept, I am not proposing the existing bridges remain in place indefinitely. I understand that ships would have additional piers to navigate, but wouldn't this problem occur while building the 10-lane version? It seems having the southbound bridge with MAX in place would allow building its northbound 'match' a suitable means to manage traffic and a more convenient scheduling/staging system. I am most concerned about environmental impact to Hayden Island and North Portland. Others may be more concerned with cost, yet, scaling the project down with Concept#1 and I-5 Southbound ONLY ought to do that.

I've nearly finished a draft Hayden Island road design with these suggested changes and will submit them to Metro, City Council and the PSC.

Arthur Lewellan  
1020 NW 9th #604  
Portland

Dear Mr. Lewellan:

Thank you for contacting the Columbia River Crossing project with your comments and questions regarding design of the Hayden Island interchange.

The Project Sponsors Council (PSC) charged the Integrated Project Sponsors Council Staff (IPS) with developing concepts for a re-designed interchange on Hayden Island, including both a refined on-island interchange, as well as a design that would remove the interchange and provide alternative off-island access. The IPS asked a group of island stakeholders, including representatives from HiNooN, the Hayden Island Livability Project, the [Portland Working Group](#) and island businesses, to partner with staff from the City of Portland, Metro and CRC to evaluate the interchange concepts for Hayden Island. The stakeholder group met twice a week for several months to study design options. The options were evaluated using a wide range of criteria including:

- Mobility and Connectivity - Community and Design Benefits
- Land Use and Development - Schedule - Environmental Challenges - Cost

There was extensive public involvement and review in the access evaluation process. In addition to bi-weekly meetings with the community, the design options were presented at three open houses. Island residents and business interests expressed significant concern with Concept 1. They strongly felt that removing the interchange from the island did not support the vision of the Hayden Island plan and would greatly hinder redevelopment of the SuperCenter site and other island businesses.

Concept 1 also was not a low-cost solution. It was more expensive than the on-island interchange options for a variety of reasons:

- Increased property impacts to the floating home community and business interests along the south side of the harbor
- Increased new piers in North Portland Harbor (10 more than the LPA option)
- Increased structures over North Portland Harbor (1 more than the LPA option)
- A longer construction period, primarily because of additional in-water work.

After months of design and public process, there was clear support for Option D from the IPS, project sponsors, and the Hayden Island and north Portland community. The Project Sponsors Council unanimously supported moving forward with this option at their August 9 meeting.

You also asked why the project is not considering building a supplemental bridge to carry south bound I-5 traffic and transit over the Columbia River. This alternative was studied in the [Draft Environmental Impact Statement](#) and was dropped from consideration for several reasons.

Though a supplemental bridge could be built tall enough to eliminate the need for a bridge lift, northbound traffic on the existing bridges would still be subject to lifts. Bridge lifts contribute to a high collision rate on I-5. Crashes occur three to four times more often during a bridge lift as I-5 traffic unexpectedly comes to a stop. This is one of the problems the CRC is working to address, so building a bridge that only eliminates lifts for one direction of traffic would not help address the project's purpose and need.

This area of the Columbia River is already difficult for barges to navigate especially during periods of high water flow. Another bridge similar to the existing bridges would add more piers in the water, which increases the navigation complexity. In addition, the existing bridges need to be upgraded to meet current seismic standards if they remain in use. The upgrades would require the piers to be reinforced with a concrete encasement. Pier encasements would increase the diameter of each pier by 10 to 40 feet, which would reduce the space between piers for marine traffic. When traveling downstream, barge captains attempt to avoid calling for a bridge lift by traveling under the high portion of the Interstate Bridge and then turning to the right to access the lift span on the railroad bridge. An additional bridge combined with the seismic upgrades on the existing bridges would make this maneuver more difficult and, as a result, would lead to more bridge lifts.

Thank you for your continuing interest in the Columbia River Crossing project.

Sincerely,

Maurice Hines

Columbia River Crossing

# Greenhouse Gas Emissions Analysis Toolkit

Metro Council

September 30, 2010

*Research Center/Sustainability  
Center*

 Metro | *People places. Open spaces.*

## Metro climate-related activities

[www.oregonmetro.gov/climatechange](http://www.oregonmetro.gov/climatechange)

- Making the Greatest Place & Community Investment Strategy
- Regional GHG Inventory
- Regional Indicators Project
- ***GHG Analysis Toolkit***
- Climate Prosperity (Economic Strategy)
- Climate Preparation (Adaptation)
- Climate Smart Communities Scenario Planning (HB 2001)

# Presentation Overview

## *GHG Analysis Toolkit*

### 1. Toolkit Purpose

### 2. Toolkit Review

- *Selecting a Tool*
- *Tool Descriptions*
- *Gap Analysis*

### 3. Next Steps/Discussion

- *Applying the Tool*
  - *Metro*
  - *Partnerships*

GHG Emissions Analysis Toolkit

## *GHG Analysis Toolkit* Background

GHG Emissions Analysis Toolkit



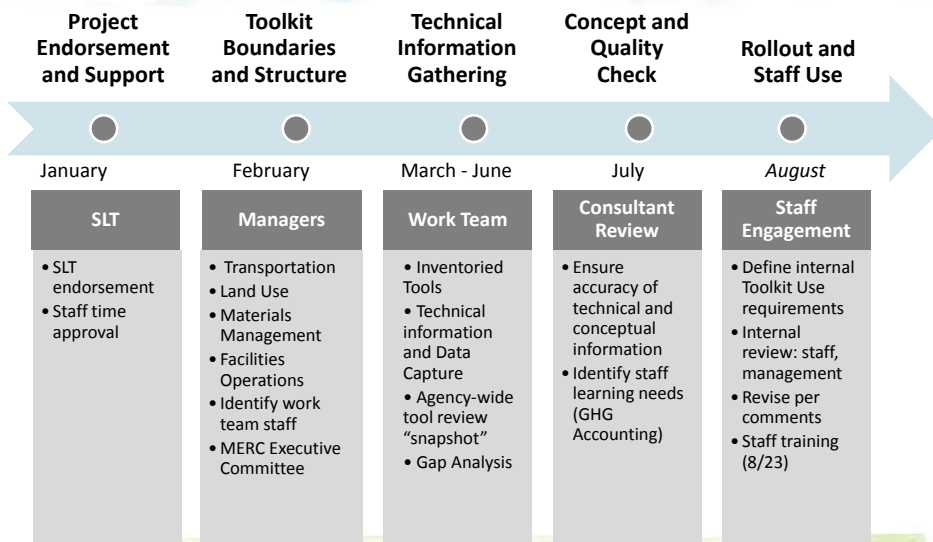
# Objectives

1. Consistently report/evaluate Metro projects, programs, and policies for GHG emissions.
2. Engage elected officials on addressing climate change.

GHG Emissions Analysis Toolkit

Background

# Process



GHG Emissions Analysis Toolkit

Background

## Results

### *Analytical Tools to Address Climate Change*

- *Transportation*
- *Land Use*
- *Materials Management*
- *Facility Operations*

### *Consistent Metrics – CO<sub>2</sub>e*

### *Consistent Applications and Reporting*

### *Training Protocols*

### *Suggestions for Future Enhancements*

GHG Emissions Analysis Toolkit

## Project Team

### *Principal Author:*

- *Nuin-Tara Key*

### *Project Staff:*

- ***Sustainability Ctr:***

- *Heidi Rahn, Steve Apotheker, Tommy Albo, Katy Weil, Lori Hennings*

- ***Research Ctr:***

- *Dennis Yee, Carol Hall, Jim Cser, Aaron Breakstone*

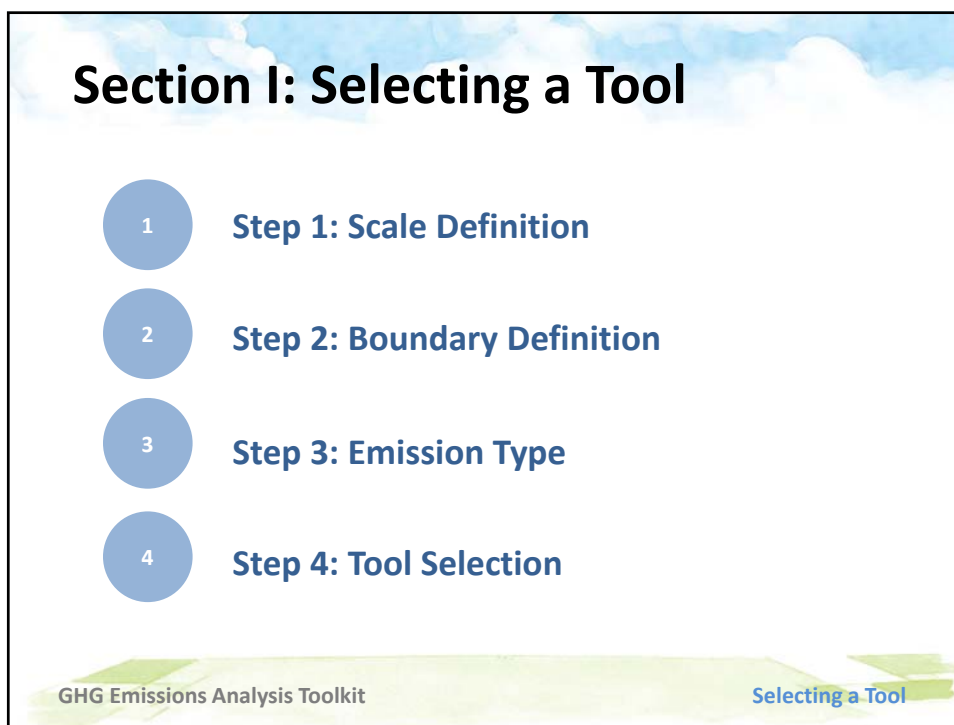
- ***Planning & Dev:***

- *Caleb Winter, Chris Yake*

- ***Venues:***

- *BrittinWitzenburg*

GHG Emissions Analysis Toolkit



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## Step 1: Scale Definition

Scale

↑

Region

Municipality

District

Neighborhood

Block

Parcel

Building

Project

↓

### Demonstrating Scale: Examples

**Region:** Regional transportation plans; regional growth strategies

**Municipality:** Municipal business composting plan

**District:** Eco-District plans; water and soil conservation districts

**Neighborhood:** Neighborhood renewable energy bulk purchase plan

**Block:** Brownfield redevelopment

**Parcel:** TOD project Development

**Building:** Residential household energy use

**Project:** Energy efficiency upgrade at a single facility

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Selecting a Tool

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## Step 2: Boundary Definition

### Demonstrating Boundaries: Examples

The diagram shows three levels of emissions. Scope 1 (Direct emissions) is represented by a green arrow pointing to a cloud containing CO<sub>2</sub>, SF<sub>6</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFC, PFC, and NF<sub>3</sub>. Scope 2 (Indirect emissions) is represented by a blue arrow pointing to a cloud containing CO<sub>2</sub>. Scope 3 (Other indirect emissions) is represented by a red arrow pointing to a cloud containing CO<sub>2</sub>. The diagram also shows various sources of emissions: a factory for Scope 1, a power plant for Scope 2, and a car for Scope 3.

**Direct emissions:** fuel burned by Metro fleet vehicles (Scope 1).

**Indirect emissions** all residential electricity use in the region; or the manufacturing emissions from the materials used in a roadway project (Scope 2 or 3).

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### 3 Step 3: Emission Type Definition

#### Demonstrating Emissions Type: Example

<b>PROJECT SCALE</b>	Region	<b>Embodied</b> Emissions from <b>sourcing raw material and manufacturing processes</b> + <b>material/ product distribution</b> (transport) for roadway materials
	Project	

**EMISSION TYPES**

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## Emissions Type Recommendation

Measure Life-cycle, direct, and indirect emissions, where possible

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## Step 4: Tool Selection - Scale

**Table 1: Tool Selection Guide – Analysis Approach and Emission Scale**

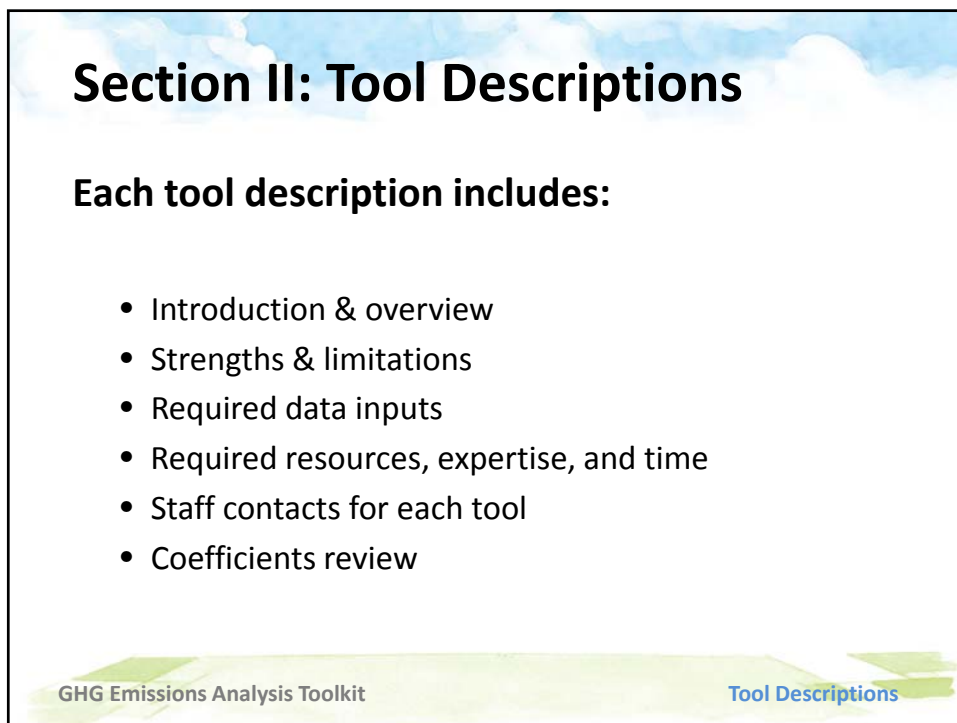
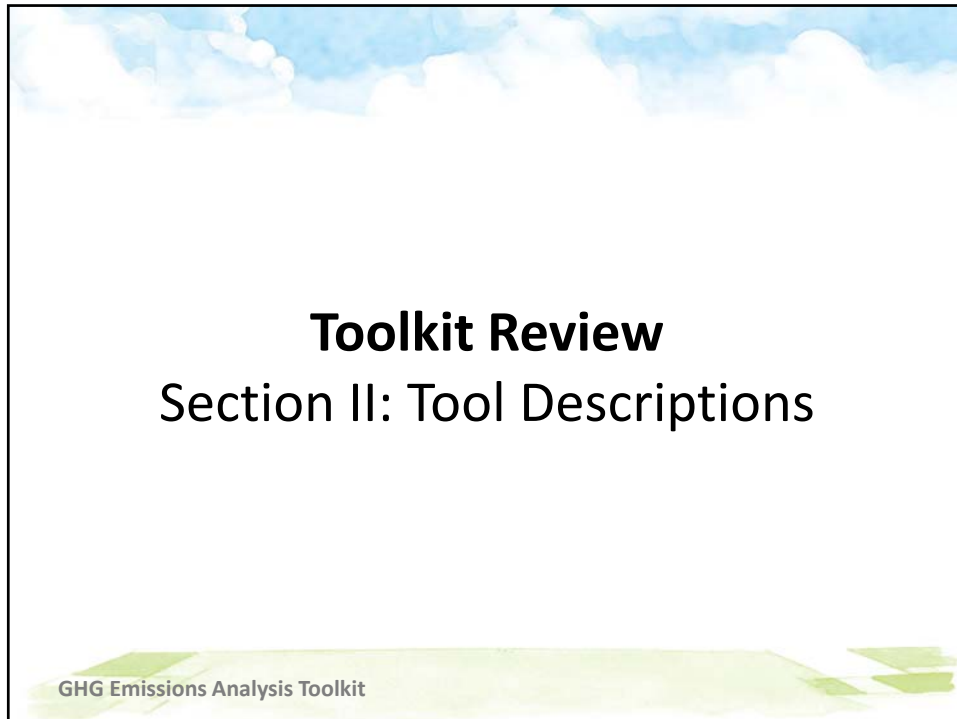
Approach and Scale		Tools									
		Transportation			Land Use		Materials Management	Facility Operations			Other Tools
		MOVES	RTO	PORTAL	TOD	ELUF	MEBCalc	Utility Manager	G3C	Title V: Air Permit	Regional Inventory
Planning	Region	○	○	○			●				↑
	Municipalities	○	○	○			●				↑
Project	Districts	○	○	○			●				↑
	Neighborhood						●				↑
	Block				○	○	●				↑
	Parcel				○	○	●				↑
	Building				○	○	●				↑
	Project				○	○	●				↑

**Tool Selection Guide:**  
2 tables to guide your final selection

## Step 4: Tool Selection - Type

**Table 2: Tool Selection Guide – Emissions Scopes and Types**

Scope and Type		Tools									
		Transportation			Land Use		Materials Management	Facility Operations			Other Tools
		MOVES	RTO	PORTAL	TOD	ELUF	MEBCalc	Utility Manager	G3C	Title V: Air Permit	Regional Inventory
Planning	Embodied [Scopes 1, 2, Scope 3 sub-scopes]				○		●				↑
	Construction [scopes 1, 2, Scope 3 sub-scopes]				○	○	●				↑
Project	Operational [Scopes 1, 2, Scope 3 sub-scopes]	○	○	○	○	○	●				↑
	End-of-Life [Scopes 1, 2, Scope 3 sub-scopes]						●				↑



# Transportation Example: MOVES

**MOVES 2010** is the state-of-the-art upgrade to EPA's modeling tools for estimating emissions from highway vehicles, based on analysis of millions of emission test results and considerable advances in the Agency's understanding of vehicle emissions.

Approach and Scale	
Planning	Project
Region	
Municipality	
District	
Neighborhood	
Block	
Parcel	
Building	
Project	

**Contacts:**

- Aaron Breakstone [aaron.breakstone@oregonmetro.gov](mailto:aaron.breakstone@oregonmetro.gov)
- Peter Bosa [peter.bosa@oregonmetro.gov](mailto:peter.bosa@oregonmetro.gov)

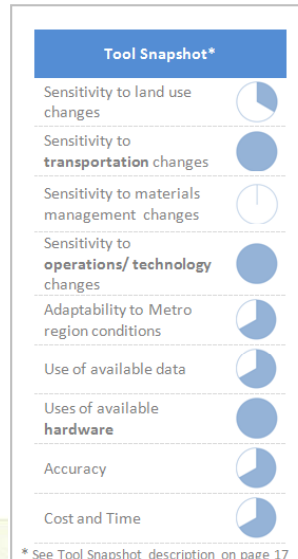
**External Resources:**

<http://www.epa.gov/otaq/models/moves/>

**Emissions Type:** Operational  
**Methodology:** Sector Based - Transportation  
**Tool Platform:** Graphic User Interface; MySQL  
**Tool Type:** Advanced  
**Public Domain Tool:** Yes  
**Who Runs the Tool:** Designated Metro Staff

# Transportation Example: MOVES

Each description includes a stakeholder analysis: subjective work team assessment





## Facility Operations Example: G3C

G3C is used to calculate an entity-based greenhouse gas inventory and is designed to assist a wide range of organizations assess the climate impacts associated with mission-critical operational activities.

Approach and Scale	
Planning	Project
	Region
T	Municipality
I	District
	Neighborhood
	Block
T	Parcel
I	Building
	Project

**Contacts:**

- Molly Chidsey [Molly.Chidsey@oregonmetro.gov](mailto:Molly.Chidsey@oregonmetro.gov)

**External Resources:** Good Company

**Emissions Type:** Embodied, Construction, Operational, End-of-Life

**Methodology:** Sector based—building energy, transportation & materials management; Systems based—consumption

**Tool Platform:** Spreadsheet

**Tool Type:** Basic

**Public Domain Tool:** No

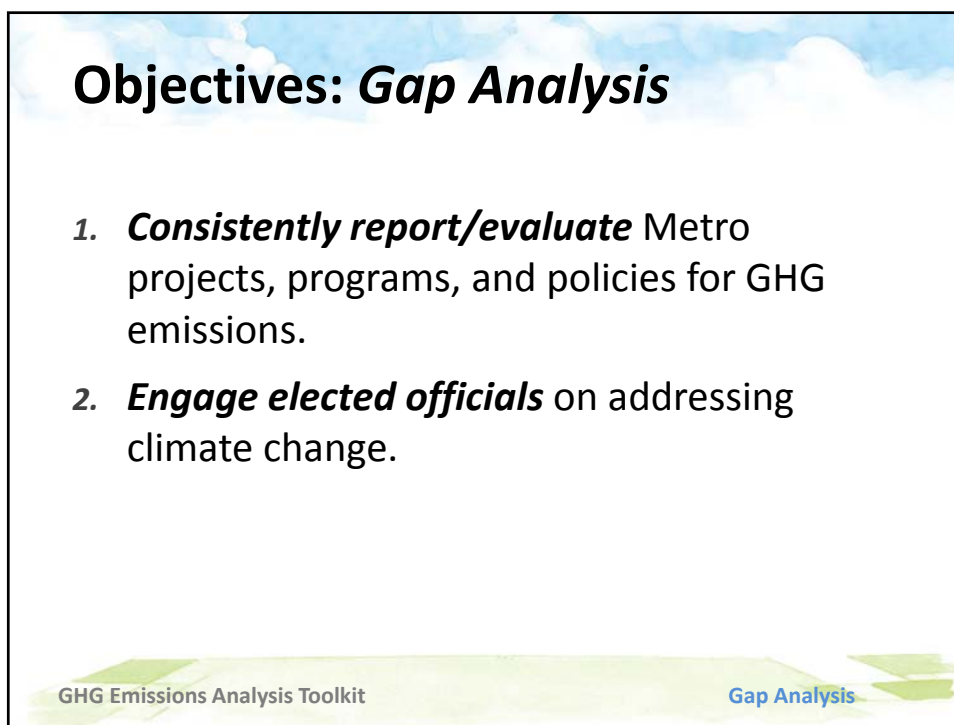
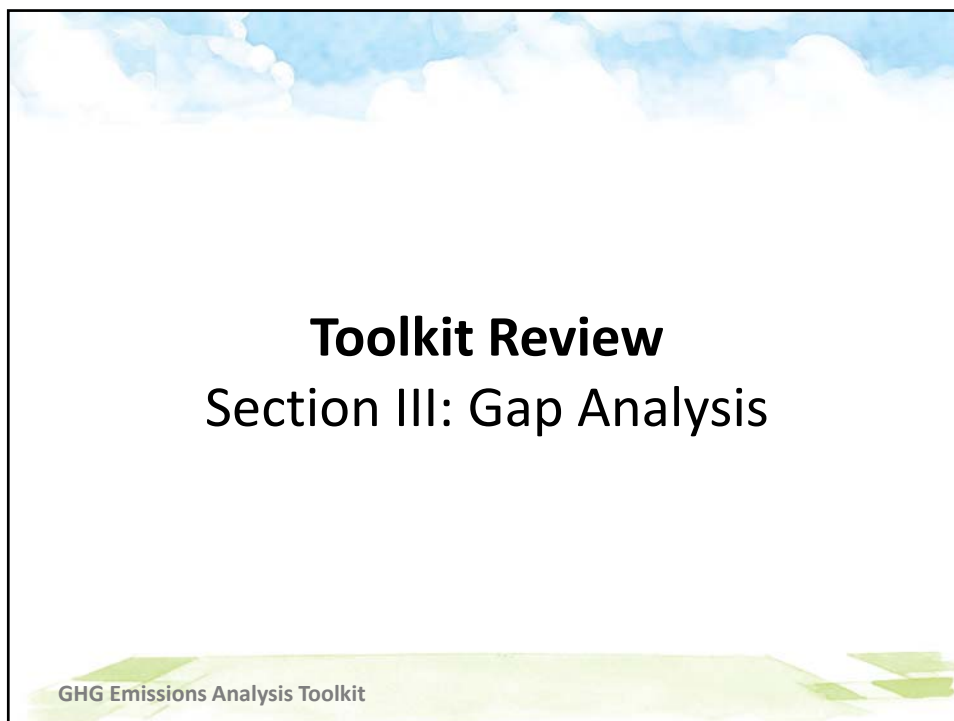
**Who Runs the Tool:** Designated Metro Staff

## Facility Operations Example: G3C

Each description includes a stakeholder analysis: subjective work team assessment

Tool Snapshot*	
Sensitivity to land use changes	
Sensitivity to transportation changes	
Sensitivity to materials management changes	
Sensitivity to operations/technology changes	
Adaptability to Metro region conditions	
Use of available data	
Uses of available hardware	
Accuracy	
Cost and Time	

\* See Tool Snapshot description on page 17



## Gap Analysis

GHG Analysis Gaps	Solution	
	Model or Data Update	New Model or Research
<b>Transportation Planning</b>		
Dedicated funding for research and data capture for ongoing GHG emissions related analysis	✓	
No EPA guidance on sub-regional analysis or project		✓
Emissions from Freight and Heavy-duty vehicles		✓
<b>Land Use Planning</b>		
Land-Use model does not capture non-residential point-source emissions	✓	
Carbon sequestration potential of regionally unique natural systems		✓
Climate benefits of habitat restoration		✓
Climate Impacts of green building development practices (all scales)		✓
Sketch Tool (GIS-based, spreadsheet, visualization, etc)	✓	
✓ Staff identified priority tool investment action		

GHG Emissions Analysis ToolkitGap Analysis

## Gap Analysis

GHG Analysis Gaps	Solution	
	Model or Data Update	New Model or Research
<b>Material Management</b>		
Emissions from Freight and Heavy-duty vehicles		✓
Resource consumption-based materials management model	✓	
<b>Metro and Visitor Venues: Facilities and Properties</b>		
Same tool needs as Land-Use gaps 2-4		✓
GHG reduction potential of facility improvements or upgrades.	✓	
<b>Additional GHG Tool Gaps</b>		
Economic impacts of climate change		✓
Health impacts of climate change		✓
✓ Staff identified priority tool investment action		

GHG Emissions Analysis ToolkitGap Analysis

## Next Steps/ Discussion Items

1. Rollout
2. Internal use of Toolkit
3. External use of Toolkit?

## Next Steps: Metro Rollout

### Staff Training:

- *Climate Change Accountability Training - August 23<sup>rd</sup>*
- *Metro Learning Center*
  - Online course modules and toolkit
- *Council Release – September 30<sup>th</sup>*
- *Staff Meetings*

## Using the Tools: Internal Use

1. Required
  - Regulatory (e.g., St. Johns Landfill)
  - Funding (e.g., TOD grant)
2. Project Scoping Process
  - Plans, Programs, Projects, Activities
3. Project Approval – Metro Council

## Council Discussion Items

1. What ***additional information or background*** do you need to intergrate climate change tools into major policy, program, and project decisions?
2. What opportunities does Council see ***for partnering with our local governments*** and others for the use of the toolkit?

