



**REVISED**

Meeting: Joint Policy Advisory Committee on Transportation (JPACT)  
Date: Thursday, May 12, 2011  
Time: 7:30 to 9 a.m.  
Place: Metro Regional Center, Council Chambers

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- |         |     |  |  |
|---------|-----|--|--|
| 7:30 AM | 1.  | <b>CALL TO ORDER &amp; DECLARATION OF A QUORUM</b>   | Carlotta Collette, Chair                         |
| 7:32 AM | 2.  | <b>INTRODUCTIONS</b>   | Carlotta Collette, Chair                         |
| 7:35 AM | 3.  | <b>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</b>  | Carlotta Collette, Chair                         |
| 7:40 AM | 4.  | <b>COMMENTS FROM THE CHAIR &amp; COMMITTEE MEMBERS</b>   |  |
|         |     | <ul style="list-style-type: none"><li>• ODOT Congestion Pricing Efforts</li><li># • Columbia River Crossing Bridge Type Decision and Project Update</li><li>* • Regional Flexible Fund Allocation Status Update</li><li>• Urban Growth Boundary Status Update</li><li>• East Metro Connections Plan Study Update</li></ul> | Jason Tell, ODOT<br>Jason Tell, ODOT             |
| 7:50 AM | 5.  | <b><u>CONSENT AGENDA</u></b>   |  |
|         | 5.1 | * • Consideration of the Minutes for the April 1, 2011 Joint MPAC and JPACT Climate Leadership Summit  |  |
|         | 5.2 | * • Consideration of the JPACT Minutes for April 14, 2011  |  |
| 7:55 AM | 6.  | * <b><u>Climate Smart Communities Scenarios Evaluation – INFORMATION / DIRECTION</u></b>   | Andy Cotugno<br>Kim Ellis                        |
|         |     | <i>(Action scheduled for June 9 meeting)</i>   |  |
| 8:25 AM | 7.  | * <b>Resolution No. 11-4246</b> , For the Purpose of Amending the 2010-2013 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Manage the Regional Mobility Program – <b><u>ACTION REQUESTED</u></b>  | Ted Leybold<br>Peter Koonce,<br>City of Portland |
| 8:35 AM | 8.  | * <b>Greater Portland Vancouver Indicators Project – <u>INFORMATION</u></b>  | Mike Hoglund<br>Rita Conrad                      |
| 9 AM    | 9.  | <b>ADJOURN</b>   | Carlotta Collette, Chair                         |

\* Material available electronically.

# Material will be provided at the meeting.

For agenda and schedule information, call Kelsey Newell at 503-797-1916, e-mail: [kelsey.newell@oregonmetro.gov](mailto:kelsey.newell@oregonmetro.gov).  
To check on closure or cancellations during inclement weather please call 503-797-1700.

## **2011 JPACT Work Program**

5/3/11

<b><u>May 12, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Evaluation – Discussion</li><li>• MTIP Amendment to Allocate Funds to Manage the Regional Mobility Program</li><li>• Congestion Pricing Pilot Study – Information</li><li>• Greater – Portland Vancouver Indicators Project – Information</li></ul>	<b><u>June 9, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information</li><li>• HCT System Expansion Policy Guidance – Action</li><li>• Making a Great Place – Discussion<ul style="list-style-type: none"><li>○ State of the Centers Report</li><li>○ Proposed HCT System Expansion Policy Guidance</li><li>○ Proposed Local Plan Implementation Guidance (RTP and Title 6)</li></ul></li></ul>
<b><u>July 14, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Action</li><li>• State legislative recap – Information</li><li>• Climate Smart Communities Scenarios Evaluation – Action</li></ul>	<b><u>August 11, 2011 – Regular Meeting</u></b>
<b><u>September 8, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Release of Draft Recommendation of RFFA for Public Comment</li></ul>	<b><u>October 13, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Oregon state legislative agenda – Discussion</li><li>• Federal legislative agenda – Discussion</li><li>• Climate Smart Communities Scenarios Evaluation Briefing - Information</li></ul>
<b><u>November 10, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature – Discussion</li></ul> <b><u>Hold: Joint JPACT/MPAC Meeting</u></b> <p>Climate Smart Communities Scenarios Results and Preliminary Recommendations</p>	<b><u>December 8, 2011 – Regular Meeting</u></b> <ul style="list-style-type: none"><li>• Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature - Action</li><li>• Oregon state legislative agenda – Adoption</li><li>• Federal legislative agenda – Adoption</li><li>• 2014-15 Regional Flexible Fund Allocation – Action</li></ul>

### **Parking Lot:**

- Update and discussion on Electric Vehicles and ETEC charging station project
- Discussion of subcommittees for JPACT – equity, economy and climate change response
- RTP amendment for CRC.
- CRC LUFO.
- Regional Indicators briefing in mid 2011.
- 2012-15 MTIP/STIP Approval and Air Quality Conformity – Action (Feb. 2012)



## OFFICES OF THE GOVERNORS

JOHN A. KITZHABER, M.D.  
OREGON

CHRISTINE O. GREGOIRE  
WASHINGTON



### **NEWS RELEASE**

**April 25, 2011**

Media Contact:

Scott Whiteaker, Governor Gregoire's office, 360-902-0394

Christine Miles, Governor Kitzhaber's office, 503-559-8795

## **Governors Gregoire, Kitzhaber announce plan to deliver Columbia River Crossing project on schedule**

(PORTLAND, Ore.) – Washington Governor Chris Gregoire and Oregon Governor John Kitzhaber today announced their plan to take advantage of federal funding opportunities and break ground on the Columbia River Crossing project in 2013.

"Our timing is important – we are seeking nearly \$1.3 billion in federal funding for this project. We must secure a federal Record of Decision on our design this year to ensure the best chance of receiving full funding," said Governor Gregoire.

"Our decision today is a strategic commitment to make transportation investments that reflect the realities of the future, not the past," said Governor Kitzhaber. "Moving this project to completion in the most cost effective way possible is critical to providing a safer, less congested transportation system."

Standing with community leaders, the two governors identified the deck truss bridge as the best replacement structure for the aging Interstate 5 bridge because it provides the most certain path to keep the project on schedule and on budget. The other bridge options under consideration would require delays for additional design work and environmental analysis, which would add time and cost to the process.

"This is an important milestone, and it has been reached thanks to real collaboration between both states and the federal government," said U.S. Senator Patty Murray, chair of the Senate Transportation Appropriations Subcommittee. "And that's important because this bridge is not just a regional imperative, it's also a national priority that deserves a strong federal investment. As I have said all along, I stand ready to fight for the funding this project needs in Washington, D.C., and the local families, businesses and commuters who will benefit from a new bridge. Today is an important next step in building a bridge that will improve this region's economy and quality of life."

The governors cited several major factors influencing their decision to move forward with a deck truss bridge:

- **Reducing and eliminating risks to schedule and budget.** In all key areas that determine risk – schedule, design, construction, procurement, cost growth and construction claims – the deck truss performs better than the cable stayed bridge type. It also is the least likely to require a supplemental draft environmental impact statement because its environmental impacts and footprint closely resemble the previously studied bridge type.
- **Affordability.** The deck truss is likely the most affordable of the three bridge types because it is the least costly, the most likely to meet schedule, the easiest bridge to build and will attract the most competitive bids.
- **Securing Funding.** A delay in securing the federal Record of Decision (ROD) creates significant risks of missing or delaying federal funding opportunities. The CRC is seeking \$400 million in federal highway discretionary funding as well as \$850 million in Federal Transit Administration (FTA) New Starts funding.

U.S. Transportation Secretary Ray LaHood, "The new Columbia River Crossing project is a forward-thinking multimodal project that will not only serve area residents, but create jobs, spur economic development and help ensure that the region's economy continues to thrive. Thanks to the leadership of both states, citizens of Oregon and Washington will benefit from a 21st century crossing that connects the region's ports with the highway system and economic opportunities beyond."

As the governors acted to move the project forward they also announced new oversight from the Oregon and Washington legislatures and the two state treasurers. They have asked their legislators and treasurers to immediately begin working with the Departments of Transportation to review and refine the financing plan and toll revenue assumptions. This bi-state collaborative approach will minimize financial risks and provide accountability and oversight as the project moves toward construction.

Project next steps include:

- Update project cost estimates to incorporate deck truss design (Spring 2011)
- Add architect(s) to the project team and establish architectural specifications for a bridge design contract (Spring 2011)
- Work with Project Sponsors Council to publish the Final Environmental Impact Statement (Summer 2011)
- Receive federal Record of Decision (Late 2011)
- Start construction (2013)

Note: Additional information is available online:

[http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/Gov\\_BridgeRecommend.pdf](http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/Gov_BridgeRecommend.pdf)

**About the project**

CRC is a long-term, comprehensive project to reduce congestion, enhance mobility and improve safety on I-5 between SR 500 in Vancouver, Wash., and Columbia Boulevard in Portland. The project will replace the I-5 bridge, extend light rail to Vancouver, improve closely-spaced interchanges and enhance the pedestrian and bicycle path between the two cities. The project will be funded by federal and state sources, as well as future tolls. Additional project information may be found online: [www.ColumbiaRiverCrossing.org](http://www.ColumbiaRiverCrossing.org).

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## Metro | Memo

Date: May 4, 2011  
To: JPACT and Interested Parties  
From: Ted Leybold, Amy Rose, and Dylan Rivera  
Subject: Update on regional flexible funds allocation (RFFA) process

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Following the adoption of the policy direction and nomination procedure guidelines for the allocation of 2014-15 regional flexible funds in February 2011, agency staff has been developing a project nomination process to solicit projects that implement your direction.

The project nomination process was kicked off officially with a meeting of local, regional, and state agency staff to discuss the process for bringing forward projects for funding consideration. Immediately following the kick off meeting on March 28th, 2011, Metro sponsored a series of workshops in each sub-region and the City of Portland to discuss the criteria in more depth and help get the conversation started about locations that present good opportunities for developing projects. ODOT, TriMet, SMART and the Port of Portland participated in these workshops and will further coordinate with local agencies throughout the nomination process.

At the current stage of the process, local agencies are working within their sub-regions to develop a list of potential projects for consideration. The local process will run through August 29th, the deadline for final project nomination. Metro staff will be advising local agencies on project ideas and refinements throughout the process. Additional information about the process is available on Metro's website: <http://www.oregonmetro.gov/regionalflexiblefund>.

Local agencies will be submitting project summaries on June 17th. The summaries will be sent out to TPAC and the Regional Flexible Fund task force members for review and comment to inform a discussion at the July 1st TPAC meeting. Metro staff will provide a summary of the comments to local project sponsors by July 5th so that refinements may be made prior to the due date for final narrative submission on August 29th. The project narratives will describe the process used to nominate the project, including public involvement activities.

Following the submission of project nomination narratives, a regional public comment period will be conducted, currently scheduled to take place from September 9th to October 10th. This additional feedback will be provided to the local agencies for making final refinements to their projects prior to JPACT action on the full allocation of funding. Following the comment period, JPACT will take action on the projects at their December 8th meeting and Metro Council at their December 15th meeting.

Please contact us if you have any questions.



JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION AND  
METRO POLICY ADVISORY COMMITTEE  
CLIMATE LEADERSHIP SUMMIT

April 1, 2011

Oregon Convention Center, Rooms 256-257

JPACT MEMBERS PRESENT

Rex Burkholder  
Jack Burkman  
Carlotta Collette, Chair  
Nina DeConcini  
Craig Dirksen  
Donna Jordan  
Deborah Kafoury  
Neil McFarlane  
Don Wagner

AFFILIATION

Metro Council  
City of Vancouver  
Metro Council  
Oregon Department of Environmental Quality  
City of Tigard  
Lake Oswego City Council  
Multnomah County  
Trimet  
Washington Department of Transportation

MPAC MEMBERS PRESENT

Matt Berkow  
Pat Campbell  
Jody Carson  
Steve Clark  
Shirley Craddick  
Nathalie Darcy  
Denny Doyle  
Andy Duyck  
Kathryn Harrington  
Carl Hosticka  
Charlotte Lehan, Chair  
Doug Neeley  
Annette Mattson  
Marilyn McWilliams  
Wilda Parks  
Loretta Smith  
William Wild  
Jerry Willey, Vice Chair

AFFILIATION

Multnomah County Citizen  
City of Vancouver  
City of West Linn, representing Clackamas Co. Other Cities  
TriMet Board of Directors  
Metro Council  
Washington County Citizen  
City of Beaverton  
Washington County  
Metro Council  
Metro Council  
Clackamas County  
City of Oregon City  
David Douglas School District  
Tualatin Valley Water District  
Clackamas County Citizen  
Multnomah County  
Oak Lodge Sanitary District  
City of Hillsboro

JPACT ALTERNATES PRESENT

Daniel Blocher  
Olivia Clark  
Ann Lininger  
Dean Lookingbill  
Diane McKeel

AFFILIATION

Trimet  
Trimet  
Clackamas County  
Regional Transportation Council  
Multnomah County

MPAC ALTERNATIVES PRESENT

Jennifer Donnelly  
Laura Hudson  
Tim Knapp  
Marc San Soucie  
Dresden Skees-Gregory  
Pete Truax

AFFILIATION

Department of Land Conservation and Development  
City of Vancouver  
City of Wilsonville  
City of Beaverton  
Washington County Citizen  
City of Forest Grove

Councilor Carlotta Collette called the meeting to order at 8:08 am.

**1. PRESENTATION: MOVING TOWARD A MORE CLIMATE SMART AND SUSTAINABLE FUTURE WITH LOCAL SOLUTIONS**

Councilor Collette welcomed the attendees and introduced to the audience the members of the Metropolitan Policy Advisory Committee (MPAC), the Joint Policy Advisory Committee on Transportation (JPACT), and state legislators currently in attendance. She discussed the importance of framing the challenges and opportunities of climate change and expressed gratitude for the tireless work of previous leaders and generations of Oregonians who supported earlier iterations of environmental regulations and policy.

**2. PRESENTATION: A REGION READY FOR ACTION: RESULTS OF LOCAL PUBLIC OPINION RESEARCH ON CLIMATE CHANGE**

Charlotte Lehan, MPAC Chair, introduced Mr. Adam Davis, of Davis, Hibbitts and Midghall, who presented the results from four different polls his agency conducted across the region. His polls explored the difference in opinions held about land use policies and urban planning among businesses, youth, urban and rural populations. While many of the members of the focus groups mentioned their desire and interest in walkable communities and preservation of resources, Mr. Davis demonstrated that none of the groups explicitly mentioned climate change or reducing greenhouse gas emissions when discussing the design of their local community. He stressed that to connect with citizens about the importance of reshaping our urban landscape, it is imperative for regional leaders to start by connecting to what he calls a citizen's core beliefs and values.

**3. QUESTION AND ANSWER SESSION, POLLING ACTIVITY**

The audience was provided a keypad and polled on their demographics and opinions towards global warming, which were then compared to the demographics and opinions of the region as a whole. Mr. Davis' research found strong support of the leaders in the room and of citizens in the region for continued political support for aggressive reduction of greenhouse gas emissions through land use policies such as maintaining a tight urban growth boundary.

**4. PANEL DISCUSSION: A SHOWCASE OF PUBLIC AND PRIVATE LEADERSHIP AND INNOVATION**

Councilor Collette moderated a panel discussion exploring how public and private sector leaders have taken responsibility for reducing carbon emissions. The panel included Ms. Connie Ashbrook, of Oregon Tradeswomen, Mr. Greg Chambers, of Nike, Mayor Craig Dirksen, of Tigard, and Mr. Dwight Unti, of Tokola Properties.

**5. QUESTION AND ANSWER SESSION AND GROUP DISCUSSION**



Audience members gave questions to the panel regarding their positions in the public and private spheres. Ms. Ashbrook spoke of the importance of crafting sustainability policies that address inequalities based on gender and race, and making sure that government remains committed to ensuring opportunity and equitable access to jobs, education and affordable housing and transportation for all constituents. Mr. Chambers explained that with current federal support for sustainability on hold, it's imperative that state and regional level governments continue their experimentation with aggressive policies, and spoke to Nike's efforts to extensively monitor the company's extended carbon footprint. Mayor Dirksen discussed the efforts of the City of Tigard to preserve single-family homes while developing plans for long-term mixed-use development in the city's downtown and transit corridors. Mr. Unti explained the challenges and opportunities faced by his firm while constructing affordable mixed-use development in the region's suburban communities, explaining the importance of crafting legislation that supports compact growth. Other topics raised by the audience for discussion included the role that the federal government can play in local communities, the difficulty of convincing lenders to support mixed-use development, and the incentives needed to retrofit existing buildings.

## **6. BREAK**

Attendees recessed for a 15-minute break.

## **7. PRESENTATION: WHAT DOES A CLIMATE SMART COMMUNITY LOOK LIKE AND HOW DO WE GET THERE FROM HERE?**

Mr. John Fregonese, of Fregonese and Associates, presented the importance of scenario planning for Climate Smart Communities. He discussed his involvement fifteen years ago with Metro's 2040 Growth Concept, a project that Mr. Fregonese described as one of the first scenario planning ever conducted to support regional growth management decisions. He highlighted the importance of being open to new information; this scenario planning process will challenge current thinking and assumptions as it did during the 2040 Growth Concept process. His presentation illustrated the different strategies and projects that communities across the region could take to reduce their carbon footprint, including traffic signal timing, expanded public transit service congestion pricing, active transportation infrastructure, carsharing, and transit-oriented development.

## **8. QUESTION AND ANSWER SESSION AND INTRODUCTION TO KEYPAD POLLING EXERCISE**

The audience asked Mr. Fregonese about some of the specific policies recommended by his presentation, including the feasibility of a tax on vehicle-miles driven and the effects of active transportation facilities on mobility-challenged populations. Questions were asked about equity as it related to different forms of infrastructure; how do active transportation and transit facilities differ in their ability to serve different populations of different age, socioeconomic status, ability, and race? Summit participants discussed how these facilities can be planned and designed for different communities.

## **9. DISCUSSION AND POLLING ACTIVITY**

Mr. Fregonese asked the audience to vote with their keypads on how each of a list of numerous policies help the region meet desired outcomes relating to community building, political feasibility/public support, social equity concerns, contribution to economy and the potential for carbon emissions reduction. The climate strategies voted on were organized within the following categories: Community Design, Management and Operations, Marketing, or Pricing.

The audience asked about pitting one climate smart policy option against another, and Mr. Fregonese explained that the value of the exercise was not to eliminate certain policy options but rather to delineate how policies were affective at meeting various desired outcomes. The audience asked which policy choices will help the region support its aging population and their mobility and access needs. Participants also discussed how some of the strategies will help maintain freeway space for businesses and industries to support trucking and freight movement, and the region's economy. Other topics discussed include the relevance of a cost-benefit analysis for each policy option, focusing a litany of services in highly accessible locations, and measuring not only the carbon emissions of transportation facilities but also the carbon emitted in the facilities' construction.

## **10. WHAT WE LEARNED TODAY**

Councilor Collette concluded the Summit by reiterating the value of a collaborative approach to solving issues of significant regional importance. State and federal governments are unlikely to provide significant resources for these transformative policies, Councilor Collette stressed, and for leaders in the region to support livability and climate smart strategies by returning to their communities and being "couriers of this message." She thanked the speakers and the participants, applauding the diversity of perspectives held by the attendees and advocating for continued effort to create a greener, more prosperous, more equitable region.

## **11. WORKING TOGETHER REGIONALLY**

Ms. Lehan explained how the results of the keypad surveys will be used to help guide MPAC and JPACT committee members' decisions about the scenarios to be tested this summer and in 2012.. She announced that in the next year MPAC and JPACT will be looking at more specific scenarios that will account for different strategies that can be applied across the region. Ms Lehan concluded by asking participants to please fill out a comment card and join Metro's Opt In citizen polling panel.

Ms. Lehan adjourned the meeting at 12:01 p.m.

Respectfully submitted,



Aaron Brown  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 1, 2011

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
1.	Pamphlet	4/1/11	Climate Leadership Summit: Working Together to Build Livable, Prosperous, Equitable and Climate Smart Communities	040111jmr-01
1.	Handout	3/29/11	Climate Leadership Summit: Confirmed Registration	040111jmr-02
2.	PowerPoint	4/1/11	Metro Area Residents' Attitudes about Climate Change and Related Land Use and Transportation Issues By: Adam Davis	040111jmr-03
3.	PowerPoint	4/1/11	Climate Summit Demographic Data Facilitated by: Adam Davis	040111jmr-04
7.	PowerPoint	4/1/11	Climate Smart Communities Presentation By: John Fregonese	040111jmr-05
7.	Letter	3/24/11	To: Climate Leadership Summit Participants From: Kim Ellis, Ray Valone Re: Guide to Strategies For Reducing Carbon Emissions From Light Vehicles	040111jmr-06
7.	Handout	4/1/11	Climate Smart Communities Scenarios: Background	040211jmr-07
9.	Handout	4/1/11	Climate Strategies Worksheet – Tell Us What You Think – Voting Matrix	040211jmr-08
11.	Handout		Metro Comment Card	040211jmr-09
11.	Handout		Opt In Information	040111jmr-10



**Metro** | *People places. Open spaces.*

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

April 14, 2011

Metro Regional Center, Council Chambers

MEMBERS PRESENT

Carlotta Collette, Chair  
Rex Burkholder  
Jack Burkman  
Shirley Craddick  
Nina DeConcini  
Craig Dirksen  
Donna Jordan  
Ann Lininger  
Neil McFarlane  
Roy Rogers  
Don Wagner

AFFILIATION

Metro Council  
Metro Council  
City of Vancouver  
Metro Council  
Oregon Department of Environmental Quality  
City of Tigard, representing Cities of Washington Co.  
City of Lake Oswego, representing Cities of Clackamas Co.  
Clackamas County  
TriMet  
Washington County  
Washington State Department of Transportation

MEMBERS EXCUSED

Sam Adams  
Shane Bemis  
Deborah Kafoury  
Steve Stuart  
Jason Tell  
Bill Wyatt

AFFILIATION.

City of Portland  
City of Gresham, representing Cities of Multnomah Co.  
Multnomah County  
Clark County  
Oregon Department of Transportation, Region 1  
Port of Portland

ALTERNATES PRESENT

Susie Lahsene  
Diane McKeel  
Rian Windsheimer

AFFILIATION

Port of Portland  
Multnomah County  
Oregon Department of Transportation

STAFF: Kim Ellis, Megan Gibb, Mike Hoglund, Allison Kean Campbell, Ted Leybold, Robin McArthur, Chris Myers, Kelsey Newell, Dylan Rivera, Randy Tucker, Patty Unfred, Chris Yake.

**1. CALL TO ORDER AND DECLARATION OF A QUORUM**

Chair Carlotta Collette declared a quorum and called the meeting to order at 7:35 a.m.

**2. INTRODUCTIONS**

Chair Carlotta Collette introduced Metro Councilor Shirley Craddick and Clackamas County Commissioner Paul Savas.

**3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**

There were none.

**4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS**

Chair Collette inquired if any committee member would be willing fill the vacant seat on the State Transportation Improvement Program (STIP) stakeholder committee. Ms. Susie Lahsene nominated Mr. Andy Cotugno of Metro, for the position, Mr. Cotugno accepted.

The Department of Land Conservation and Development released the proposed greenhouse gas (GHG) emission reduction targets for all six Oregon Metropolitan Planning Organization on April 1. The target is specifically for cars, sport utility vehicles (SUVs), and light trucks. . The Metropolitan Greenhouse Gas Emissions Reduction Targets Rule assumes significant advancements in vehicle fleet, technologies and fuels, but also calls for the Portland region to reduce per person carbon emissions by 20 percent through other transportation and land use strategies that will be evaluated through the region's scenario planning.

**5. CONSENT AGENDA**

**5.1 Consideration of the JPACT Minutes for March 3, 2011**

**5.2 Consideration of the FY 2010-12 UPWP – Resolution No. 11-4236**

**5.3 Consideration of an Amendment to FY 2010-11 UPWP – Resolution No. 11-4235**

Mayor Craig Dirksen requested that the March 3, 2011 minutes be corrected to reflect that Councilor Jef Dalin represents the City of Cornelius not City of Tigard as currently written.

MOTION: Mr. Neil McFarlane moved, Councilor Donna Jordan seconded, to approve the consent agenda as amended.

ACTION TAKEN: With all in favor, the motion passed.

**6. INFORMATION/DISCUSSION ITEMS**

**6.1 Climate Leadership Summit**

*6.1.1 Overview of Input from Summit*

Mr. Dylan Rivera of Metro provided a brief overview of the April 1 Climate Leadership Summit event attendance and initial keypad polling results. He emphasized that the summit's discussion, especially the keypad polling exercise, forced choices for purposes of starting discussion and did not constitute a scientific measurement of public opinion. He said the summit participants perceived some strategies as having strong potential for opportunities, such as mixed-use transit oriented development, mileage based fees, and traffic signal timing. Also, he said participants highlighted potential challenges including equity and affordable housing. Staff are in the process of summarizing the responses received and will bring forward for JPACT review in May/June.

#### *6.1.2 Public Perspectives on Climate Strategies*

Mr. Adam Davis of DHM Research Inc. presented an overview of input from the Climate Leadership Summit (CLS) and public opinion research his firm conducted for Metro in March, including a telephone poll and focus groups. Input from the general public and summit attendees included strong support for maintaining a tight urban growth boundary. Strong support was also expressed for creating incentives for people to enroll in car sharing programs, allowing people to borrow fleet cars near their homes with government support but without government regulation. Further support was expressed for offering tax incentives for businesses that offer telecommuting, flexible work hours, and car sharing programs. Support was also expressed for preventing urban sprawl and further protection of regional farmlands. Summit attendees expressed stronger support for emissions reduction policies than the general public. Davis also suggested some themes that elected officials should consider to make sure their policy proposals are understood by the public.

Climate Leadership Summit attendees expressed concern over the rising price of gas, vehicle costs, insurance prices, maintenance costs and recognition that citizens are spending a lot of time and money on cars and driving.

## **7. ADJOURN**

Chair Collette adjourned the meeting at 9:07 a.m.

Respectfully submitted,



Chris Myers  
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR APRIL 14, 2011

The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
5.1	Handout	3/03/11	JPACT Minutes	041411j-01
6.1	PowerPoint	4/2011	Climate Leadership Summit	041411j-02
	PowerPoint	4/14/11	Metro Area Residents' Attitudes about Climate Change and Related Land Use and Transportation Issues	041411j-03
6.1.2	DVD	3/2011	Climate Leadership Summit Compact Development Focus Group Highlights	041411j-04
	DVD	03/2011	Metro Focus Group Highlights Urban/Suburban	041411j-05

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING	)	RESOLUTION NO. 11-4246
THE 2010-2013 METROPOLITAN	)	
TRANSPORTATION IMPROVEMENT	)	Introduced by Rex Burkholder
PROGRAM (MTIP) TO ALLOCATE		
FUNDS TO MANAGE THE REGIONAL		
MOBILITY PROGRAM		

WHEREAS, the 2035 Regional Transportation Plan establishes effective and efficient management of the transportation system as a high priority; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved Resolution No. 09-4099 accepting the Regional Transportation System Management and Operations (TSMO) Plan, which provides a ten-year investment strategy for enhanced management of the transportation system; and

WHEREAS, the Metro Regional Mobility program manages Regional TSMO Plan implementation; and

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects to receive transportation-related funding with approval from JPACT and Metro Council for the MTIP and any subsequent amendments to allocate funding to projects; and

WHEREAS, JPACT and Metro Council approved \$3,000,000 in each of the 2008-11 MTIP and 2010-13 MTIP to fund TSMO projects and conditioned the allocation on project recommendations by the TransPort Subcommittee to the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, JPACT and Metro Council approved Resolution Nos. 10-4144 and 10-4144 which sub-allocated these funds to TSMO projects; and

WHEREAS, JPACT and Metro Council approved Resolution No. 10-4160 to direct that a target \$3,000,000 of 2014-15 regional flexible funds be proposed for TSMO purposes pending public comment and final allocation decision; and

WHEREAS, the Regional Mobility program is seeking to become self-funded through a sub-allocation from the MTIP TSMO program in order to support management of regional TSMO activities; and

WHEREAS, current TSMO capital projects lead by regional partners are unaffected by the sub allocation; and

WHEREAS, TransPort recommends the allocation of funds to manage regional TSMO activities; and

WHEREAS, TPAC considered the TransPort recommendation and recommended funding program management for federal fiscal years 2011 and 2012 and to have additional consideration of funding management of the program after 2012; and

WHEREAS, JPACT approved Resolution No. 11-4246 at the May 12, 2011 meeting; now therefore



BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2010-13 Metropolitan Transportation Improvement Program to allocate funds to manage the Regional Mobility Program as shown in Exhibit A.

ADOPTED by the Metro Council this 12<sup>th</sup> day of May 2011.

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Tom Hughes, Council President

Approved as to Form:

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Alison Kean Campbell, Metro Attorney

Exhibit A to Resolution No. 11-4246  
2010-13 Metropolitan Transportation Improvement Plan Table 3.1 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013	2014 *	2015 *
Metro	15602/15603	ITS Programmatic allocation (to be sub-allocated)	Develop ITS program	CMAQ	Other	0	0	0	0	0	1,500,000	1,500,000
PSU		PORTAL Data Archive	Support enhancement to regional transportation data archive	CMAQ	Other	100,000	103,000	100,000	100,000	100,000		
Metro		Arterial Performance Measure RCTO	Develop concept of operations for arterial performance measurement	CMAQ	Plan		150,000					
ODOT		ITS Network	Upgrade ITS network equipment	CMAQ	Other					47,000		
Metro		Active Traffic Management RCTO	Develop concept of operations for active traffic management	STP	Plan					300,000		
ODOT		TTIP Enhancement for Arterial Traveler Information	Update software and in field systems for data transfer to TTIP	CMAQ	Other				500,000			
City of Beaverton		Canyon Rd/Beaverton-Hillsdale Hwy Adaptive Signal Timing	Install adaptive signal timing	CMAQ	Const			225,000	525,000			
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	PE - Con				500,000	1,350,000		
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	STP	PE - Con				500,000	1,400,000		
Sub-total by year						100,000	103,000	1,350,000	1,100,000	3,197,000	1,500,000	1,500,000
Program Total						9,000,000						

\* Years 2014 and 2015 are not currently programmed but are shown for illustrative purposes as Resolution 10-4160 requests staff to propose a TSMO allocation at existing program level for consideration.

Exhibit A to Resolution No. 11-4246  
2010-13 Metropolitan Transportation Improvement Plan Table 3.1 amendment

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013	2014 *	2015 *
Metro	15602/15603	ITS Programmatic allocation (to be sub-allocated)	Develop ITS program	CMAQ	Other	0	0	0	0	0	1,487,738	1,500,000
Metro		Regional Mobility Management <b>1</b>	Manage regional mobility coordination and projects	STP	Other			195,000	200,850	0	0	0
PSU		PORTAL Data Archive	Support enhancement to regional transportation data archive	CMAQ	Other	100,000	103,000	100,000	100,000	100,000		
Metro		Arterial Performance Measure RCTO	Develop concept of operations for arterial performance measurement	STP	Plan		150,000					
ODOT		ITS Network Equipment <b>2</b>	Upgrade ITS network equipment	CMAQ	Other						47,000	
Metro		Active Traffic Management RCTO <b>3</b>	Develop concept of operations for active traffic management	STP	Plan						172,137	
ODOT		TTIP Enhancement for Arterial Traveler Information <b>4</b>	Update software and in field systems for arterial data transfer to TTIP	CMAQ	Other					244,275		
City of Beaverton		OR8 & OR10: Murray Blvd to 110th Ave (SCATS)	Install adaptive signal timing	CMAQ	PE			225,000				
				CMAQ	Const				525,000			
Washington Co		Tualatin-Sherwood Rd ATMS Phase 2: 99W - Teton	Upgrade traffic signal systems and install video detection system	CMAQ	PE				500,000			
				CMAQ	Const					1,350,000		
City of Portland		Active Corridor Management: Powell/Glisan/Sandy/Halsey/I-84 <b>5</b>	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	PE				500,000			
				CMAQ	Const					1,400,000		
Sub Totals by year						100,000	253,000	520,000	1,825,850	3,301,150	1,500,000	1,500,000
<b>Program Total</b>												<b>9,000,000</b>

\* Years 2014 and 2015 will not be programmed through this amendment but are shown for purposes of intent should JPACT and Metro Council fund TSMO activities at current program levels (as Resolution No. 10-4160 directs staff to propose) and as will be considered in the final allocation of 2014-15 regional flexible funds currently scheduled for November 2011.

1. Add Regional Mobility Administration project for years 2011 and 2012 based on 2010-11 funding levels. Includes 3% inflation factor.
2. Move ITS Network equipment from 2013 to 2014. Funding stays the same.
3. Move Active Traffic Management RCTO from 2013 to 2014. Reduce funding from \$300,000 to \$172,137.
4. Move TTIP Enhancement from 2012 to 2013. Reduce funding from \$500,000 to \$244,275.
5. Move Active Corridor Management PE from 2011 to 2012. Move construction from 2012 to 2013.

## **STAFF REPORT**

### **IN CONSIDERATION OF RESOLUTION NO. 11-4246, FOR THE PURPOSE OF AMENDING THE 2010-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ALLOCATE FUNDS TO MANAGE THE REGIONAL MOBILITY PROGRAM**

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Date: April 29, 2011

Prepared by: Ted Leybold – 503-797-1759

## **BACKGROUND**

Since 2005, Metro has actively managed regional coordination and integration of Transportation System Management and Operations (TSMO) into the metropolitan planning functions. Initially, this function was funded by an FHWA Regional Concept of Transportation Operations demonstration grant, which provided two years of funding for a Metro-housed transportation planner to create a regional collaboration framework for TSMO. The grant's success led to a permanent planning position to oversee a new Regional Mobility program that manages collaboration and implementation of the Regional TSMO Plan, adopted in June 2010.

Currently, Metro is largely funding administration of the Regional Mobility program through its federal planning funds. With the transition from a newly-emerging program area into an established one, Metro seeks to align the administrative structure of the program with those of the Regional Travel Options and Transit Oriented Development, which fund program management through their respective regional flexible fund grants. The proposal follows the same evolution as previous programs, where an idea is nurtured until it reaches a level of maturity to be self-sustaining. This approach provides a stable footing for regional management of TSMO activities thus ensuring continuity over the next two fiscal years.. TPAC stated an interest in further consideration of how to fund management of the regional mobility program in future years. Attachment 1 includes a letter in support of the resolution from TransPort, the TSMO subcommittee to the Transportation Policy Alternatives Committee (TPAC).

JPACT and Metro Council have approved a total of \$6 million in TSMO programmatic funding for MTIP years 2010 – 2013 and have identified an additional \$3 million for allocation for the 2014-15 MTIP. In collaboration with TransPort, the TSMO subcommittee of the Transportation Policy Alternatives Committee (TPAC), developed a five-year funding recommendation for Regional Mobility program management, requesting a sub-allocation of the TSMO program funds to support management of regional TSMO activities. TPAC recommends funding program management for two years in FFY 2011 and 2012 with further discussion about how to fund program management in future years. The programming recommendation is summarized in Exhibit A. To accommodate the new project within the existing program allocation, funding for the Active Traffic Management RCTO and the TripCheck Traveler Information Portal (TTIP) Enhancement for Arterial Traveler Information was reduced and the time horizons were extended. The capital projects lead by City of Portland, City of Beaverton and Washington County are unaffected by this recommendation.

The services provided to the region through the Regional Mobility program include:

- New revenue and grant coordination – Acquire additional transportation funding to the region by coordinating grant applications with partner agencies when regional coordination creates a competitive advantage (i.e. FHWA ARRA funds, ODOT Operations Innovation grant); keep local

TSMO projects eligible and competitive for grant funds by managing the coordination and upkeep of regional ITS architecture and TSMO plan.

- Making streets safer and more efficient – Operation of the arterial street network needs to be coordinated across jurisdictional boundaries. Prior to the demonstration grant, coordination had been ad-hoc and without a common set of principals or guidelines between agencies. This program improves operations and safety through proactive oversight and implementation of the Regional TSMO Plan; administrative support for TransPort and its established and ad hoc subcommittees, including the PORTAL advisory committee and the ITS Network advisory committee; support for the Regional Safety work group and its activities; manage allocation and administrative support of TSMO-designated regional flexible funds to partner agencies.
- Investing scarce transportation resources more effectively and efficiently – Understanding how the transportation system is performing today and in the future is critical to making wise investment choices in an era of scarce resources. The Regional Mobility program at Metro supports the understanding of system performance by supporting research and development activities related to TSMO and safety. The program also coordinates TSMO professional development opportunities and manages outreach activities including web page, presentations, and informational materials.

The 2010-2013 MTIP needs to be amended to reflect the sub allocation of program funds. Additionally, the resolution demonstrates intent to program funds to TSMO program management from funds targeted to TSMO activities in the 2014-2015 allocation of regional flexible fund allocation process, pending final adoption of those funds in the 2012-15 MTIP.

This change to programming is exempt by federal rule [40 CFR 93.134] from the need for conformity determination with the State Implementation Plan for air quality.

## ANALYSIS/INFORMATION

- **Known Opposition**                      There is no known opposition to the proposal at this time.
- **Legal Antecedents**                      Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area); Amends the Metro Council Resolution 07-3773 on March 15, 2007 (For the Purpose of Allocating Regional Flexible Funding for the Years 2010-2011); Amends the Metro Council Resolution 09-4017 on March 19, 2009 (For the Purpose of Allocating Regional Flexible Funding for the Years 2012-2013); Amends the Metro Council Resolution 10-4144 on May 13, 2010 (For the Purpose of Amending the 2008-2011 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Community Projects that Enhance Efficiency of the Regional Transportation System).
- **Anticipated Effects**                      Adoption of this resolution will allocate federal transportation funding to support implementation of the Regional TSMO plan.
- **Budget Impacts**                      A local agency match is required for funds allocated to Metro for the Regional Mobility program management project. The required local agency match applied to these federal funds is 10.27%. These funds, with the required local match, have been included in Metro's FY2011-12 base budget. The amendment commits Metro to providing local match for this MTIP sub-allocation in future years.

**RECOMMENDED ACTION**

Metro staff recommends the approval of Resolution No. 11-4246

March 21, 2011

JPACT & Metro Council

## **TransPort**

*Oregon  
Department of  
Transportation*

*Washington State  
Department of  
Transportation*

*Metro*

*Southwest  
Washington  
Regional  
Transportation  
Council*

*TriMet*

*C-Tran*

*Clackamas  
County*

*Multnomah  
County*

*Washington  
County*

*City of Beaverton*

*City of Gresham*

*City of Hillsboro*

*City of Portland*

*Port of Portland*

*Portland State  
University*

Subject: Letter of Support for Resolution 11-4246 to establish funding for management of the Regional Mobility program

Dear Metro Council and JPACT members,


TransPort, the Transportation System Management and Operations (TSMO) Subcommittee of the Transportation Policy Alternatives Committee, submits this letter of support for the Regional Mobility program as the coordinator of regional TSMO activities; and endorses amending the TSMO regional flexible fund allocation to support management of the Regional Mobility program if other funding sources cannot be secured.

The Portland metropolitan region is a nationally recognized leader in the area of transportation system management and operations. For over 17 years, TransPort has actively coordinated to ensure that the region's day-to-day travel is both safe and efficient. For many years, ad hoc regional coordination sufficed. However, with the growing sophistication of regional travel operations, TransPort recognized the need for a more formalized management structure to better support its activities. A TransPort-guided FHWA grant developed a regional collaboration framework for TSMO to be housed at Metro, the regional metropolitan planning organization.

TransPort strongly endorses maintaining the Regional Mobility program as the central point for management of regional TSMO activities. Effective collaboration and coordination among regional partners depends on dedicated resources committed to this purpose. In a span of five years this program has increased awareness and funding for TSMO activities; produced a regional vision and investment strategy; integrated TSMO into the regional transportation planning framework; and enhanced regional collaboration through new partnerships and initiatives.

With the newly minted Regional TSMO Plan entering its implementation phase, the need for dedicated management support is even greater as the region has set a high bar for advancing smart TSMO solutions. The Regional Mobility program provides the necessary management support to secure project and research funding, advance concept development, and drive TransPort activities. The bottom line is the program is integral to achieving a more efficient, performance-based transportation system for people and goods.

Sincerely,



Dennis Mitchell, ODOT Region 1  
TransPort Chair





Date: May 5, 2011  
To: JPACT and interested parties  
From: Kim Ellis, Principal Transportation Planner  
Re: Updated Phase 1 Scenario Approach and Framework

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## ACTION REQUESTED

JPACT direction on the overall framework and “beta” indicators is requested.

## BACKGROUND

The Phase 1 Climate Smart Communities Scenarios analysis is anticipated to begin in June, and will focus on determining the key characteristics and combinations of land use and transportation strategies that are most promising for meeting the region’s carbon emissions reduction target and that should be carried forward to Phase 2 for further evaluation.

Staff presented the *Discussion Draft Phase 1 Scenario Approach and Framework* (dated February 23, 2011) to the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) over the past two months. The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Policy Advisory Committee (MPAC) provided further input on March 3 and March 9, respectively.

The committees supported the overall approach, but also expressed concern that House Bill 2001 only mandates consideration of carbon emissions from light vehicles. MTAC recommended building in more opportunities for collaboration with TPAC throughout the scenario planning process.

A work group of members of the Transportation Policy Alternatives Committee and the Metro Technical Advisory Committee has been created to provide technical support to the Climate Smart Communities Scenarios process in 2011. Table 1 lists the work group members for reference.

The attached document reflects the comments and refinements identified to date, and provides direction to staff and the work group moving forward.

### CLIMATE SMART COMMUNITIES SCENARIO PLANNING





**Table 1. TPAC/MTAC Climate Smart Communities Scenarios Technical Work Group Members**

	Name	Affiliation	Membership
1.	Tom Armstrong	City of Portland	MTAC alternate
2.	Andy Back	Washington County	TPAC alternate & MTAC alternate
3.	Chuck Beasley	Multnomah County	MTAC
4.	Lynda David	Regional Transportation Council	TPAC
5.	Jennifer Donnelly	DLCD	MTAC
6.	Denny Egner	City of Lake Oswego	MTAC member
7.	Elissa Gertler/Karen Buehrig	Clackamas County	TPAC
8.	Mara Gross/Chris Beane	TPAC citizen members	TPAC members
9.	Jon Holan	City of Forest Grove	MTAC alternate
10.	Katherine Kelly/Jonathan Harker	City of Gresham	TPAC member/MTAC member
11.	Nancy Kraushaar/Kenny Asher	City of Oregon City/City of	TPAC member/TPAC alternate
12.	Alan Lehto/Jessica Tump	TriMet	TPAC/MTAC
13.	Mary Kyle McCurdy	MTAC citizen/community group	MTAC member
14.	Mike McKillip	City of Tualatin	TPAC member
15.	Tyler Ryerson	City of Beaverton	MTAC alternate
16.	Lainie Smith	ODOT	TPAC alternate and MTAC

## NEXT STEPS

Staff will work with the technical work group to continue refining the framework and scenario assumptions in May. This work will also include refining the set of indicators to be evaluated in Phase 1.

JPACT will be asked to affirm the evaluation approach at the June meeting, allowing staff and the technical work group to move forward with the Phase 1 analysis.

The results of the analysis will be summarized and brought forward for discussion by the region's decision-makers and community and business leaders in Fall 2011. The regional policy discussion will shape the findings and recommendations forwarded to the 2012 Legislature and the next phase of the process.

/attachment: Draft Phase 1 Scenario Evaluation Framework (May 5, 2011)

## DRAFT Phase 1 Scenario Evaluation Framework

This framework is proposed to guide the development and evaluation of the Phase 1 scenarios in 2011 and reflects input received to date from Metro's policy and technical advisory committees and the Metro Council. The primary objective of the Phase 1 scenarios analysis is to determine the carbon emissions reduction potential of different combinations of strategies and their ability to achieve state carbon emissions reduction targets for cars, small trucks and sport utility vehicles (SUVs).

### GUIDING PRINCIPLES:

- **Focus on outcomes and co-benefits:** The strategies that are needed to reduce carbon emissions can help save individuals, local governments and the private sector money, grow local businesses and create jobs and build healthy, livable communities. The multiple benefits should be emphasized and central to the evaluation and communication of the results.
- **Build on existing efforts and aspirations:** Start with local plans and 2010 regional actions<sup>1</sup> that include strategies to realize the region's six desired outcomes.
- **Show cause and effect:** Provide sufficient clarity to discern cause and effect relationships between strategies tested and realization of regional outcomes.
- **Be bold, yet plausible:** Explore a range of futures that may be difficult to achieve but are possible.
- **Make relevant, understandable and tangible:** Organize information so decision-makers and stakeholders can understand the choices, consequences (intended and unintended) and tradeoffs.
- **Meet state climate goals:** Demonstrate what is required to meet state carbon emissions reduction targets for cars, small trucks and SUVs, recognizing reductions that from other emissions sources must also be addressed in a comprehensive manner.



*The region's six desired outcomes –  
adopted by the Metro Council on  
December 16, 2010.*

### WHAT WE HOPE TO ACCOMPLISH:

- Determine what combinations of land use and transportation strategies are required to meet the state carbon emissions reduction targets for light vehicles.
- Show potential impacts and benefits through a comprehensive array of measures that link back to the six desired outcomes and community values to demonstrate how well the strategies support local plans and the region's desired outcomes.
- Identify the potential challenges, opportunities and tradeoffs associated with different strategies and implications for the region and state.
- Identify the key characteristics and combinations of strategies that are most promising for meeting the region's carbon emissions reduction target and that should be carried forward to Phase 2 for further evaluation.
- Report findings and make recommendations to the 2012 Legislature and future project phases.

<sup>1</sup> In 2010, the Metro Council adopted the Community Investment Strategy and Regional Transportation Plan, and designated urban and rural reserves. These actions provide the policy foundation for better integrating land use decisions with transportation investments to achieve the region's six desired outcomes and state climate goals.

## OUTCOMES TO BE EVALUATED:

While the primary objective of the scenarios analysis is to determine the carbon emissions reduction potential of different combinations of strategies and their ability to achieve state targets for cars, small trucks and SUVs, the evaluation of a smaller set of scenarios will also consider:

- **Outcomes and co-benefits** – Benefits and impacts across environmental, economic, and equity goals from a business, individual/household and regional perspective will be evaluated to clearly illustrate the policy choices and tradeoffs. Evaluation methods and criteria will be clearly explained and available.
- **Effectiveness and Cost** – Carbon emissions reduction potential will be evaluated, along with the costs and cost effectiveness of different strategies.
- **Implementation opportunities and challenges** – The feasibility of implementing different strategies and the timeframe required will be assessed to inform next steps and recommendations for Phase 2 of the process.

Table 1 identifies the outcomes-based indicators that are readily available to evaluate the Phase 1 scenarios using the metropolitan-scale GreenSTEP<sup>2</sup> model. The evaluation will be supplemented with national research findings, past regional model runs and scenarios work, and localized case studies from current planning efforts and the Envision Tomorrow<sup>3</sup> scenario planning tool.

This research will be used to identify the key features and characteristics that are most promising for meeting the carbon emissions reduction target and that should be carried forward to Phase 2 to better define geographically and evaluate. The indicators will continue to be refined in Phase 2 of the process as the evaluation effort transitions to Envision Tomorrow, which will provide spatial analysis capabilities allowing for a more robust analysis of economic development, public/private costs, accessibility, public health and environmental justice indicators.

**Table 1. Beta Indicators for Phase 1 (proposed)**

Business	Individuals and Households	Region
Delay by vehicle type (light vehicle, bus, freight truck)	Amount of daily driving (VMT) per capita and by income group	Carbon emissions
Freight truck travel costs	Transportation cost per household by income group	Air quality emissions
Freight truck travel time	People living in areas with a good mix of homes, jobs and services by income group	Transportation energy consumption
	Physical activity/Walking, biking and transit per capita	Land consumption
	Fuel consumption per capita and by income group	Infrastructure costs (capital and operations)
	Water consumption per capita	Investment revenues generated
	Light vehicle travel time per capita	Public service costs
	Transit service levels per capita	

<sup>2</sup> Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) is a non-spatial model used to estimate transportation sector emissions with sensitivity to mixed-use, vehicle fleet mix, transportation cost, fuels and other factors which are used to calculate household VMT and corresponding greenhouse gas emissions. Inputs within the statewide model will be tailored where more current local/regional information is available to create a metropolitan GreenSTEP model for Phase 1.

<sup>3</sup> Envision Tomorrow is a spatial GIS-based scenario planning tool that estimates the effect of changes to land use using a combination of land use, environmental and transportation data. The inputs will be tailored where more current local/regional information is available for more refined scenario analysis in Phase 2.

## WHAT IS A SCENARIO?

A scenario is a possible future, representing a hypothetical sequence of possible events or set of circumstances. Scenarios are often used to help see the potential impacts of different land-use and transportation decisions on future generations and their quality of life. Scenarios can be created around a set of themes or stories to test what might happen if the strategies assumed in the scenario are implemented. Scenarios can foster an understanding of the opportunities and challenges that the future might hold to inform development of a preferred strategy or course of action. Scenarios can also help manage uncertainty because scenarios are a range of possible futures.

The scenarios to be tested in this phase are for discussion and research purposes only, and do not represent a Metro Council, JPACT or MPAC endorsed policy proposal. The scenarios will be developed and analyzed with input from Metro's technical advisory committees during the summer 2011. Results will be presented to decision makers and stakeholders in the Fall 2011.

## DEFINING THE SCENARIOS:

- **Build on lessons learned from statewide scenarios.** Scenarios will be created by applying different levels of implementation to meet state carbon emissions reduction targets for cars, small trucks and SUVs. The region should use the attributes of the best performing statewide scenarios as a starting point for defining the region's scenarios. The region may want to consider different assumptions, however, such as more aggressive assumptions for deployment of electric vehicle and hybrid vehicles.
- **Develop complementary packages of strategies.** Scenario inputs will be based on different combinations of strategies and levels of implementation or investment, reflecting MPAC, JPACT and Metro Council direction. For example, combining mixed-use development, expanded public transit and parking management could make one scenario and combining industrial centers, travel demand management and vehicle travel fees could create another one.
- **Explore a range of possible futures.** The first phase is not about 'picking a winner' from the set of scenarios evaluated, but to explore a range of possible futures and then discuss and agree on the associated opportunities, challenges and implications for the region and state.

## EVALUATING THE SCENARIOS:

- **Good communication tools and methods are critical.** Use case studies, visualization and illustration tools to communicate results and make the choices real for policymakers and the public.
- **A comprehensive evaluation is needed to understand the political, community, social equity, and economic implications of different strategies.** Analysis needs to consider benefits, costs and tradeoffs for individuals, businesses and local governments. There are many choices – the first phase should clearly pose the consequences (intended and unintended) of different choices.
- **Public health and equity need to be meaningfully built into the evaluation.** This should include assessing the impacts to transit dependent communities and places in the region that do not have well-connected street systems, sidewalks, and bicycle facilities.
- **Test realistic pricing strategies.** The scenarios need to be realistic about pricing as a strategy given the lack of public acceptance and current economic climate.
- **Evaluate parking management as a potential resource to realize community investments.** Assess how parking management and other resources developed by the strategies could be used to help fund expanded transit or streetscape investments in downtowns and main streets.

## STRATEGIES TO BE TESTED IN PHASE 1:

Table 2 provides a framework for testing a variety of regional-level strategies during the summer of 2011 with the goal of determining what combination of strategies are needed to reduce carbon emissions. **The table is for discussion and research purposes only, and does not represent a Metro Council, JPACT or MPAC endorsed policy proposal.**

- Each category includes a set of carbon reduction strategies that the metropolitan GreenSTEP model is able to test, including transportation, land use, fleet and technology strategies. The strategies are assumed to be implemented with consideration of environmental justice and equity concerns; there may be some strategies that by their very nature could pose challenges.
- Scenarios will be created in Phase 1, reflecting different implementation levels for each strategy. Level 1 represents the Reference Case, reflecting current adopted plans and policies.

The top performing combinations of strategies will be evaluated in more detail, using the indicators listed in Table 1. Additional sensitivity analysis may be conducted after the initial set of scenarios are evaluated as time and resources allow.

**Table 2. Climate Smart Communities Scenarios (DRAFT TO BE REFINED BY TPAC/MTAC TECHNICAL WORK GROUP IN MAY)**

	2035 Implementation Levels			Climate Strategies to be Tested (indicated in bold)
	Level 1 (Reference)	Level 2	Level 3	
COMMUNITY DESIGN	TBD	Double	Triple	Households in <b>mixed-use areas and neighborhoods</b> <sup>4</sup> (percent)
	TBD	½-current rate	No expansion	<b>Urban growth boundary</b> (expansion relative to population growth)
	2%	Triple		<b>Bicycle travel</b> (mode share)
	2035 RTP Financially Constrained (FC) System			<b>Road capacity</b>
	TBD 2035 RTP FC	Double	Triple	<b>Bus and rail transit service</b> (revenue mile growth per capita compared to base year level)
PRICING <sup>5</sup>	31%	Double	100%	<b>Workers paying for parking</b> (percent)
	29%	TBD	TBD	<b>Non-work trips paying for parking</b> (percent)
	TBD	TBD	TBD	<b>Average daily parking fee</b> for work and non-work trips (2005\$)
	\$0	TBD		<b>Pay-as-you drive insurance</b>
	\$0.42	TBD		<b>Fuel and emissions fees</b> <sup>6</sup>
	\$0	TBD		<b>Vehicle travel fees</b> <sup>7</sup>

<sup>4</sup> Existing zoning and forecasted population and employment held constant across all scenarios.

<sup>5</sup> Reflected as the cost per mile to drive. Fuel price will held constant across all scenarios, reflecting market trends.

<sup>6</sup> Reference case assumes only current gas tax. Carbon fee, increased gas tax, or other instruments could be used.

<sup>7</sup> Vehicle miles traveled fee or other instruments could be used.

	2035 Implementation Levels			Climate Strategies to be Tested (indicated in bold)
	Level 1 (Reference)	Level 2	Level 3	
MARKETING & INCENTIVES	5%	TBD		Households participating in <b>individualized marking programs</b> (percent)
	TBD	TBD		Workers participating in <b>employer-based demand management programs</b> <sup>8</sup> (percent)
	TBD	TBD		Households participating in <b>carsharing</b> (target participation rate per carshare vehicle)
	0%	TBD		Households participating in <b>ecodriving</b> (percent)
MANAGEMENT	10%	TBD		System management strategies such as traffic signal timing, <b>incident management</b> (percent of delay addressed)
FLEET	44%	29% <i>Level 3 from State Agency Report</i>		<b>Auto/truck vehicle proportions</b> (light truck percent)
	10 years	8 years <i>Level 3 from State Agency Report and assumed in the Metropolitan GHG Reduction Targets Rule</i>		<b>Fleet turnover rate/ages</b>
TECHNOLOGY	50 mpg	58.1 mpg <i>Level 3 from State Agency Report and assumed in the Metropolitan GHG Reduction Targets Rule</i>		<b>Fuel economy</b> (average of auto and light trucks)
	81.34 g CO <sub>2</sub> e/ megajoule	72.38 g CO <sub>2</sub> e/ megajoule <i>Level 3 from State Agency Report and assumed in the Metropolitan GHG Reduction Targets Rule</i>		<b>Carbon intensity of fuels</b>
	8% <i>Level 3 from State Agency Report</i>	TBD	56% <i>Level 4 from State Agency Report</i>	<b>Electric vehicles and plug-in hybrids market shares</b>

The results of the analysis will be summarized and brought forward for discussion by the region's decision-makers and community and business leaders in Fall 2011. The regional policy discussion will shape the findings and recommendations forwarded to the 2012 Legislature and the next phase of the process.

<sup>8</sup> Examples include transit fare reduction, carpool matching and other carpool programs, and compressed work week.



Date: May 5, 2011  
To: Climate Leadership Summit Attendees, Joint Policy Advisory Committee on Transportation, Metro Policy Advisory Committee and Interested Parties  
From: Dylan Rivera, Public Affairs Specialist  
Subject: Climate Leadership Summit Summary

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### **Background and purpose**

The region has launched a multi-year process to design the best set of policies to reduce carbon emissions from transportation while helping achieve our goals of building livable, prosperous and equitable communities. To help engage policymakers and community stakeholders in a meaningful way, Metro convened about 250 participants at a Climate Leadership Summit at the Oregon Convention Center, Friday April 1. This was a joint meeting of the Metro Council, Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT), but also included other elected officials, local government staff, and leaders from minority and underserved communities, community groups and the business community.

This memo summarizes the input gathered from summit participants regarding various strategies that could be used to reduce emissions from cars, small trucks and sport utility vehicles. Input was gathered through keypad polling and oral and written remarks. The tabular keypad data and a transcription of the comment card responses are provided at the end for reference.

Keypad questions regarding the roles of summit participants and their views of emissions reduction in general were summarized by Adam Davis in another report and are not part of this summary. This report is intended to give policymakers and planning staff guidance on the preferences, opportunities and challenges identified by stakeholders and members of the region's two policy committees, the Joint Policy Advisory Committee on Transportation and the Metro Policy Advisory Committee.

### **Keypad Exercise**

The keypad polling exercise was intended to gather input from the audience, but also to prompt conversation about strategies that could help reduce carbon emissions. The climate strategies voted on were organized within the following categories:

- community design
- pricing
- marketing
- management

The strategies presented at the summit intentionally did not represent the full range of strategies that will be considered in the region's scenario planning effort, and the intent was not to eliminate certain policy options. The keypad exercise was intended to serve as a starting point for the region's discussion on how policies were effective at meeting various desired outcomes. Participants were asked to select the strategy among clusters of like strategies that, in their view, had the greatest potential to support community, equity, economic, political and carbon reduction goals.



For example, community design strategies such as mixed-use development, public transit and pedestrian and trail connections were weighed against each other, not against pricing strategies or marketing strategies. For this reason, it would not be advisable to draw conclusions based on the overall rankings in Table 1. The strategies ranked highest on Table 1 had a higher margin of votes cast for it than peers within each category.

**Table 1: Overall keypad polling results from Climate Leadership Summit**

Climate Strategies		Community					Total
		1	2	3	4	5	
2B	Signal timing/transit at intersections	64	89	57	73	42	325
1A	Mixed-use development in centers/corridor	54	29	73	39	55	250
4A	Mileage-based fees	47	44	47	47	49	234
3B	Household-based indiv. marketing	44	33	36	43	33	189
3A	Commuter trip reduction programs	39	19	35	36	29	158
4B	Fuel-based taxes	40	17	30	23	46	156
3C	Carsharing, carpooling & vanpooling	16	48	28	21	39	152
4C	Congestion pricing/tolling	3	44	48	27	22	144
2C	Electric charging stations/infrastructure	31	6	35	15	56	143
1B	Public transit	18	62	15	18	22	135
1C	Pedestrian, bike and trail connections	29	9	12	42	23	115
4D	Employee parking fees	13	25	5	33	12	87
2A	Incident management	5	5	8	12	2	32

ALL COMMUNITY SYSTEM MARKETING PRICING

*Note: Pricing strategies have been adjusted to account for four strategies compared against each other while the other strategies were compared among only three.*

Input from keypads and written and oral comment serve as a benchmark for where the region's policymakers and stakeholders stand on climate change strategies. However, they should be viewed in light of the fact that they only included responses from about half the membership of policy committees. On some technical issues, research by planning staff could refine or contrast with perceptions expressed at the summit. On issues of community impact and aspirations, perspectives from the summit identify issues may cause concern or potentially conflict with other policy goals.



## Community Design Strategies

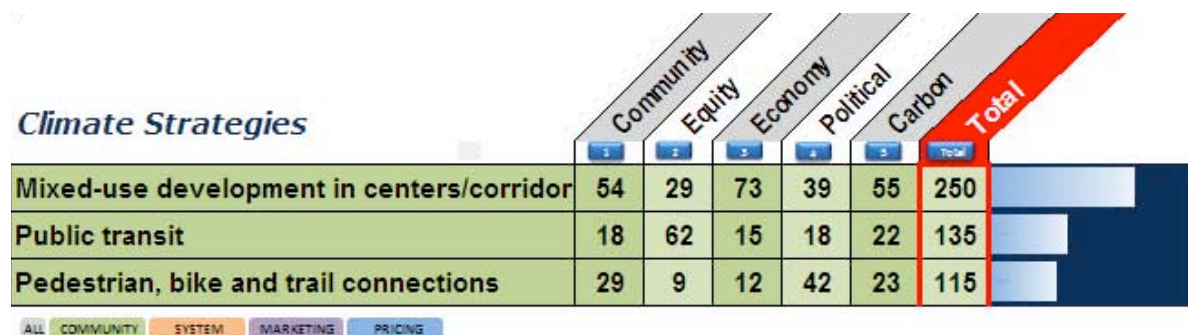
Among community design strategies, mixed use development in centers/corridors rated the most favored. This strategy was highest ranked for performance in supporting a healthy economy, with 73 votes compared with 15 for public transit and 12 for pedestrian, bike and trail connections. It was the highest ranking strategy in meeting all five policy goals, except for potential to help minority and underserved communities.

This was underscored by written and oral comments from summit participants. “Incentive to increase mixed use ensuring accessibility, walkable neighborhoods in low income brackets,” was a typical comment. Addressing social equity was raised 11 times in written comments, more than any other topic. A related concern, providing affordable housing and a mix of housing types, was mentioned nine times.

Keypad tallies from policy committee members were very similar to sentiment expressed by others at the summit, with a few exceptions in emphasis. Most summit participants said that increasing mixed use development fit with their local plans and community aspirations. Nearly three-fourths of policy committee members rated it highest, compared with half of other participants. The other participants were more likely to favor pedestrian, bike and trail connections than policy committee members were.

Most summit participants favored expanding transit service as a strategy to address needs of low income and minority communities. About two-thirds of other participants favor transit service, while about half of policy committee members did.

**Table 2: Community design keypad polling results**



### Community design strategies

- Mixed-use development in centers and corridors
- Public transit service
- Pedestrian, bike and trail connections

Written comments expressed concern about affordable housing among other equity considerations:

- “High-opportunity, well-connected neighborhoods are often expensive – and this must be mitigated to allow low-income access to these communities.”
- “... changing the tax structure to make mixed use more affordable for existing small business/local retail in centers and corridors and for residents who need it most.”
- “Be sure to include ‘affordable housing, foods, childcare and healthcare’ in Metro’s planning language for mixed-use development. Low income and affordable housing communities walk the most and travel the furthest to get to their jobs and the services they need.”

## Transportation Management and Operations

Among management and operations strategies, traffic signal timing/transit priority at intersections rated by far the most favored. With 325 votes, this strategy had more than double the total votes of electric vehicle charging stations/infrastructure and 10 times the tally of incident management. It had more votes than the other operations strategies on every policy goal except for reducing carbon emissions.

Written comments echoed this sentiment:

- “(signal timing/transit@intersections) could be very low hanging fruit”
- “Some of these changes can take place in the short-term (signalizations, roundabouts) other long term are going to take place because of the market (price of fuel).”

### Transportation management and operations strategies

- Incident management
- Traffic signal timing and transit priority at intersections
- Electric vehicle charging stations and supporting infrastructure

Incident management received the fewest votes of any strategy in the management category – and the fewest in any category. It received no votes from policy committee members for addressing needs of low income communities, helping the economy or political feasibility. About 10 percent of other participants voted for it for helping the economy and for political feasibility.

Oral and written comments raised concern that incident management may be a very cost effective strategy that is poorly understood.

**Table 3: Transportation management and operations keypad polling results**

Climate Strategies						Total	
	Community	Equity	Economy	Political	Carbon		
Incident management	5	5	8	12	2	32	
Signal timing/transit at intersections	64	89	57	73	42	325	
Electric charging stations/infrastructure	31	6	35	15	56	143	

ALL COMMUNITY SYSTEM MARKETING PRICING

## Marketing

In the marketing category, the three strategies were the most evenly split among summit participants. Household-based individualized marketing had the most votes, with 20 percent more than commuter trip reduction programs and 24 percent more than carsharing, carpooling and vanpooling. Individualized marketing had the most votes in achieving three of the five policy goals (community aspirations, helps economy and political feasibility) while carsharing, carpooling & vanpooling had the most votes for two goals (equity and carbon reduction).

### Marketing strategies

- Commuter trip reduction programs
- Household-based Individualized marketing programs
- Carsharing, carpool and vanpool programs

Keypad voting for marketing strategies were similar among policy committee members and nonmembers, with one exception. Half of the policy committee members favored individualized marketing as fitting local plans, compared with about 37 percent of other participants. About half of nonmembers supported expanding carsharing, carpooling and vanpooling to address the needs of underserved communities, while about 40 percent of committee members did.

Ten written comments mentioned marketing or some aspect of public education:

- “A strategy for educating citizens, small business, development/finance etc to understand the connection between the GHG policies and improving health, reduce monthly personal expenses, improve natural environment; protect local farm-forest land, etc.”
- “Considered but needing emphasis: MARKETING, MESSAGING, EDUCATION: We have to win hearts and minds, plant the seed in many currently unaware minds that new, different personal choices are critically important.”
- “STUDENT EDUCATION and ridership re public transit.”

**Table 4: Marketing keypad polling results**

Climate Strategies	Policy Goals					Total	
	Community	Equity	Economy	Political	Carbon		
Commuter trip reduction programs	39	19	35	36	29	158	
Household-based indiv. marketing	44	33	36	43	33	189	
Carsharing, carpooling & vanpooling	16	48	28	21	39	152	

ALL COMMUNITY SYSTEM MARKETING PRICING

## Pricing

Charging mileage-based fees was the most popular strategy in a category of four pricing strategies. This category was the only one to offer four options, rather than three, so Metro has adjusted the voting results to account for having one more option (multiplying by 1.33).

With the adjusted figures, mileage-based fees had 234 votes, which is one-third more than the 156 received by fuel based taxes. Implement congestion pricing/tolling was the third most favored (144 votes) and charging employee parking fees had far fewer, just a third of the votes received by mileage-based fees.

Keypad results for pricing strategies showed the largest difference between policy committee members and nonmembers at the summit. Committee members ranked mileage based fees as the most effective strategy in meeting all five policy goals. That strategy was also the favorite pick of nonmembers for meeting the political feasibility goal. Two out of three committee members voted for mileage based fees to meet that goal, while a plurality of only 29 percent of nonmembers also chose it. Nonmembers were almost evenly split among the four pricing strategies in rating their level of political support, giving the other three strategies 21-25 percent of their votes as best meeting that goal.

Unlike the policy committee members, nonmembers voted for a wider range of the pricing strategies. They rated increase fuel based taxes as the top pick (39 percent support) for meeting local plans and community aspirations. They favored congestion pricing slightly more than mileage based fees for potential to help low income communities and for supporting a healthy economy. They also favored increasing fuel based taxes for the potential to reduce carbon emissions.

### Pricing strategies

- Mileage-based fees
- Fuel-based taxes
- Congestion pricing/tolling
- Employee parking fees

**Table 5: Pricing keypad polling results**

Climate Strategies						Total
	1	2	3	4	5	
Mileage-based fees	47	44	47	47	49	234
Fuel-based taxes	40	17	30	23	46	156
Congestion pricing/tolling	3	44	48	27	22	144
Employee parking fees	13	25	5	33	12	87

Written comments expressed a variety of views on the pricing strategies:

- “Adjust SDCs and other fees to encourage mixed use development in centers and corridors. Pricing can encourage the behavior we want.”
- “Funding of providing additional services will be likely need to associated w/ mileage based fees/ fuel based taxes.”
- “The categories are not equally effective. Pricing is more effective than the others.”

Some oral comments also raised concerns and challenges regarding pricing strategies:

- “I represent an industry that is auto dependent. If I’m an Intel and I’m running trucks to the airport I’m looking at the least expensive time under congestion pricing to run trucks to the airport and to them it might work... It advertently affects other populations.”
- “A big plug for mileage based fees.... it depends on how many miles you travel. Those least able to afford gasoline would not be having to pay a higher gas tax.”

## **Conclusions and Next Steps**

The Portland metropolitan region will be the first in Oregon to create land use and transportation scenarios designed to meet the state carbon emissions reduction targets, as required by House Bill 2001. The scenarios have not been designed yet; local leaders who attended the summit provided input on what political, economic, social equity and other factors the region should consider as it studies the issue and forms scenarios for the region to test this summer and in 2012.

Input from the summit provides a sense of how policymakers and stakeholders view land use and transportation strategies across multiple policy goals. During the keypad polling, subsequent discussions and comment card responses, four issues emerged as most critical.

First, preferences appeared to be highly dependent on which strategies are most familiar to the participants. Mixed-use development in centers and signal priority for public transit received strong margins of support and both are relatively well understood in the Portland area. Marketing strategies were all relatively popular, and most are already implemented to some degree in the region. The difference between policy committee member views of the pricing strategies and the nonmember views may be an area needing further exploration as the scenarios project continues.

Second, participants recognized that the scenario planning process needed to take into account the fiscal, social equity, public health and affordability issues facing the region. People of all incomes and in all parts of the region need access to educational and economic opportunities, community services and affordable housing and transportation choices – though many poor and minority communities lack access today. The scenarios need to address these issues, while also meeting state climate goals.

Third, participants clearly expressed the need for scenarios to consider combinations of strategies across the categories as well as within each category, recognizing the scenarios need to consider a range of strategy choices and priorities. For example, combining mixed-use development, expanded public transit and parking management could make one scenario, but implementation in Portland, Gresham, Beaverton, and Wilsonville will not be the same.

Finally, participants were clear that the process must focus on how these strategies enhance those things we most value. These include saving money; improving air quality and health; supporting the region’s aging population and their mobility and access needs; increasing opportunities for families of modest means; spending more time with family and friends; and reducing congestion which can help maintain freeway space for businesses and industries to support the region’s economy. The multiple benefits of different strategies should be emphasized and considered central to the evaluation and communication of the results.

## Keypad Polling Demographic Results

Climate Leadership Summit - April 1, 2011

Oregon Convention Center

### 1.) County of Residence?

	Clackamas	Multnomah	Washington	Other	Total
Clackamas	30	0	0	0	30
Multnomah	0	82	0	0	82
Washington	0	0	33	0	33
Other	0	0	0	15	15
Male	15	41	20	10	86
Female	14	39	10	3	66
18-24	0	0	0	0	0
25-34	5	14	2	2	23
35-54	8	46	14	6	74
55-64	10	17	14	6	47
65+	6	4	2	1	13
MPAC	6	3	8	1	18
JPACT	1	5	1	1	8
Other elected official	5	5	7	1	18
Government agency	8	32	14	6	60
Community organization/Non-profit	7	19	1	3	30
Other5	2	16	2	1	21
Neighborhood	3	3	1	0	7
City – population under 25,000	7	4	6	1	18
City – population above 25,000	6	16	13	4	39
County	1	17	7	0	25
Region	7	24	4	5	40
State	2	8	2	3	15
Other6	1	3	0	1	5



## 2.) Gender?

	Male	Female	Total
Clackamas	15	14	29
Multnomah	41	39	80
Washington	20	10	30
Other	10	3	13
Male	87	0	87
Female	0	71	71
18-24	0	0	0
25-34	7	16	23
35-54	46	27	73
55-64	23	21	44
65+	10	4	14
MPAC	11	6	17
JPACT	4	4	8
Other elected official	11	8	19
Government agency	38	21	59
Community organization/Non-profit	14	15	29
Other5	7	14	21
Neighborhood	3	4	7
City – population under 25,000	14	5	19
City – population above 25,000	24	13	37
County	14	10	24
Region	18	22	40
State	7	8	15
Other6	3	2	5

### 3.) Age?

	18-24	25-34	35-54	55-64	65+	Total
Clackamas	0	5	8	10	6	29
Multnomah	0	14	46	17	4	81
Washington	0	2	14	14	2	32
Other	0	2	6	6	1	15
Male	0	7	46	23	10	86
Female	0	16	27	21	4	68
18-24	0	0	0	0	0	0
25-34	0	24	0	0	0	24
35-54	0	0	76	0	0	76
55-64	0	0	0	48	0	48
65+	0	0	0	0	14	14
MPAC	0	0	9	7	3	19
JPACT	0	0	2	5	1	8
Other elected official	0	1	4	6	7	18
Government agency	0	8	37	15	1	61
Community organization/Non-profit	0	11	12	7	1	31
Other5	0	4	10	6	1	21
Neighborhood	0	3	2	1	1	7
City – population under 25,000	0	1	8	7	3	19
City – population above 25,000	0	5	20	10	5	40
County	0	2	16	5	3	26
Region	0	7	16	17	0	40
State	0	3	6	5	1	15
Other6	0	2	3	0	1	6



#### 4.) Who Is Here?

	MPAC	JPACT	Other elected official	Government agency	Community organization/Non- profit	Other	Total
Clackamas	6	1	5	8	7	2	29
Multnomah	3	5	5	32	19	16	80
Washington	8	1	7	14	1	2	33
Other	1	1	1	6	3	1	13
Male	11	4	11	38	14	7	85
Female	6	4	8	21	15	14	68
18-24	0	0	0	0	0	0	0
25-34	0	0	1	8	11	4	24
35-54	9	2	4	37	12	10	74
55-64	7	5	6	15	7	6	46
65+	3	1	7	1	1	1	14
MPAC	19	0	0	0	0	0	19
JPACT	0	8	0	0	0	0	8
Other elected official	0	0	19	0	0	0	19
Government agency	0	0	0	63	0	0	63
Community organization/Non-profit	0	0	0	0	31	0	31
Other5	0	0	0	0	0	21	21
Neighborhood	1	0	1	1	2	2	7
City – population under 25,000	3	1	7	7	1	0	19
City – population above 25,000	6	1	3	20	5	3	38
County	6	1	5	12	1	2	27
Region	2	5	2	14	9	9	41
State	0	0	1	6	6	2	15
Other6	0	0	0	0	3	2	5

5.) My Primary Community Focus/Interest Is:

	Neighborhood	City – population under 25,000	City – population above 25,000	County	Region	State	Other	Total
Clackamas	3	7	6	1	7	2	1	27
Multnomah	3	4	16	17	24	8	3	75
Washington	1	6	13	7	4	2	0	33
Other	0	1	4	0	5	3	1	14
Male	3	14	24	14	18	7	3	83
Female	4	5	13	10	22	8	2	64
18-24	0	0	0	0	0	0	0	0
25-34	3	1	5	2	7	3	2	23
35-54	2	8	20	16	16	6	3	71
55-64	1	7	10	5	17	5	0	45
65+	1	3	5	3	0	1	1	14
MPAC	1	3	6	6	2	0	0	18
JPACT	0	1	1	1	5	0	0	8
Other elected official	1	7	3	5	2	1	0	19
Government agency	1	7	20	12	14	6	0	60
Community organization/Non-profit	2	1	5	1	9	6	3	27
Other5	2	0	3	2	9	2	2	20
Neighborhood	7	0	0	0	0	0	0	7
City – population under 25,000	0	19	0	0	0	0	0	19
City – population above 25,000	0	0	42	0	0	0	0	42
County	0	0	0	28	0	0	0	28
Region	0	0	0	0	41	0	0	41
State	0	0	0	0	0	15	0	15
Other6	0	0	0	0	0	0	6	6

6.) There is strong evidence that the earth's climate has warmed over the last few decades but different

	It is primarily caused by human activities	It is primarily caused by natural conditions	Don't know	Total
Clackamas	22	2	3	27
Multnomah	74	2	5	81
Washington	24	3	4	31
Other	10	1	0	11
Male	73	5	6	84
Female	56	3	6	65
18-24	0	0	0	0
25-34	18	2	1	21
35-54	65	1	6	72
55-64	41	1	3	45
65+	8	4	1	13
MPAC	14	2	2	18
JPACT	8	0	0	8
Other elected official	12	4	2	18
Government agency	53	1	6	60
Community organization/Non-profit	24	1	2	27
Other5	21	0	0	21
Neighborhood	5	0	0	5
City – population under 25,000	14	3	2	19
City – population above 25,000	31	2	5	38
County	22	2	3	27
Region	39	0	2	41
State	11	1	1	13
Other6	4	0	1	5

7.) Or. has a law that has set firm commitments on reducing greenhouse gas emissions. The law requires that Or. reduce its greenhouse gas

	Strongly support	Somewhat support	Neither support or oppose	Somewhat oppose	Strongly oppose	Don't know	Total
Clackamas	19	7	0	1	1	0	28
Multnomah	61	12	3	0	0	0	76
Washington	12	12	2	3	1	0	30
Other	10	3	1	0	0	0	14
Male	53	17	4	4	2	0	80
Female	49	15	1	0	0	0	65
18-24	0	0	0	0	0	0	0
25-34	20	1	0	0	0	0	21
35-54	45	21	3	2	1	0	72
55-64	33	8	1	1	0	0	43
65+	6	3	2	1	1	0	13
MPAC	11	4	0	1	1	0	17
JPACT	4	4	0	0	0	0	8
Other elected official	11	5	1	0	1	0	18
Government agency	36	17	3	2	0	0	58
Community organization/Non-profit	23	1	1	1	0	0	26
Other5	18	3	0	0	0	0	21
Neighborhood	4	2	0	0	0	0	6
City – population under 25,000	10	4	2	0	2	0	18
City – population above 25,000	23	9	4	1	0	0	37
County	15	9	0	2	0	0	26
Region	33	4	1	1	0	0	39
State	10	4	0	0	0	0	14
Other6	5	0	0	0	0	0	5

8.) How urgent of a priority, if at all, do you believe addressing climate change should be for your local government?

	Very urgent	Somewhat urgent	Not too urgent	Not at all urgent	Don't know	Total
Clackamas	16	12	1	1	0	30
Multnomah	46	29	2	0	0	77
Washington	13	12	6	1	0	32
Other	4	7	1	1	0	13
Male	34	38	9	2	0	83
Female	40	24	1	1	0	66
18-24	0	0	0	0	0	0
25-34	14	10	0	0	0	24
35-54	32	30	6	2	0	70
55-64	25	18	2	0	0	45
65+	5	5	2	1	0	13
MPAC	4	10	3	1	0	18
JPACT	5	2	1	0	0	8
Other elected official	6	9	2	1	0	18
Government agency	29	25	3	0	0	57
Community organization/Non-profit	20	8	1	0	0	29
Other5	13	8	0	0	0	21
Neighborhood	2	4	0	0	0	6
City – population under 25,000	5	9	3	2	0	19
City – population above 25,000	18	17	1	1	0	37
County	11	11	3	0	0	25
Region	26	12	2	0	0	40
State	6	8	1	0	0	15
Other6	3	3	0	0	0	6

9.) Requiring more housing in areas that are well served by public transit?

	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't Know	Total
Clackamas	20	7	0	0	1	0	28
Multnomah	60	13	3	2	0	0	78
Washington	17	11	1	1	1	0	31
Other	8	4	0	0	0	0	12
Male	54	22	2	1	2	0	81
Female	50	12	2	2	0	0	66
18-24	0	0	0	0	0	0	0
25-34	18	2	2	1	0	0	23
35-54	47	16	2	2	1	0	68
55-64	31	14	1	0	0	0	46
65+	8	4	0	0	1	0	13
MPAC	9	6	1	2	0	0	18
JPACT	6	2	0	0	0	0	8
Other elected official	11	6	0	0	2	0	19
Government agency	41	14	3	0	0	0	58
Community organization/Non-profit	23	4	0	1	0	0	28
Other5	15	4	1	0	0	0	20
Neighborhood	3	1	0	2	0	0	6
City – population under 25,000	9	7	0	1	2	0	19
City – population above 25,000	26	9	3	0	0	0	38
County	14	10	2	0	0	0	26
Region	31	7	2	0	0	0	40
State	11	1	0	0	0	0	12
Other6	4	1	0	0	0	0	5
JPACT/MPAC	15	8	1	2	0	0	26

10.) Requiring more housing near employment centers?

	Strongly Support	Somewhat Support	Neither Support or Oppose	Somewhat Oppose	Strongly Oppose	Don't Know	Total
Clackamas	23	4	2	0	0	0	29
Multnomah	56	22	1	1	0	0	80
Washington	17	9	5	0	1	0	32
Other	5	8	1	0	0	0	14
Male	53	25	8	0	1	0	87
Female	45	19	1	1	0	0	66
18-24	0	0	0	0	0	0	0
25-34	13	9	1	1	0	0	24
35-54	46	21	4	0	1	0	72
55-64	32	11	3	0	0	0	46
65+	10	3	1	0	0	0	14
MPAC	13	4	2	0	0	0	19
JPACT	3	5	0	0	0	0	8
Other elected official	13	4	1	0	1	0	19
Government agency	41	15	4	0	0	0	60
Community organization/Non-profit	20	7	1	1	0	0	29
Other5	12	9	0	0	0	0	21
Neighborhood	4	2	0	1	0	0	7
City – population under 25,000	11	4	3	0	1	0	19
City – population above 25,000	26	11	2	0	0	0	39
County	18	7	3	0	0	0	28
Region	28	11	1	0	0	0	40
State	8	6	0	0	0	0	14
Other6	3	3	0	0	0	0	6

11.) Keeping a tight Urban Growth Boundary?

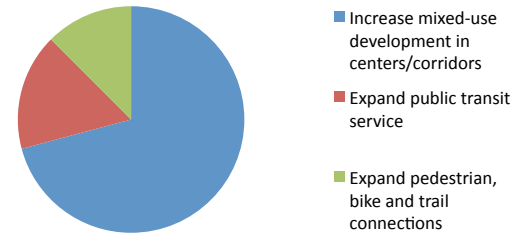
	Strongly support	Somewhat support	Neither support or oppose	Somewhat oppose	Strongly oppose	Don't know	Total
Clackamas	23	3	1	0	1	0	28
Multnomah	63	12	2	2	0	0	79
Washington	13	10	4	6	0	0	33
Other	11	3	0	0	1	0	15
Male	57	18	3	6	1	0	85
Female	53	10	2	2	1	0	68
18-24	0	0	0	0	0	0	0
25-34	17	4	1	0	0	0	22
35-54	51	16	3	3	1	0	74
55-64	34	8	2	3	0	0	47
65+	10	0	1	2	1	0	14
MPAC	11	5	1	2	0	0	19
JPACT	7	1	0	0	0	0	8
Other elected official	12	3	0	3	1	0	19
Government agency	45	11	4	2	0	0	62
Community organization/Non-profit	21	6	1	0	0	0	28
Other5	17	3	1	0	0	0	21
Neighborhood	3	1	1	0	0	0	5
City – population under 25,000	10	4	1	3	1	0	19
City – population above 25,000	23	11	2	3	1	0	40
County	22	4	1	1	0	0	28
Region	33	7	1	0	0	0	41
State	12	1	1	0	0	0	14
Other6	5	0	0	1	0	0	6



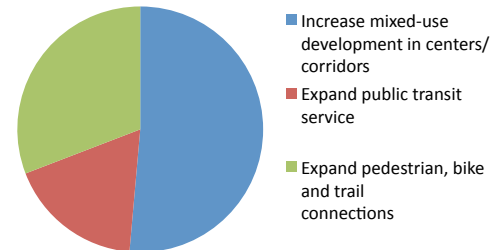
## 12.) Fits local plans and your community's aspirations

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	15	3	9	27
Multnomah	36	8	18	62
Washington	12	10	8	30
Other	7	2	2	11
Male	39	12	20	71
Female	30	9	17	56
18-24	0	0	0	0
25-34	11	4	5	20
35-54	30	6	17	53
55-64	24	12	9	45
65+	8	1	3	12
MPAC	10	3	3	16
JPACT	7	1	0	8
Other elected official	9	3	6	18
Government agency	26	8	17	51
Community organization/Non-profit	14	2	5	21
Other5	6	6	5	17
Neighborhood	2	2	1	5
City – population under 25,000	10	1	6	17
City – population above 25,000	17	8	8	33
County	14	1	7	22
Region	21	8	9	38
State	5	3	2	10
Other6	1	0	2	3
<b>MPAC/JPACT</b>	<b>17</b>	<b>4</b>	<b>3</b>	<b>24</b>
<b>Non MPAC/JPACT</b>	<b>55</b>	<b>19</b>	<b>33</b>	<b>107</b>

### MPAC/JPACT



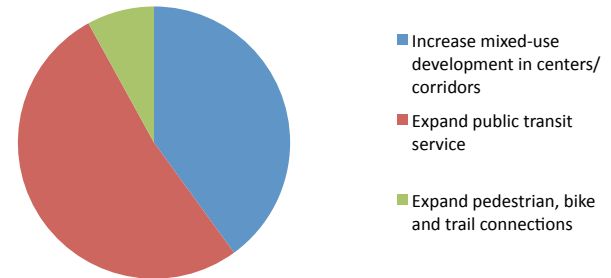
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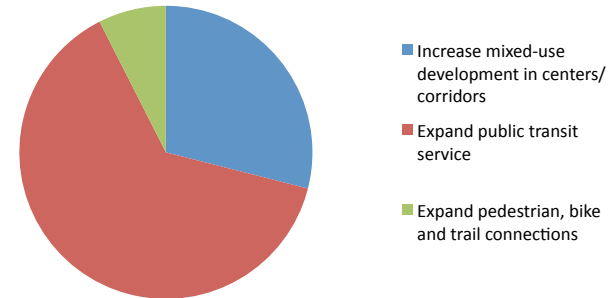
### 13.) Potential to help low-income, minority and underserved communities

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	11	16	1	28
Multnomah	20	38	6	64
Washington	9	18	2	29
Other	3	9	1	13
Male	18	47	7	72
Female	22	32	3	57
18-24	0	0	0	0
25-34	5	14	1	20
35-54	20	31	5	56
55-64	11	32	2	45
65+	7	4	1	12
MPAC	7	9	1	17
JPACT	3	4	1	8
Other elected official	8	8	2	18
Government agency	12	32	5	49
Community organization/Non-profit	7	14	0	21
Other5	4	14	1	19
Neighborhood	3	2	0	5
City – population under 25,000	5	11	1	17
City – population above 25,000	9	21	3	33
County	7	14	1	22
Region	10	24	4	38
State	4	5	1	10
Other6	3	1	0	4
<b>MPAC/JPACT</b>	<b>10</b>	<b>13</b>	<b>2</b>	<b>25</b>
<b>Non MPAC/JPACT</b>	<b>31</b>	<b>68</b>	<b>8</b>	<b>107</b>

**MPAC/JPACT**



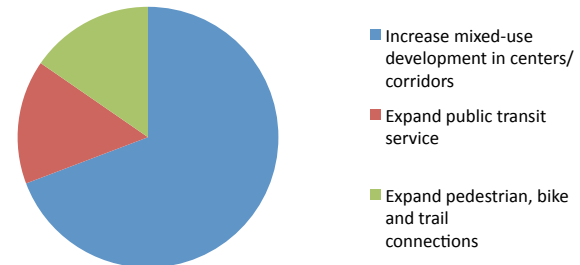
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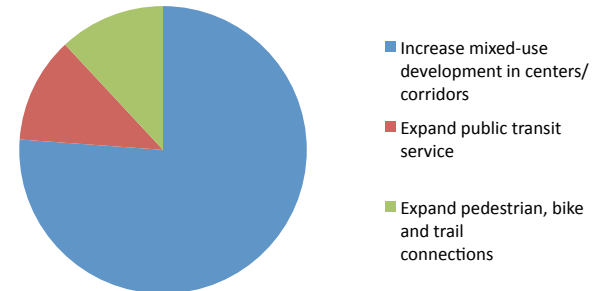
#### 14.) Supports a healthy economy

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	25	1	2	28
Multnomah	45	10	11	66
Washington	22	5	2	29
Other	8	2	2	12
Male	52	11	9	72
Female	46	5	8	59
18-24	0	0	0	0
25-34	16	1	4	21
35-54	40	10	6	56
55-64	34	7	5	46
65+	10	0	2	12
MPAC	13	2	3	18
JPACT	5	2	1	8
Other elected official	15	1	2	18
Government agency	38	9	4	51
Community organization/Non-profit	15	1	6	22
Other5	15	2	1	18
Neighborhood	4	1	1	6
City – population under 25,000	11	4	2	17
City – population above 25,000	25	6	4	35
County	17	1	3	21
Region	27	6	6	39
State	9	0	1	10
Other6	2	1	0	3
<b>MPAC/JPACT</b>	<b>18</b>	<b>4</b>	<b>4</b>	<b>26</b>
<b>Non MPAC/JPACT</b>	<b>83</b>	<b>13</b>	<b>13</b>	<b>109</b>

**MPAC/JPACT**



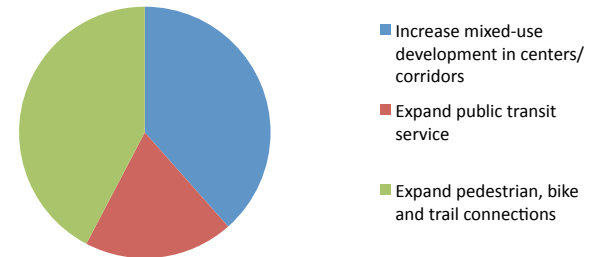
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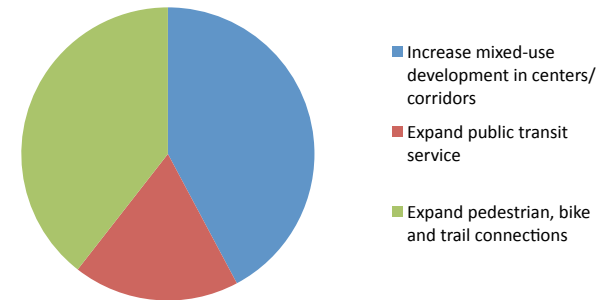
# 15.) Political feasibility and level of public support

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	13	2	13	28
Multnomah	32	14	20	66
Washington	7	9	13	29
Other	4	1	8	13
Male	33	14	25	72
Female	23	10	27	60
18-24	0	0	0	0
25-34	8	2	10	20
35-54	28	10	21	59
55-64	14	10	20	44
65+	7	3	3	13
MPAC	7	2	9	18
JPACT	3	3	2	8
Other elected official	8	2	7	17
Government agency	20	11	20	51
Community organization/Non-profit	9	4	9	22
Other5	9	3	7	19
Neighborhood	1	3	2	6
City – population under 25,000	7	2	8	17
City – population above 25,000	16	7	13	36
County	11	4	6	21
Region	10	7	21	38
State	6	1	3	10
Other6	3	0	1	4
<b>MPAC/JPACT</b>	<b>10</b>	<b>5</b>	<b>11</b>	<b>26</b>
<b>Non MPAC/JPACT</b>	<b>46</b>	<b>20</b>	<b>43</b>	<b>109</b>

**MPAC/JPACT**



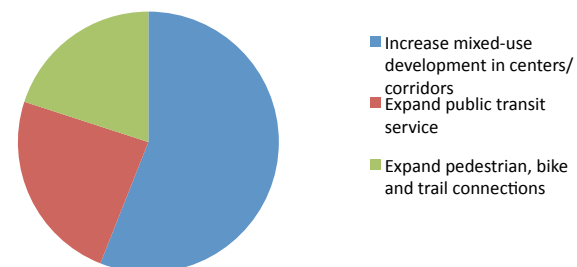
**Non MPAC/JPACT**



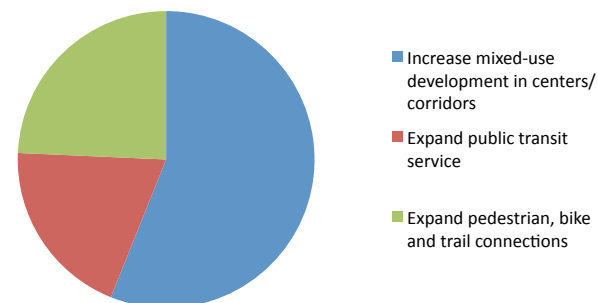
## 16.) Potential to reduce carbon emissions

	Increase mixed-use development in centers/corridors	Expand public transit service	Expand pedestrian, bike and trail connections	Total
Clackamas	19	5	3	27
Multnomah	36	14	17	67
Washington	12	6	8	26
Other	8	2	2	12
Male	39	15	16	70
Female	30	13	15	58
18-24	0	0	0	0
25-34	11	3	6	20
35-54	29	13	12	54
55-64	24	10	11	45
65+	10	2	1	13
MPAC	11	2	4	17
JPACT	3	4	1	8
Other elected official	9	4	4	17
Government agency	26	11	12	49
Community organization/Non-profit	16	3	3	22
Other5	9	3	7	19
Neighborhood	3	1	2	6
City – population under 25,000	10	3	2	15
City – population above 25,000	18	6	10	34
County	12	3	6	21
Region	20	10	9	39
State	7	3	0	10
Other6	2	1	1	4
<b>MPAC/JPACT</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>25</b>
<b>Non MPAC/JPACT</b>	<b>60</b>	<b>21</b>	<b>26</b>	<b>107</b>

**MPAC/JPACT**



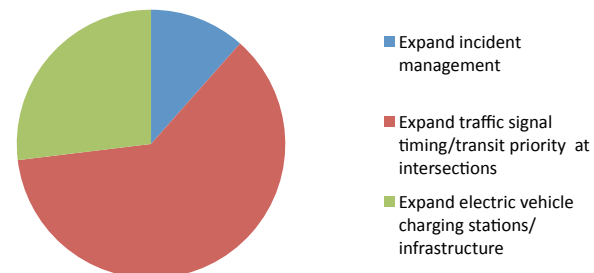
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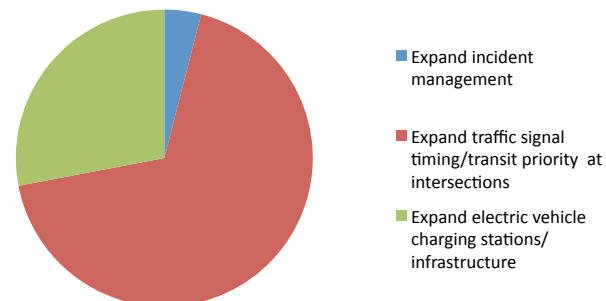
17.) Fits local plans and your community's aspirations

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	3	15	4	22
Multnomah	2	42	20	64
Washington	1	19	9	29
Other	1	6	4	11
Male	3	41	21	65
Female	4	39	15	58
18-24	0	0	0	0
25-34	2	11	6	19
35-54	1	34	18	53
55-64	4	28	12	44
65+	0	9	1	10
MPAC	3	9	6	18
JPACT	0	7	1	8
Other elected official	0	10	4	14
Government agency	3	34	13	50
Community organization/Non-profit	1	12	5	18
Other5	0	12	6	18
Neighborhood	0	2	3	5
City – population under 25,000	1	6	8	15
City – population above 25,000	3	21	10	34
County	0	15	6	21
Region	2	28	5	35
State	1	5	4	10
Other6	0	2	1	3
<b>MPAC/JPACT</b>	<b>3</b>	<b>16</b>	<b>7</b>	<b>26</b>
<b>Non MPAC/JPACT</b>	<b>4</b>	<b>68</b>	<b>28</b>	<b>100</b>

**MPAC/JPACT**



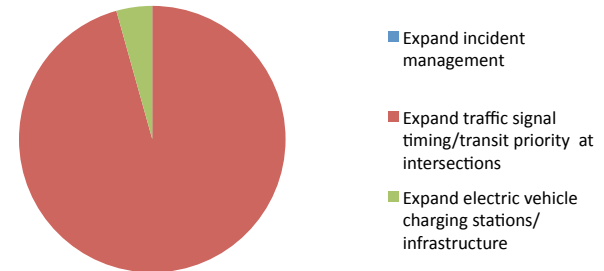
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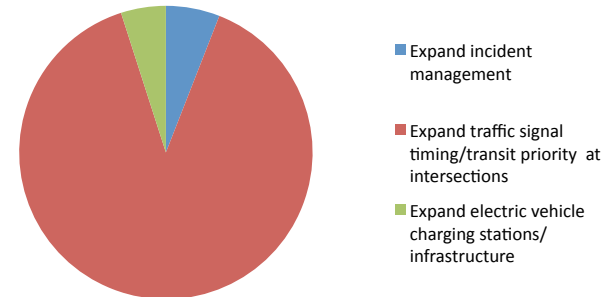
18.) Potential to help low-income, minority and underserved communities

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	1	21	0	22
Multnomah	4	53	3	60
Washington	0	27	2	29
Other	1	11	1	13
Male	2	61	3	66
Female	4	48	3	55
18-24	0	0	0	0
25-34	1	18	0	19
35-54	1	46	3	50
55-64	2	38	3	43
65+	2	10	0	12
MPAC	0	15	1	16
JPACT	0	7	0	7
Other elected official	3	12	1	16
Government agency	2	45	1	48
Community organization/Non-profit	0	16	2	18
Other5	1	17	1	19
Neighborhood	0	5	0	5
City – population under 25,000	1	13	1	15
City – population above 25,000	1	31	2	34
County	1	18	1	20
Region	2	31	1	34
State	1	8	1	10
Other6	0	3	0	3
MPAC/JPACT	0	22	1	23
Non MPAC/JPACT	6	90	5	101

MPAC/JPACT



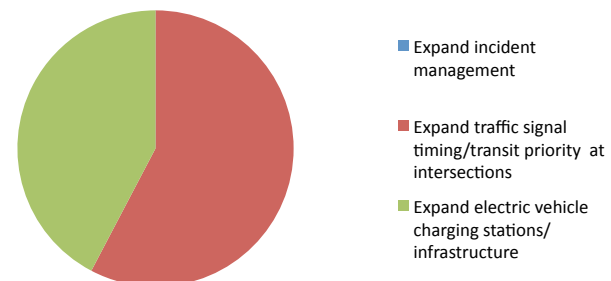
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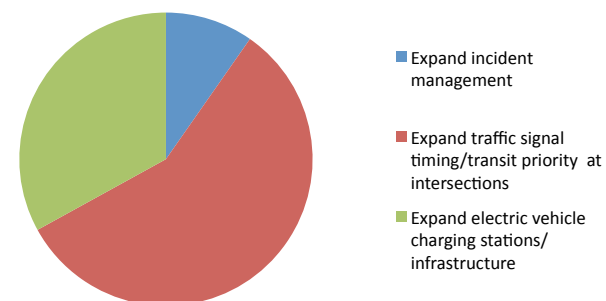
## 19.) Supports a healthy economy

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	0	16	7	23
Multnomah	7	31	26	64
Washington	1	20	8	29
Other	2	8	3	13
Male	7	44	17	68
Female	3	28	27	58
18-24	0	0	0	0
25-34	1	11	8	20
35-54	7	30	17	54
55-64	2	26	15	43
65+	0	9	3	12
MPAC	0	10	8	18
JPACT	0	5	3	8
Other elected official	0	13	3	16
Government agency	10	26	13	49
Community organization/Non-profit	0	14	6	20
Other5	0	6	12	18
Neighborhood	0	3	3	6
City – population under 25,000	3	8	4	15
City – population above 25,000	3	25	9	37
County	1	11	9	21
Region	2	18	14	34
State	2	3	5	10
Other6	0	3	0	3
<b>MPAC/JPACT</b>	<b>0</b>	<b>15</b>	<b>11</b>	<b>26</b>
<b>Non MPAC/JPACT</b>	<b>10</b>	<b>59</b>	<b>34</b>	<b>103</b>

**MPAC/JPACT**



**Non MPAC/JPACT**

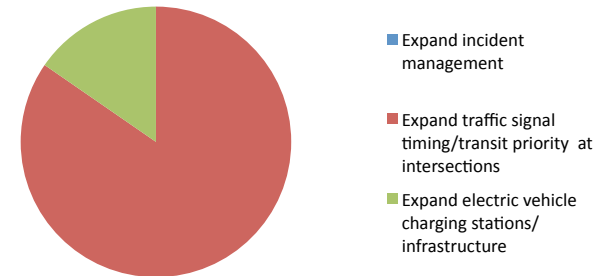




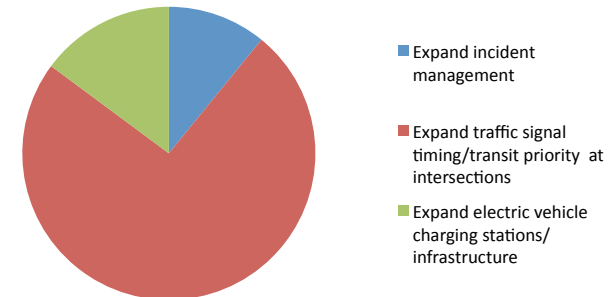
## 20.) Political feasibility and level of public support

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	2	19	2	23
Multnomah	6	48	9	63
Washington	2	20	7	29
Other	1	10	2	13
Male	6	48	12	66
Female	5	48	6	59
18-24	0	0	0	0
25-34	3	15	2	20
35-54	5	38	10	53
55-64	1	36	7	44
65+	2	9	0	11
MPAC	0	14	4	18
JPACT	0	8	0	8
Other elected official	1	13	1	15
Government agency	6	34	9	49
Community organization/Non-profit	0	18	2	20
Other5	4	10	3	17
Neighborhood	1	5	0	6
City – population under 25,000	1	11	3	15
City – population above 25,000	4	28	6	38
County	1	15	4	20
Region	4	28	2	34
State	1	5	3	9
Other6	0	2	0	2
<b>MPAC/JPACT</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>26</b>
<b>Non MPAC/JPACT</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>101</b>

**MPAC/JPACT**



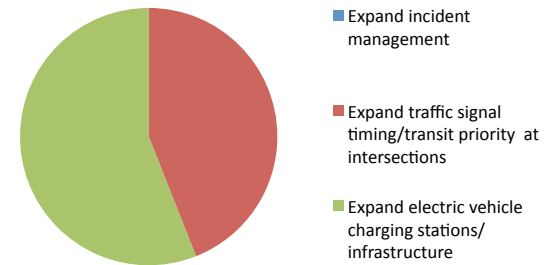
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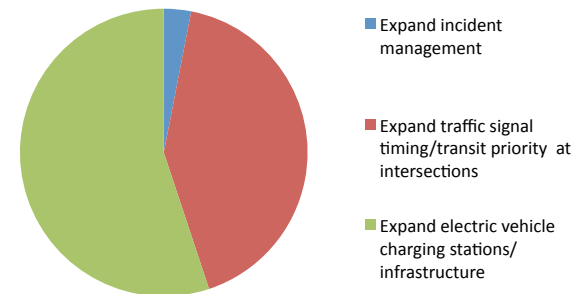
## 21.) Potential to reduce carbon emissions

	Expand incident management	Expand traffic signal timing/transit priority at intersections	Expand electric vehicle charging stations/infrastructure	Total
Clackamas	1	10	12	23
Multnomah	1	20	40	61
Washington	0	14	13	27
Other	1	7	5	13
Male	1	26	38	65
Female	2	25	29	56
18-24	0	0	0	0
25-34	2	11	7	20
35-54	0	18	34	52
55-64	1	17	23	41
65+	0	8	4	12
MPAC	0	7	11	18
JPACT	0	4	3	7
Other elected official	0	6	9	15
Government agency	2	21	23	46
Community organization/Non-profit	1	7	11	19
Other5	0	7	11	18
Neighborhood	1	2	3	6
City – population under 25,000	0	7	8	15
City – population above 25,000	1	17	18	36
County	0	6	16	22
Region	0	14	16	30
State	1	2	6	9
Other6	0	3	0	3
<b>MPAC/JPACT</b>	<b>0</b>	<b>11</b>	<b>14</b>	<b>25</b>
<b>Non MPAC/JPACT</b>	<b>3</b>	<b>41</b>	<b>54</b>	<b>98</b>

**MPAC/JPACT**



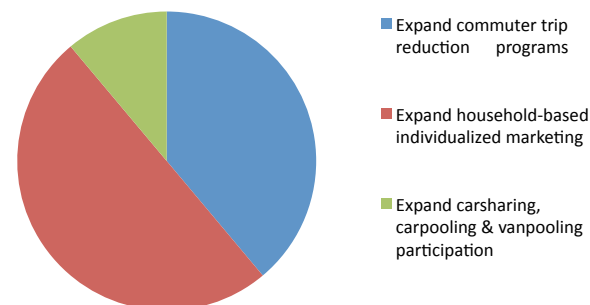
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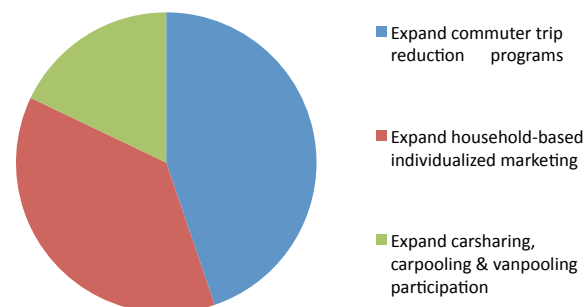
## 22.) Fits local plans and your community's aspirations

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	5	5	3	13
Multnomah	20	18	4	42
Washington	10	8	3	21
Other	2	2	4	8
Male	19	17	6	42
Female	15	17	7	39
18-24	0	0	0	0
25-34	3	9	3	15
35-54	14	18	6	38
55-64	15	3	3	21
65+	5	4	1	10
MPAC	3	6	1	10
JPACT	4	3	1	8
Other elected official	9	2	1	12
Government agency	11	14	6	31
Community organization/Non-profit	5	5	3	13
Other5	5	4	2	11
Neighborhood	1	1	1	3
City – population under 25,000	5	3	1	9
City – population above 25,000	8	12	2	22
County	10	6	2	18
Region	11	6	7	24
State	2	3	0	5
Other6	0	0	1	1
<b>MPAC/JPACT</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>18</b>
<b>Non MPAC/JPACT</b>	<b>30</b>	<b>25</b>	<b>12</b>	<b>67</b>

**MPAC/JPACT**



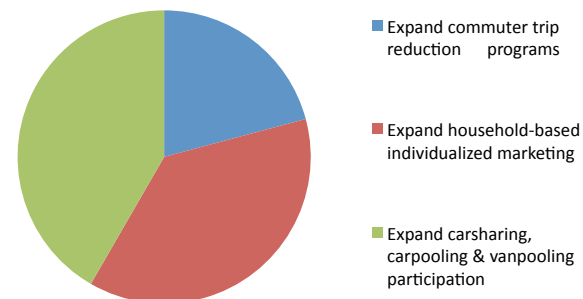
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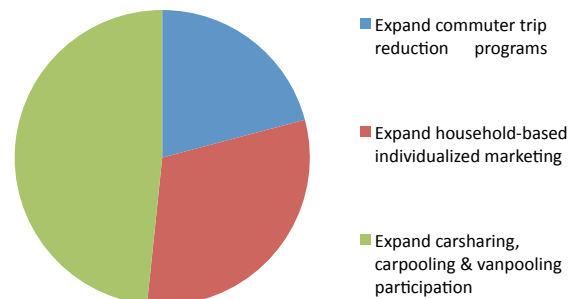
### 23.) Potential to help low-income, minority and underserved communities

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	5	7	7	19
Multnomah	12	18	28	58
Washington	6	8	14	28
Other	1	4	5	10
Male	11	23	27	61
Female	10	11	30	51
18-24	0	0	0	0
25-34	6	4	8	18
35-54	3	17	27	47
55-64	14	10	14	38
65+	1	6	5	12
MPAC	3	7	6	16
JPACT	2	2	4	8
Other elected official	5	3	8	16
Government agency	5	16	22	43
Community organization/Non-profit	4	6	9	19
Other5	5	3	5	13
Neighborhood	0	0	3	3
City – population under 25,000	4	3	6	13
City – population above 25,000	6	14	13	33
County	5	6	11	22
Region	8	9	14	31
State	1	2	5	8
Other6	1	1	1	3
<b>MPAC/JPACT</b>	<b>5</b>	<b>9</b>	<b>10</b>	<b>24</b>
<b>Non MPAC/JPACT</b>	<b>19</b>	<b>28</b>	<b>44</b>	<b>91</b>

**MPAC/JPACT**



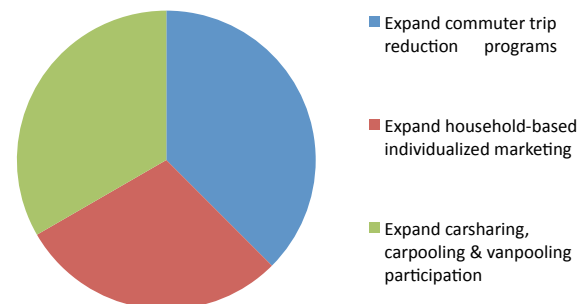
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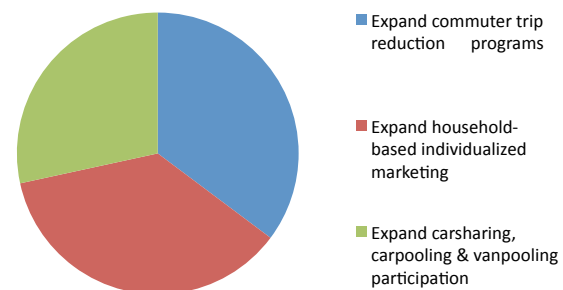
## 24.) Supports a healthy economy

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	10	4	5	19
Multnomah	16	20	20	56
Washington	11	8	7	26
Other	2	8	1	11
Male	23	23	13	59
Female	15	17	18	50
18-24	0	0	0	0
25-34	5	6	5	16
35-54	19	17	12	48
55-64	12	13	12	37
65+	4	5	2	11
MPAC	7	4	5	16
JPACT	2	3	3	8
Other elected official	4	8	4	16
Government agency	14	17	11	42
Community organization/Non-profit	8	3	6	17
Other5	5	4	4	13
Neighborhood	0	1	2	3
City – population under 25,000	6	5	2	13
City – population above 25,000	15	12	4	31
County	5	7	10	22
Region	10	10	11	31
State	2	5	1	8
Other6	0	1	1	2
<b>MPAC/JPACT</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>24</b>
<b>Non MPAC/JPACT</b>	<b>31</b>	<b>32</b>	<b>25</b>	<b>88</b>

**MPAC/JPACT**



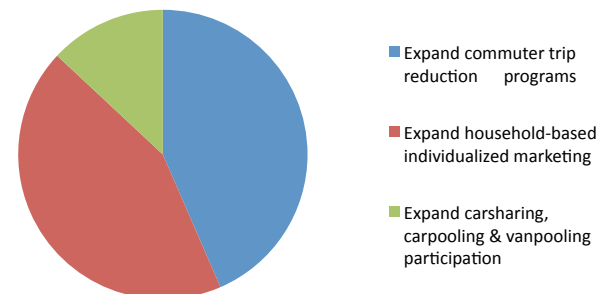
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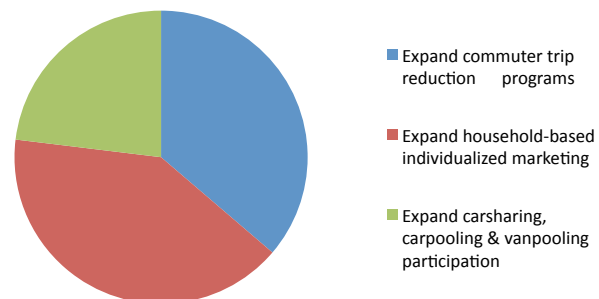
## 25.) Political feasibility and level of public support

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	8	12	1	21
Multnomah	17	25	14	56
Washington	12	7	7	26
Other	4	5	2	11
Male	27	21	14	62
Female	15	25	10	50
18-24	0	0	0	0
25-34	5	10	3	18
35-54	19	20	10	49
55-64	15	13	7	35
65+	4	6	2	12
MPAC	7	7	2	16
JPACT	3	3	1	7
Other elected official	7	8	2	17
Government agency	13	16	12	41
Community organization/Non-profit	6	9	4	19
Other5	7	4	3	14
Neighborhood	1	2	0	3
City – population under 25,000	8	5	1	14
City – population above 25,000	9	20	5	34
County	10	7	4	21
Region	14	7	8	29
State	1	4	3	8
Other6	0	2	1	3
<b>MPAC/JPACT</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>23</b>
<b>Non MPAC/JPACT</b>	<b>33</b>	<b>37</b>	<b>21</b>	<b>91</b>

**MPAC/JPACT**



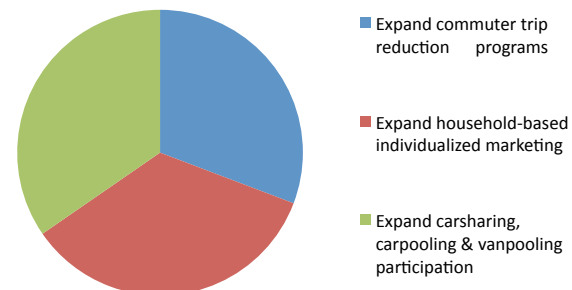
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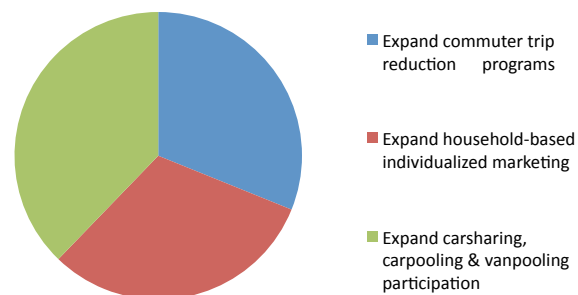
## 26.) Potential to reduce carbon emissions

	Expand commuter trip reduction programs	Expand household-based individualized marketing	Expand carsharing, carpooling & vanpooling participation	Total
Clackamas	8	5	8	21
Multnomah	19	18	21	58
Washington	9	8	10	27
Other	2	6	3	11
Male	17	22	22	61
Female	18	15	20	53
18-24	0	0	0	0
25-34	5	5	7	17
35-54	15	20	16	51
55-64	15	9	14	38
65+	2	4	5	11
MPAC	6	6	6	18
JPACT	2	3	3	8
Other elected official	4	3	10	17
Government agency	10	17	15	42
Community organization/Non-profit	7	5	6	18
Other5	7	3	3	13
Neighborhood	1	1	2	4
City – population under 25,000	4	3	7	14
City – population above 25,000	7	17	10	34
County	7	6	9	22
Region	14	6	10	30
State	1	5	2	8
Other6	1	0	1	2
<b>MPAC/JPACT</b>	<b>8</b>	<b>9</b>	<b>9</b>	<b>26</b>
<b>Non MPAC/JPACT</b>	<b>28</b>	<b>28</b>	<b>34</b>	<b>90</b>

**MPAC/JPACT**



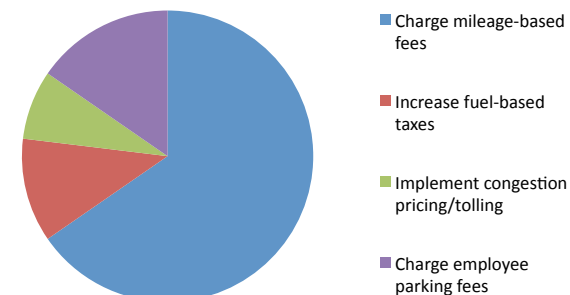
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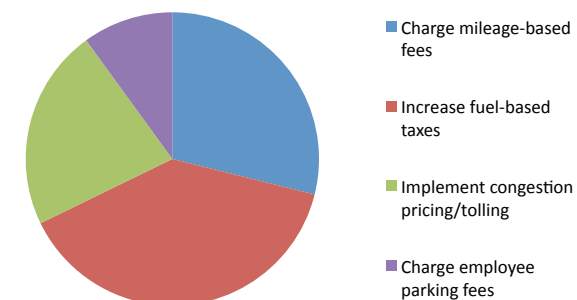
## 27.) Fits local plans and your community's aspirations

	Charge mileage-based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	10	8	2	1	21
Multnomah	16	15	16	10	57
Washington	10	12	5	0	27
Other	4	3	1	2	10
Male	21	21	11	7	60
Female	22	14	12	4	52
18-24	0	0	0	0	0
25-34	4	9	1	2	16
35-54	19	14	11	7	51
55-64	14	10	9	3	36
65+	5	5	2	1	13
MPAC	12	3	1	2	18
JPACT	5	0	1	2	8
Other elected official	8	4	6	0	18
Government agency	12	15	7	7	41
Community organization/Non-profit	2	10	3	2	17
Other5	4	6	4	0	14
Neighborhood	1	1	1	0	3
City – population under 25,000	7	3	4	1	15
City – population above 25,000	7	15	7	6	35
County	11	5	5	2	23
Region	13	7	6	3	29
State	3	2	1	1	7
Other6	0	1	1	0	2
<b>MPAC/JPACT</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>26</b>
<b>Non MPAC/JPACT</b>	<b>26</b>	<b>35</b>	<b>20</b>	<b>9</b>	<b>90</b>

### MPAC/JPACT



### Non MPAC/JPACT

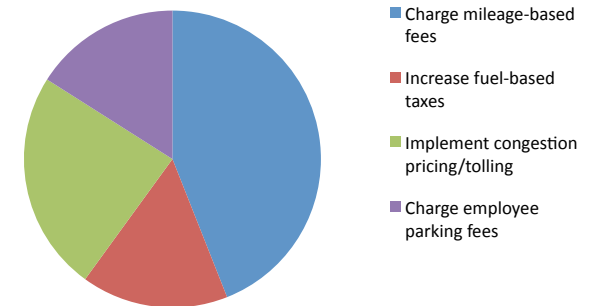




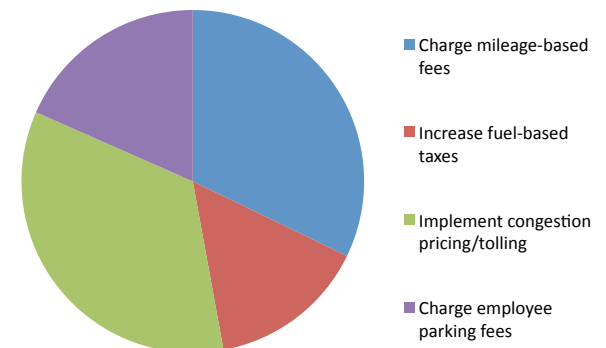
28.) Potential to help low-income, minority and underserved communities

	Charge mileage-based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	7	3	6	5	21
Multnomah	16	7	21	11	55
Washington	11	5	7	4	27
Other	5	1	4	0	10
Male	23	6	14	14	57
Female	17	9	23	5	54
18-24	0	0	0	0	0
25-34	4	4	6	4	18
35-54	14	6	19	9	48
55-64	17	6	9	4	36
65+	5	1	2	3	11
MPAC	8	2	4	3	17
JPACT	3	2	2	1	8
Other elected official	8	1	5	4	18
Government agency	11	6	14	8	39
Community organization/Non-profit	4	3	7	2	16
Other5	5	3	4	2	14
Neighborhood	1	0	4	0	5
City – population under 25,000	9	1	2	3	15
City – population above 25,000	5	7	14	7	33
County	9	0	8	3	20
Region	12	7	4	5	28
State	3	0	2	2	7
Other6	0	1	1	0	2
<b>MPAC/JPACT</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>25</b>
<b>Non MPAC/JPACT</b>	<b>28</b>	<b>13</b>	<b>30</b>	<b>16</b>	<b>87</b>

**MPAC/JPACT**



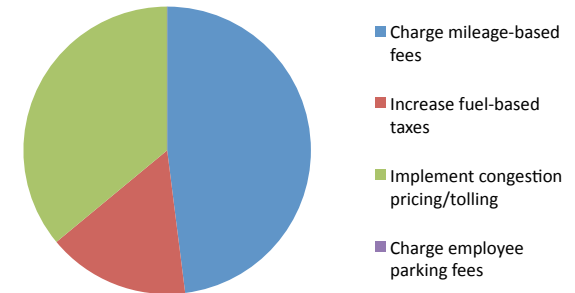
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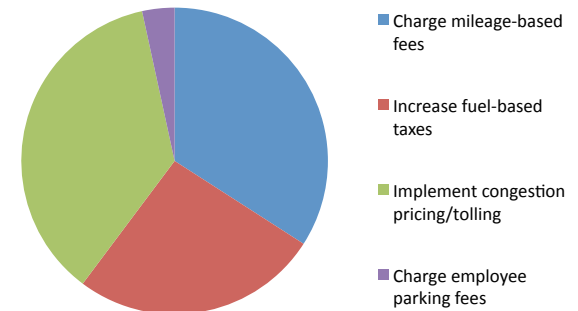
## 29.) Supports a healthy economy

	Charge mileage-based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	9	6	6	1	22
Multnomah	20	11	24	1	56
Washington	10	8	8	0	26
Other	3	3	4	0	10
Male	21	16	21	2	60
Female	22	10	19	1	52
18-24	0	0	0	0	0
25-34	4	7	7	0	18
35-54	19	9	20	1	49
55-64	14	9	12	0	35
65+	6	1	3	2	12
MPAC	9	2	7	0	18
JPACT	3	2	2	0	7
Other elected official	6	4	5	2	17
Government agency	11	10	17	1	39
Community organization/Non-profit	6	6	5	0	17
Other5	7	3	5	0	15
Neighborhood	2	1	2	0	5
City – population under 25,000	5	4	4	1	14
City – population above 25,000	12	8	14	1	35
County	7	6	8	1	22
Region	11	7	9	0	27
State	4	0	3	0	7
Other6	1	0	1	0	2
<b>MPAC/JPACT</b>	<b>12</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>25</b>
<b>Non MPAC/JPACT</b>	<b>30</b>	<b>23</b>	<b>32</b>	<b>3</b>	<b>88</b>

**MPAC/JPACT**



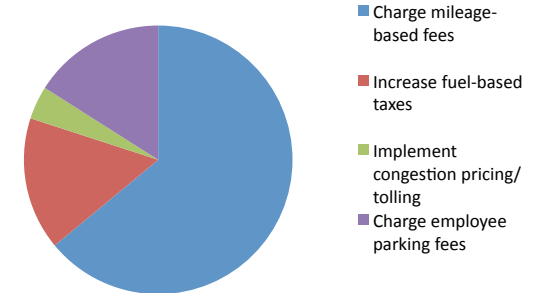
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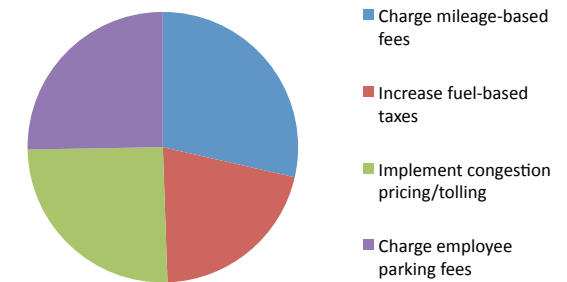
### 30.) Political feasibility and level of public support

	Charge mileage- based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	7	1	5	9	22
Multnomah	22	10	13	12	57
Washington	10	7	4	6	27
Other	2	4	2	3	11
Male	21	13	16	12	62
Female	20	9	9	15	53
18-24	0	0	0	0	0
25-34	6	5	2	4	17
35-54	21	6	11	14	52
55-64	12	8	8	7	35
65+	2	3	4	4	13
MPAC	12	2	1	3	18
JPACT	4	2	0	1	7
Other elected official	5	2	8	3	18
Government agency	12	9	7	13	41
Community organization/Non-profit	4	6	5	3	18
Other5	5	2	3	4	14
Neighborhood	1	1	1	1	4
City – population under 25,000	7	1	5	2	15
City – population above 25,000	10	10	6	10	36
County	8	2	7	5	22
Region	13	3	4	7	27
State	2	3	1	2	8
Other6	0	0	1	1	2
<b>MPAC/JPACT</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>25</b>
<b>Non MPAC/JPACT</b>	<b>26</b>	<b>19</b>	<b>23</b>	<b>23</b>	<b>91</b>

**MPAC/JPACT**



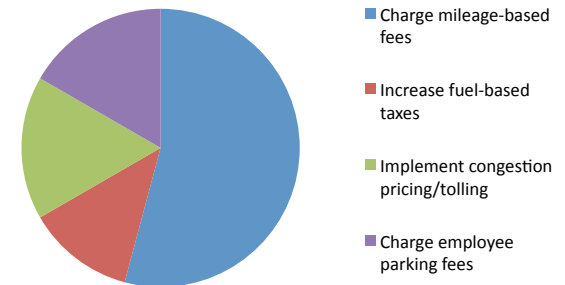
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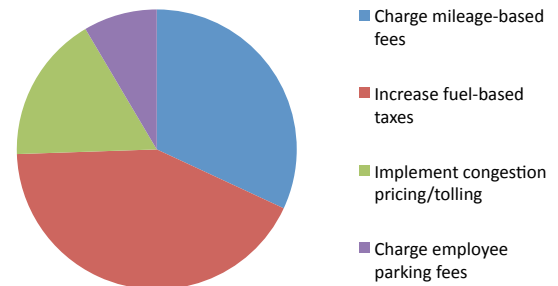
### 31.) Potential to reduce carbon emissions

	Charge mileage- based fees	Increase fuel-based taxes	Implement congestion pricing/tolling	Charge employee parking fees	Total
Clackamas	4	12	4	2	22
Multnomah	20	21	10	6	57
Washington	16	5	4	3	28
Other	3	5	2	1	11
Male	21	25	9	9	64
Female	20	20	10	2	52
18-24	0	0	0	0	0
25-34	8	7	3	0	18
35-54	18	16	9	8	51
55-64	13	15	4	4	36
65+	3	7	3	0	13
MPAC	8	2	4	3	17
JPACT	5	1	0	1	7
Other elected official	6	7	4	1	18
Government agency	14	15	8	6	43
Community organization/Non-profit	4	12	2	0	18
Other5	6	6	2	1	15
Neighborhood	2	1	1	0	4
City – population under 25,000	5	5	4	1	15
City – population above 25,000	15	13	4	4	36
County	8	7	3	4	22
Region	10	9	6	3	28
State	4	5	0	0	9
Other6	0	1	0	0	1
<b>MPAC/JPACT</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>24</b>
<b>Non MPAC/JPACT</b>	<b>30</b>	<b>40</b>	<b>16</b>	<b>8</b>	<b>94</b>

**MPAC/JPACT**



**Non MPAC/JPACT**



## **April 1, 2011 | Climate Leadership Summit Comment Card Responses**

*This document is a transcription of the comment cards submitted at the summit.*

### **Kim Armstrong, Washington County**

Q1. Other strategies that should be considered?

- Better housing and transportation connections for low-income and affordable housing and keeping local amenities affordable. High-opportunity, well-connected neighborhoods are often expensive – and this must be mitigated to allow low-income access to these communities.

Q2. Other comments?

- No response.

### **Roger Averbeck**

Q1. Other strategies that should be considered?

- RE community design: A, B, C complement each other – as all three are implemented, they will go hand in hand, and each won't achieve success without each other.

Q2. Other comments?

- No response.

### **William Barnes, Citizen**

Q1. Other strategies that should be considered?

- I think you covered them all. It's always about funding.

Q2. Other comments?

- I thought it was good. A lot of information and good speakers. You guys are great!! Champaign county Illinois will become even greater because of you.

### **Carol Bellows, ASLA/Lyricdancer design**

Q1. Other strategies that should be considered?

- The top strategies discourage driving, but the alternatives (public transportation and pedestrian, bike, and trail connections) score low on the priority list.
- STUDENT EDUCATION and ridership re public transit.

Q2. Other comments?

- It costs me 16 miles in the car- expense and time- every time I need to pick up my high school student after an activity at their PUBLIC HS (Tualatin)
- Did a research project re how our children's ability to get around affects their development and maturity. [www.childrenincities.blogspot.com](http://www.childrenincities.blogspot.com)

### **Meeky Blizzard, Office of Congressman Earl Blumenauer**

Q1. Other strategies that should be considered?

- Include cost/benefit ratios on carbon reduction/benefit ratio
- Whose costs?

- It would be helpful to break out responses by geographic region/size of city or town/rural community

Q2. Other comments?

- None given

**Gretchen Buehner, City of Tigard**

Q1. Other strategies that should be considered?

- Currently little emphasis on transit for elderly and disabled
- Population is going up over the next 20 years

Q2. Other comments?

- None given

**Pat Campbell, City of Vancouver**

Q1. Other strategies that should be considered?

- Paratransit- federally mandated increasingly used and costly. Energy intensive. This needs to be factored when we consider “expand public transit service”.

Q2. Other comments?

- None given

**Jody Carson, City of West Linn**

Q1. Other strategies that should be considered?

- On mixed use need to include a mix of housing types.
- Need more focus on elderly and disabled.
- Clustering of services as part of mixed use.
- Industrial/manufacturing clustered near housing/retail in central areas rather than on fringe

Q2. Other comments?

- None given

**Carol Chesarek, Forest Park Neighborhood**

Q1. Other strategies that should be considered?

- Adjust SDCs and other fees to encourage mixed use development in centers and corridors. Pricing can encourage the behavior we want.

Q2. Other comments?

- None given

**Cathy Clark, City of Keizer**

Q1. Other strategies that should be considered?

- Youth- our BETC program has been a huge success. Their bus pass is their student ID. Transit is paid by BETC. The youth like the independence and parents don't have to cart them around. And the youth continue to ride transit as adults.

**Q2. Other comments?**

- The primary choices are design, information based-
  - Timing-design
  - Mixed use-design
  - Individual marketing-choice, design your day (?)
- Benefit includes TIME
- Emphasis on providing quality choices for all members of our community

**Olivia Clarke, TriMet**

**Q1. Other strategies that should be considered?**

- Interesting how low public transit scored when there's such a demand! The RTP (and next GHG targets) have tremendous expectations for more transit that cannot be met with current revenues.
- There's also a sense among participants that transit is a solution for low-income citizens. In fact, TriMet rides are 70-80% choice-riders, not low-income.

**Q2. Other comments?**

- #1 (signal timing/transit@intersections) could be very low hanging fruit
- #2 mixed use- critical to transit- should be our holy grail (lots to be mined (?) today)
- #4 nukeage-based fees is a Salem strategy

**Blair Crumpacker, Washington County**

**Q1. Other strategies that should be considered?**

- None given

**Q2. Other comments?**

- Thanks... good question. The realist's about the rate at which land use changes can occur and benefits (GHG) realized.
- Benefits will come in the out years. Early "bang for the buck" necessary to meet early targets will need to come largely from other strategies.

**Marie Dahlstrom, Familias en Accion**

**Q1. Other strategies that should be considered?**

- Although the pollster (DHM) provided important data it is unacceptable not to have engaged diverse (ethnically and racially) stakeholders, the business focus group should have included members of the ethnic business chambers. Metro needs to contract with diverse organizations with knowledge and experience and engaging diverse communities through focus groups, surveys, and culturally specific analysis of data.

Q2. Other comments?

- Very informative and I was pleased to see inclusion of equity. I don't know if most participants understood the definition of equity. Some participants mentioned elderly and disabled as not included, would be important to always include definition of equity.
- Incident mgmt should also have been defined and adverse impact without.

**Jef Dalin, City of Cornelius**

Q1. Other strategies that should be considered?

- Different things work better for different communities!!! DO NOT limit what we can do. Do no harm! Lowest income and highest commute distance in Cornelius.

Q2. Other comments?

- None given

**Marissa Daniels, City of Tigard**

Q1. Other strategies that should be considered?

- The connections between the items.

Q2. Other comments?

- None given

**Dave Nordberg, DEQ**

Q1. Other strategies that should be considered?

- It is inappropriate to compare the 4 categories as having equal weight. Signal timing was first in the travel efficiency category, but that should not indicate it is best out of all the strategies. The categories are not equally effective. Pricing is more effective than the others.

Q2. Other comments?

- None given

**Angus Duncan, OGWC**

Q1. Other strategies that should be considered?

- Rank choices/priorities by
  - Near-term / mid-term
  - For gov/for business/for households
  - Equity effects

Q2. Other comments?

- None given



**Mike Jaffe, Mid-Willamette Valley COG**

Q1. Other strategies that should be considered?

- Electric bikes

Q2. Other comments?

- I especially liked the panel discussion, especially hearing from Dwight Unti describe the opportunities and barriers from the private sector. More of this is welcome from the next seminar.
- Also would have been good to have a state leader give their views.

**Courtney Johnson, Cray Law Center**

Q1. Other strategies that should be considered?

- How can small cities with established neighborhoods make zoning changes to increase mixed use corridors within existing neighborhoods and how can this be prioritized in outlying areas with lower income residents without making those centers not affordable for current residents?

Q2. Other comments?

- Environmental justice needs to be considered during planning for example where you have incentive to increase mixed use ensuring accessibility, walkable neighborhoods in low income brackets, and not increasing highway use in low income areas
- Part of this discussion should include listing Oregon's ban on mixed-income development- Oregon is one of only two states to outright ban requirements for mixed-income inclusionary housing units on new developments- this will limit environmental justice and equity achievable by Metro.

**Donna Jordan, City of Lake Oswego**

Q1. Other strategies that should be considered?

- A strategy for educating citizens, small business, development/finance etc to understand the connection between the GHG policies and improving health, reduce monthly personal expenses, improve natural environment; protect local farm-forest land, etc.

Q2. Other comments?

- None given

**Mayor Jim Kight, Troutdale**

Q1. Other strategies that should be considered?

- The changes we are addressing need to be shared with the general public,. We need to gain their support and buy-in. The public will support the changes if they see a direct benefit either through financial gain or in lifestyles benefits. It appears that we are adopting the European culture.
- Some of these changes can take place in the short-term (signalizations, round-about) other long term are going to take place because of the market (price of fuel)

Q2. Other comments?

- The public is looking for leadership and vision from elected and government agencies in order to meet the future needs of members of our community.

**Tim Knapp, Mayor, City of Wilsonville**

Q1. Other strategies that should be considered?

- We must maintain a range of strategy choices and priorities. The choices for Portland, Gresham, Beaverton, and Wilsonville will not be the same. Allowing local communities to present their own vision, and prioritize/ develop their own strategies will encourage more enthusiasm and more buy-in than mandating a prescribed sequence or priority of strategy.

Q2. Other comments?

- Data collected shared today should include a break-down by “type” of community each vote represented (neighborhood, small cities, large cities regions, etc.) This would start to clarify the range of options and which might be more suitable to each size community.

**Peter Koonce, City of Portland**

Q1. Other strategies that should be considered?

- There is a need to consider other infrastructure within transportation.
  - Street lighting uses electricity – how can we reduce our consumption?
  - Pavement is impacted by buses and heavy trucks- what steps can we take to reduce long term costs? (Bus, concrete pads, truck/transit priority) to reduce stopping and ruts.
  - Multimodal operations- prioritize pedestrian/transit/bike.

Q2. Other comments?

- For Kim Ellis Memo: table 4 doesn't have transit signal priority highlighted or little known truck priority (similar elements to transit.)
- I would like to have a copy of the Davis presentation. Is that something he would share.
- Development incentives need to be carefully considered- I agree with Dwight until when he said districts need to be considered for traffic impacts and ODOT should be a partner to allow “congestion” and relaxed development standards in order to achieve goals
- Oregon tax on fuel was increased. That's good but wouldn't indexing tax based on fuel prices be better?

**Nancy Kramer, interested party**

Q1. Other strategies that should be considered?

- Important point made that a lot of car trips are for non- work reasons, so please take that into consideration.

Q2. Other comments?

- None given

**Angela Lazarean, DLCD**

Q1. Other strategies that should be considered?

- Overall thoughts are to base your strategies on where the highest VMTs are and that's in short trips mostly for personal travels. With that said my top 3 strategies would be
  - 1. Signal timing/ Transit intersections
  - 2. Mixed-use
  - 3. Household based individual marketing
- One strategy not addressed today would be local innovation/actions that communities could take today for example (walking, bus for schools.)

Q2. Other comments?

- None given

**Jane Leo, Portland Metro Association of Realtors**

Q1: Other strategies that should be considered?

- Discussion overly focused on use of private auto.
- Discussion should have/needs to be expanded to include freight movement and industry that cannot utilize mass transit (plumber, gardener, UPS, flower delivery service, realtors)
- Additionally, it is not fair/equitable to penalize (tax) people who have no access to mass transit but need it to work , go to grocery, get to school

Q2. Other comments?

- None given

**Victoria Lowe, City of Forest Grove**

Q1. Other strategies that should be considered?

- Use computer tech better
- Do preshop thinking in say real-estate sales to nail down to limit travel miles- transit better use new tech to change/reduce "fossil fuels". Reduce Reuse "Re- invent"

Q2. Other comments?

- 1 option does not fit all.

**Kari Lyons-Eubanks, Multnomah county health department**

Q1. Other strategies that should be considered?

- Repealing the state ban on inclusionary housing and passing local ordinances that require mixed- use building; socio-economic, class benefit ratio, return on investment for strategies to health.

Q2. Other comments?

- Using the summit as a forum for the gathering input on your strategies is great. However there is not a large representation of vulnerable populations – elders, children, immigrants, refugees, and others. The "representative" survey showed largely govt. representation.

- Please assure that those who are most economically impacted by these decisions are consciously involved- that means great intention on Metro's part. Can you circle back with me about this issue and let me know your over outreach plan? Thanks!

**Charlotte Lehan, Clackamas County**

Q1. Other strategies that should be considered?

- Role of mobility carts in future?

Q2. Other comments?

- Great speaker on panel.

**Greg Malinowski, Washington County Dist2**

Q1. Other strategies that should be considered?

- It is correct that with 4 choices for pricing to see the stats correctly that move Pricing consumers to the top of 6. Please call me; if you disagree.

Q2. Other comments?

- None given

**Don MacGillivray, Transition PDX/LWY**

Q1. Other strategies that should be considered?

- Develop a congestion pricing demo Project for the Columbia River Crossing (6-12 mos) prior to make a decision- if done this may reduce/eliminate the need for a new bridge.

Q2. Other comments?

- Restructuring Gov't and comprehensive tax reform would make a big difference in the efficiency of governments and its effects the economy making it easier to develop better innovative ideas.
- Also the media often works against innovation.
- And the conservative political climate is also a big negative and unrealistic!

**Jane McFarland**

Q1. Other strategies that should be considered?

- How to pay for these strategies. Mitigating climate change is going to cost. Should it be borne by tax payers or by consumer (same person different pocket?)
- Role of industrial/emp. center development. No current focus on densifying this type of development. Do industries really need to be in sprawled out campuses; i.e. Nike?

Q2. Other comments?

- None given

**Bonnie McKinlay, concerned citizen, Climate activist**

Q1. Other strategies that should be considered?

- It was covered but we need to emphasize how to educate the public.

Q2. Other comments?

- Thank you for making the valuable and well-planned summit to all citizens 😊
- Super-sum up at the end by Carlotta

**Marilyn McWilliams, MPAC**

Q1. Other strategies that should be considered?

- Ways to make biking and walking safer and more attractive in a rainy climate.
- We really need to focus on affordability to insure all are able to live wholesome lives.

Q2. Other comments?

- None given

**Hector JR. Osuna, C.C Oregon**

Q1. Other strategies that should be considered?

- Educating individuals about all the topics that were presented;
- Outreach.
- Accountability from each jurisdiction.

Q2. Other comments?

- Have a Climate Leadership Summit that would include more of community based organizations that provide services to underserved communities and communities of color.

**Linli Pao, City of Tigard City Center Advisory Commission**

Q1. Other strategies that should be considered?

- You put an emphasis carpooling, alternative modes of transportation, vanpooling and carsharing. However you don't discuss any of the social barriers to this- that is those issues of building community trust. Without that kind of sense of community trust, I doubt that many people who are used to and prefer driving cars will look at the many options for sharing. What strategies are being discussed to address this?

Q2. Other comments?

- What are you doing to address those who work in the fossil fuel car industries?
- What are you doing to talk to the people who use alternative modes of transportation and promotion thereof?

**Linda Peters, Washington County**

Q1. Other strategies that should be considered?

- Retrofit urban neighborhoods with streetcars (electrified tramways) per Patrick Condon's 7 points.

- Supply HS students (and maybe middle schooler's?) with free transit passes when they register for school- and expand routes/times.

Q2. Other comments?

- None given

**Debbie Reber, City of Hillsboro**

Q1. Other strategies that should be considered?

- Community design- balanced communities=jobs-housing balance and avoid wholesale redevelopment in historic neighborhoods (many of which are in centers and corridors)-mixed use isn't just vertical, what about horizontal, apartments and townhouses side by side w/ commercial/office.

Q2. Other comments?

- None given

**Pat Ribellia, City of Hillsboro**

Q1. Other strategies that should be considered?

- Any strategy must be run through a "doability filter" if it has to be implemented exclusively by local government comprehensive plans and land use regulations. Are they really feasible considering this circumstance?

Q2. Other comments?

- None given

**Tyler Ryerson, City of Beaverton**

Q1. Other strategies that should be considered?

- Transit opportunities need to be available not only by a line, but a line that is available in a higher frequency than it is currently in the suburban areas.
- Also improved connections between centers (RC/TC) but also to uses that go beyond work -services, underserved locations. Keeping in mind families and their needs vs. single needs.
- Funding of providing additional services will be likely need to associated w/ mileage based fees/ fuel based taxes
- affordable MU development in centers increased

Q2. Other comments?

- Keep all in mind the economic goals we need to strive for in the region and state.

**Marc San Soucie, Beaverton City Council**

Q1. Other strategies that should be considered?

- Considered but needing emphasis: MARKETING, MESSAGING, EDUCATION: We have to win hearts and minds, plant the seed in many currently unaware minds that new, different personal choices are critically important. The messaging will be crucial.

Among the general population, “climate”, “greenhouse gas”, and “global anything” are simply irrelevant and just bounce off.

**Q2. Other comments?**

- It has to be more personal, more focused messaging and positive.
- It would be negative to lead with messaging like:
  - Expensive-wasteful-dirty-less healthy
- It would be positive to lead with messaging like:
  - Cheaper-less wasteful-clean-healthier
- People need to decide on their own to inconvenience themselves a little but in order to get-what? Cheaper, less wasteful, cleaner, healthier
- Policy makers and implementers will take steps, some small and some large, to create opportunities for beneficial action. We need good strategies and hard work to get people to use those opportunities.

**Dick Schouten, Board of Washington Commissioners**

**Q1. Other strategies that should be considered?**

- Bike ped connections to transit e.g bike parking at max stations, bike/ped roads to major transit stations and Max stations.

**Q2. Other comments?**

- None given

**Dresden Skees-Gregory, MPAC/Washington County Citizen**

**Q1. Other strategies that should be considered?**

- Solutions for youth. We need to get parents to stop driving kids to school and other activities. Also, let's stop parking from being “free” anywhere.

**Q2. Other comments?**

- I'd like to hear more about how we're going to do these things. What are the implementation steps?

**Cathy Stanton, City of Beaverton City Council**

**Q1. Other strategies that should be considered?**

- Clarifying the two extremes – (1) eliminating those things that create the highest levels of CO2, etc. and (2) creating those things that prohibit the new or increased production of greenhouse gases.

**Q2. Other comments?**

- No response.

**Cindy Tatham, City of Beaverton**

**Q1. Other strategies that should be considered?**

- Mixed use has to have an equity component.

- Incident management was not understood, confusing and I feel this caused it to not score high.

Q2. Other comments?

- None given

**Pete Truax, City of Forest Grove**

Q1. Other strategies that should be considered?

- The presentation of strategies might have been first, prior to the panel discussion. People absented themselves after the break so it may have altered some of the results.
- The percentage of people employed by/involvement in government was huge in this group this morning.
- The apparent lack of City of Portland presence is a bit disturbing.

Q2. Other comments?

- The elephant in the room is Portland and the apparent absence does not allow us to hear it's concerns, nor does it allow it to hear our issues. It doesn't speak well for regionalism.

**Mary Vogel, CNU-Cascadia**

Q1. Other strategies that should be considered?

- Land tax strategies that would produce speculative gain and return the value that the community creates with its investment (say in light rail or transit) back to the community rather than the speculator financing strategies; we are losing our intellectual infrastructure to create TOD/walkable mixed-use with 450% unemployment in A/E/P. I'm one of them.
- Strategies to get people to move their money and get back to the old savings and loan [can't read here], credit unions to do commercial development loans

Q2. Other comments?

- Please practice with the AV ahead of time
- Please consider those of us with some hearing loss and turn the SOUND up!\_Couldn't hear the opening video so they were a WASTE of my time!
- Get better microphones or instruct people to speak directly into the ones you have more carefully.
- Voting was frustrating re: Climate strategies with Frego because my chance to add conditions-especially changing the tax structure to make mixed use more affordable for existing small business/local retail in centers and corridors and for residents who need it most

**John Vandermosten, Gresham Neighborhood Association/Citizen's Involvement Committee**

Q1. Other strategies that should be considered?

- Weak worker/senior citizen input (very strong business community)



- Any charges or price increases that may be applied to reduce demand should be collected and used by our local government agencies- NOT put in the pockets of wealthy business men.

Q2. Other comments?

- None given

**Anita Yap, City of Damascus**

Q1. Other strategies that should be considered?

- Equity and diversity- I see a diagram with a component but no discussion in the strategies from Metro.
- Also not much indication from public involvement that leadership from communities of color and low income /disability advocates. No mention found on if this will be done.

Q2. Other comments?

- It would be better if you had more diversity on your speakers panel.
- Young people, women, people of color, disability and low income
- Need to do a cost evaluation and include the social costs as part of it. Access, transport costs, health, crime, equity, housing affordability.

**(No name given)**

Q1. Other strategies that should be considered?

- I think more emphasis on the near term should be the focus on sidewalks as a way for more people to access not only their communities – but transit as well. Putting in sidewalks takes almost no hoops to jump through. They are very small capital investments that can make a huge impact to our region. It also addresses the need for the elderly and disabled access to all services.

Q2. Other comments?

- No response.

**(No name given)**

Q1. Other strategies that should be considered?

- Should only be looking at strategies with existing Metro authority. Very upsetting to hear Metro look to expand role.

Q2. Other comments?

- BAD mix/lack of balance in those attending. Remove most value in results.

**(No name given)**

Q1. Other strategies that should be considered?

- Sound system SUCKED. Adam Davis-interesting, helpful. John Fregonese-interesting, helpful. Panel discussion-Boring, too basic, no tangible info delivered.

**Q2. Other comments?**

- Instead of comparing strategies against each other in categories – rank each strategy on its own for a better statistical analysis.
- Comparing public beliefs to beliefs of policy makers present was helpful – enlightening – could have been more discussion on what that means, messaging for public, etc.
- Too many questions from audience, too much Q&A.
- Better explanation of definitions during Fregonese voting, i.e. What does “support healthy economy” mean? What is a commuter trip reduction program? Add category for cost to implement strategy.

**(No name given)**

**Q1. Other strategies that should be considered?**

- I think the elderly/disabled argument for not providing transportation choice is a red herring. That’s why elderly organizations lobby for transit (because they can’t and don’t want to drive). The “active elderly” population is increasing and linking walking and transit with mixed use areas enables seniors to walk. Combine active living options and over time maybe can reduce the US #1 health issue- obesity. And that saves households money. (Benefits youth too)

**Q2. Other comments?**

- Next program should talk about the multiple benefits you can get from synergistic impacts of the tools. AND Integrate cost/benefit analysis and the multiple benefits of tools → Which steps should we take anyway because the results are so good?
- Get rid of inclusionary housing ban.

**(No name given)**

**Q1. Other strategies that should be considered?**

- The full list from the memo.
- Please do not use the results of these votes to determine priorities for the scenario planning effort, as the exercise presented false choices between approaches that need to work together to be effective.

**Q2. Other comments?**

- It also did not provide enough info on costs and benefits of various strategies (carbon and co-benefits like livability) for the audience to make informed decisions.
- I would respectfully suggest dropping the cutesy voting approach and use peoples’ time to have real conversation about how these strategies fit together.
- Also Fregonese needs to look at some studies about transit and carbon before delivering misinformation.

**(No name given)**

My key observations/concerns regard two elements of the summit:

**DHM Presentation**

My perception/experience: I recognize that there was limited time and their fact-gathering was more intensive than time would allow. However, based on what was shown, the focus groups (absent one African American man) were very homogenous despite DHM's attempt to target suburban, youth, business, and urban demographics.

Future considerations: I would suggest that Metro (and DHM) get deeper than that. For instance, include more people of color, renters, un- and under-employed, immigrants, etc. In addition, if the questions asked in the "live" survey are the same used in the public sample—they might consider reframing them so that they are less technical and more relevant.

**Climate Strategies Presentation**

My perception/experience: The absence of affordable housing and jobs in community design was raised by a few people who were told to "write it down on the yellow card" for Metro to consider. This, I know, was due to the limited time available though from my perspective (and I'm not alone), that is not an acceptable response as the issue warrants as much time as bike lanes, mass transit, other carbon reduction strategies. The most glaring challenge for me, however, was the connection between the "potential to help low-income, minority and underserved communities" policy goal and the M&O, Mkting, and Pricing categories. My perception is that the goal, while a very critical one, was included for the sake of saying it was done; it had insufficient substance.

Future considerations: Be sure to include "affordable housing, foods, childcare and healthcare" in Metro's planning language for mixed-use development. Low income and affordable housing communities walk the most and travel the furthest to get to their jobs and the services they need.

**Q2. Other comments?**

The summit was not marketed very clearly and I was not sure it was appropriate for me to be there. My perception was that Connie Ashbrook was there as a representative of equity (rightfully!) however she really marketed the CEWO program and had little else to do with the rest of the day's discussion. Similar to the "potential to help low-income..." policy goal, it felt a little forced.



## Metro | Memo

Date: May 5, 2011  
To: JPACT  
From: Rita Conrad, Project Manager  
Subject: Greater Portland-Vancouver Indicators (GPVI)

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### GPVI Background

An overview of the Greater-Portland Vancouver Indicator (GPVI) project will be presented to JPACT at the May 12 meeting. The intent is to introduce the GPVI project and to familiarize JPACT with the project timeline, key deliverables, and work to date; to hear committee comments; and to identify opportunities for local governments and agencies to participate in upcoming activities.

The GPVI project was initiated in mid-2010. The project responds to a call for consistent performance measurement practices as the region moves toward triple-bottom line sustainability on a number of fronts. In particular, during Metro's Making the Greatest Place efforts, MPAC suggested that indicators or measures be developed that allow the region to better understand actions that positively affect social, environmental, and economic goals and objectives. In addition, a number of entities across the region had or were embarking on developing indicators, including Clackamas and Clark Counties and the City of Portland. As a result of those discussions, Metro and the Institute of Metropolitan Studies at Portland State University initiated a regional, collaborative effort to research and develop a set of indicators that help measure progress and better guide resource allocation to programs that are intended to meet triple-bottom line sustainability objectives.

A pre-project kick-off event was held in early 2010 to gauge regional support for the effort. Sixty regional leaders from the public, private, and non-profit sectors discussed whether and how regional indicators could benefit their work and the region. In addition, briefings were provided to the Metro Council and to MPAC. Questions at the time focused on:

- How can the indicators actually lead to positive change? Are there best practice examples of indicators that have resulted in positive change?
- How can data be aggregated/disaggregated to meet specific needs or various users (large/small jurisdictions, counties, special districts, social service agencies, economic development groups, etc.)
- How will the indicators be funded over time? Who will be responsible for maintaining and reporting on indicators?
- What are the linkages across indicator categories? How many indicators make sense?
- How do we make the indicators understandable to the public? Are they telling us a story?

#### GPVI INDICATOR CATEGORIES

1. Economy
2. Education
3. Civic Engagement
4. Arts & culture
5. Healthy People
6. Safe People
7. Access & Mobility
8. Quality Housing & Communities
9. Healthy, Natural Environment

In background discussions, support was found for acting together on data that reveal progress (or lack of) toward desired results or outcomes. Specifically it was noted that: 1) regional indicators would provide the region with greater clarity of purpose; 2) for broadest buy-in, the process needs to be inclusive and diverse; 3) the process needs to make the most of the data we already have; 4) reporting should leverage technology, inform policy decisions and show the relationship between variables; 5) businesses, funders, city planners, advocacy groups and others saw a variety of purposes for regional indicators.

Metro and PSU has led the development phase - PSU for data-related staff and infrastructure, Metro for project management and related costs. Since the kick-off, a high-level Advisory Team, an Equity Panel and approximately 200 volunteer experts on nine Results Teams (one for each of the nine categories) have invested over 2,000 person hours to this project. They have produced a “beta” set of Emerging Indicators, and a draft GPVI Business Plan for ongoing operations.

## GPVI Goals

The overall goals for the project include:

1. *Provide unbiased data* on how we are doing on desired outcomes
2. *Better understand and improve outcomes* through informed public discourse, focused partner learning dialogues and coordinated action
3. *Track effectiveness* of partner actions in achieving outcomes over time

## GPVI Principles

- *GPVI addresses Metro’s six outcomes.*

Metro’s Six Desired Outcomes	GPVI Nine Indicator Categories
<b>Economic Prosperity</b>	Economy, Education
<b>Vibrant Communities</b>	Economy, Arts, Housing, Health, Transportation, Environment, Safety, Civic Engagement
<b>Safe, Reliable Transportation</b>	Housing, Transportation
<b>Climate Change Leadership</b>	Economy, Transportation, Housing, Environment
<b>Clean Air &amp; Water</b>	Environment, Transportation, Health
<b>Fairness and Equity</b>	GPVI Equity Panel proposes equity criteria for all indicator categories.

- *Outcome-oriented.* The Results Teams were charged with first identifying the most important results or outcomes to measure, the drivers of those outcomes, and then the best possible indicators for measuring progress. This kept them focused on outcomes at the highest level possible.
- *Cost-sharing.* Metro and PSU will have invested \$480,000 by the end of the start-up phase. Ongoing support is estimated to be \$521,000 per year. This will require broader support from the public sector, colleges and universities, businesses and foundations.
- *Used and useful.* Data does not make progress happen. People make progress happen. Data are used and useful when stakeholders collaborate with each other around the data to improve results. Support for learning dialogues and tracking results is a key component of the GPVI business plan.

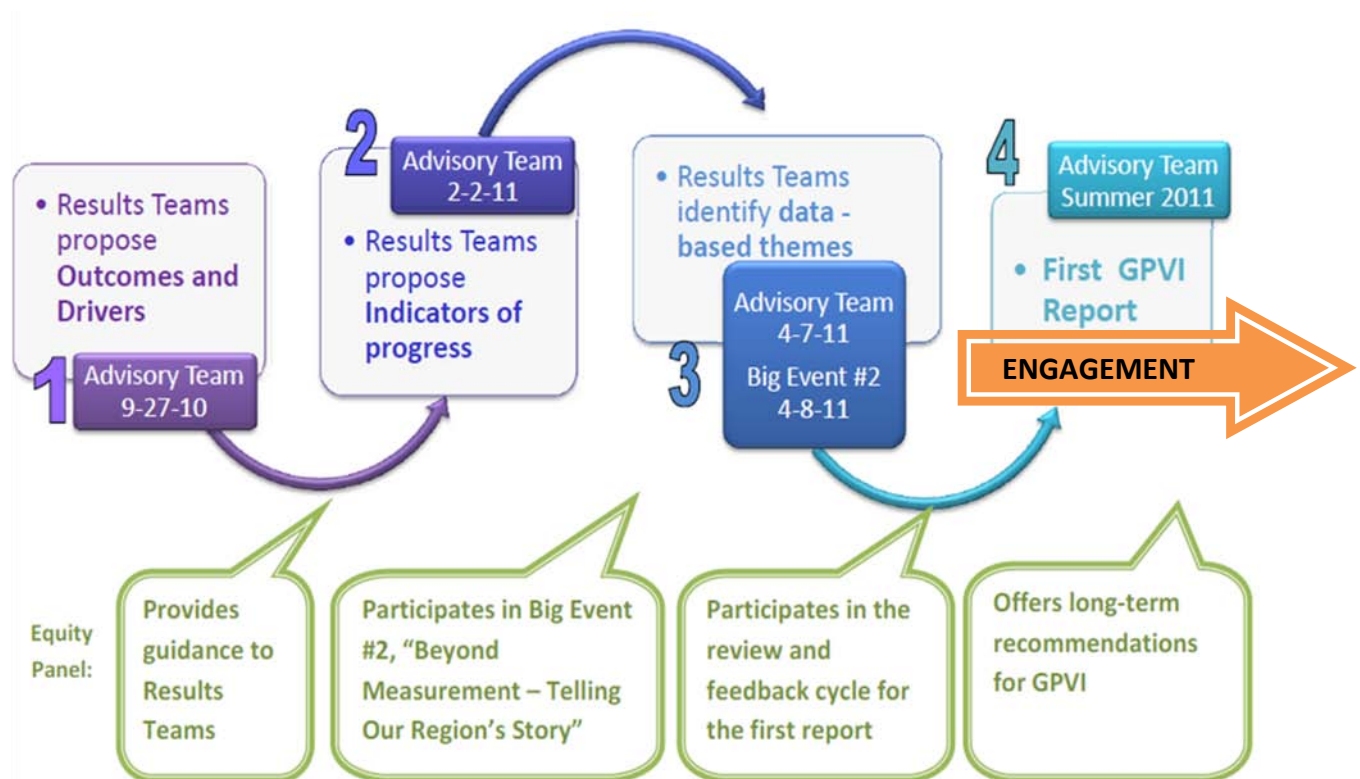
## GPVI Work-to-Date

Project staff will provide an overview on the key deliverables developed so far at the JPACT meeting. To review the following documents prior to the meeting, click on the links:

- [Emerging Indicators](#): This document identifies a list of desired “outcomes” for each indicator and the “drivers” that have the most affect on that desired outcome. Once outcomes and drivers were identified, a set of emerging indicators were recommended by each of the results teams for their indicator categories.
- [Draft GPVI Business Plan](#) –The Business Plan is intended to identify the long-term governance, use, and funding strategy to maintain the GPVI over the next five years. The Business Plan also includes background and best practices from other regional indicator efforts across the country.

## GPVI Timeline

The figure below summarizes the work leading to the first GPVI Report this summer. As noted, to date the Results Teams have identified outcomes, drivers, emerging indicators, and data sources. The first report, intended to be a “beta” version for further public review, will also include a thematic story behind the indicators. In other words, what is the data telling us, and



how do various indicator categories relate. These themes and the story will be developed on April 8 during an all-day, all-team, professionally facilitated work session. Mixed team conversations will strive to think across indicators and upstream to drivers and outcomes to identify key, cross-cutting themes for the “beta” GPVI report. This will signify the end of the project development phase. By fall, a funding and governance structure will be recommended and implementation of the five-year GPVI program would be scheduled to begin (assuming stakeholder support, funding, etc.).

## **Collaboration**

People involved in the GPVI Advisory Team, the Equity Panel and the Nine Results Teams are listed on the following pages). In addition, the project team is looking to broaden stakeholder understanding of the GPVI and will be developing further outreach and engagement opportunities as the project moves from the development to the reporting phase.

## ***Advisory Team***

The GPVI Advisory Team meets quarterly and is responsible for overseeing the work of nine GPVI Results Teams and for establishing a permanent home for this work.

### **Co-chairs**

Wim Wiewel, President, Portland State University

Gale Castillo, President, Hispanic Metropolitan Chamber

### **Members**

Gail Achterman, Director, Institute for Natural Resources, OSU

Sam Adams, Mayor, City of Portland

Thomas Aschenbrener, President, Northwest Health Foundation

Rex Burkholder, Metro

Jeff Cogen, Chair, Multnomah County Commission

Lynn Valenter, Acting Chancellor, Washington State University-Vancouver

Paul Dennis, Mayor, City of Camas

Denny Doyle, Mayor, City of Beaverton

Josh Fuhrer, Councilor, City of Gresham

Jack Hoffman, Mayor, City of Lake Oswego

Mike Houck, Executive Director, Urban Greenspaces Institute

Nichole Maher, Executive Director, Native American Youth Family Center

Pamela Morgan, Management Consultant, Graceful Systems, LLC

Marcus Mundy, President and CEO, Urban League of Portland

Joseph Santos-Lyons, Director, Asian Pacific American Network of Oregon

Bill Scott, General Manager, Zipcar Portland

Steve Stuart, Chair, Clark County Commission

Bill Wyatt, Executive Director, Port of Portland

David Wynde, Director, US Bank Community Relations



## ***Equity Panel***

The Advisory Team approved the creation of an Equity Panel to educate the Advisory and Results Teams about race, ethnicity, age, gender and income-related weaknesses in our data systems; and provide, from an equity perspective, feedback to each Results Team on data sources, method of analysis and presentation for their indicators within the constraints of available resources and timelines.

### **Chair**

Gale Castillo, *Hispanic Metropolitan Chamber*

### **Members**

Thomas Aschenbrener, *Northwest Health Foundation*

Ron Carley, *Coalition for a Livable Future*

Ronault LS (Polo) Catalani, *Portland Office of Human Relations*

Andy Cotugno, *Metro*

Christopher Dunnaville, *US Trust*

Francisco Garbayo, *Regence BlueCross BlueShield of Oregon*

Queta González, *Center for Diversity & the Environment*

Howard Klink, *United Way of the Columbia-Willamette*

Kalpana Krishnamurthy, *Western States Center*

Julia Meier, *Coalition of Communities of Color*

Olga Sanchez, *Miracle Theatre Group*

Bandana Shrestha, *AARP Oregon*

Rekah Strong, *Clark County Workplace Diversity*

Tricia Tillman, *State of Oregon Office of Multicultural Health*

## Results Teams

Nine Results Teams are forming to develop outcomes, indicators, analysis and targets for 1) Economic Opportunity, 2) Education, 3) Civic Engagement, 4) Arts and Culture, 5) Healthy People, 6) Safe People, 7) Quality Housing and Communities, 8) Access and Mobility and 9) Healthy, Natural Environment.

### ACCESS AND MOBILITY

John MacArthur (Co-LEAD), *PSU Sustainable Transportation Program*  
Deena Platman (Co-LEAD), *Metro - MRC*  
Courtney Duke, *City of Portland*  
Martin Dieterich, *Clackamas County*  
Scott Drumm, *Port of Portland*  
Denny Egner, *City of Lake Oswego*  
Patty Fink, *Coalition for a Livable Future*  
Sorin Garber, *T. Y. Lin International*  
Bob Hart, *SW Regional Transportation Council*  
Jon Holan, *City of Forest Grove*  
George Hudson, *Alta Planning*  
Alan Lehto, *TriMet*  
Margaret Middleton, *City of Beaverton*  
Alejandro Queral, *Healthy Communities by Design*  
Lidwien Rahman, *ODOT*  
Joseph Readdy, *JR Architect*  
Chris Smith, *City of Portland Planning Commission*

### ARTS AND CULTURE

Chris Coleman (Co-LEAD), *Portland Center Stage*  
Eloise Damrosch (Co-LEAD), *Regional Arts & Culture Council*  
Alan Alexander, *City of Portland Bureau of Technology Services*  
Andrew Edwards, *Lakewood Center for the Arts*  
Tom Manley, *Pacific NW College of Art*  
Sean Morgan, *Walters Cultural Arts Center, City of Hillsboro*  
Elaine Orcutt, *Beaverton Arts Commission*  
Bonita Oswald, *Washington County Dept. of Land Use & Planning*  
Melissa Riley, *Westside Cultural Alliance*  
Olga Sanchez, *Miracle Theatre Group*  
Jayne Scott, *Beaverton Arts Commission*  
Lina Garcia Seabold, *Seabold Construction Co.*  
Cheryl Snow, *Clackamas County Arts Alliance*  
Susan Tissot, *Clark County Historical Society & Museum*  
Mark Walhood, *City of Portland*  
Laurel Whitehurst, *Arts of Clark County*  
Robyn Williams, *Portland Center for the Performing Arts (PCPA)*

### CIVIC ENGAGEMENT

Carol Ford (Co-LEAD), *Independent Consultant*  
Tony Iaccarino (Co-LEAD), *City Club of Portland*  
Adam Davis, *Davis, Hibbitts & Midghall, Inc.*  
Joyce DeMonnin, *AARP*  
Brian Hoop, *City of Portland Office of Neighborhood Involvement*  
Helena Huang, *Oregon Voice*  
Karin Kelley-Torregroza, *Vision Action Network*  
Cindy Kirk, *Luis Palau Association*  
Sia Lindstrom, *Washington County*  
Julia Meier, *Coalition of Communities of Color*  
Su Midghall, *Davis, Hibbitts & Midghall*  
Amalia Alarcon Morris, *City of Portland Office of Neighborhood Involvement*  
Andy Nelson, *Hands On Greater Portland*  
Carmen Rubio, *Latino Network*  
Kelly Sills, *Clark County*  
Kathleen Todd, *Multnomah County Office of Citizen Involvement*  
Greg Wolley, *City of Portland*

### ECONOMIC OPPORTUNITY

Sheila Martin (Co-LEAD), *PSU Institute of Portland Metropolitan Studies/Population Research Center*  
Dennis Yee (Co-LEAD), *Metro*  
Henry Alvarez, *Bank of the Cascades*  
Gary Barth, *Clackamas County Economic Development*  
Margaret Butler, *Jobs with Justice*  
Mark Childs, *Capacity Commercial Group*  
Corky Collier, *Columbia Corridor Association*  
Radcliffe Dacanay, *City of Portland*  
Rey Espana, *NAYA*  
Ray Guenther, *RAEL Enterprises, LLC*  
John Haines, *Mercy Corps*  
Christian Kaylor, *Oregon Employment Dept.*  
Steve D. Kelley, *Washington County Long Range Planning*  
Mary King, *PSU Dept. of Economics*  
Steve Kountz, *City of Portland Bureau of Planning & Sustainability*  
Mary Li, *Multnomah County Office of School & Community Partnerships*  
Colin McCormack, *United Way of the Columbia-Willamette*  
Renate Mengelberg, *Clackamas County Business & Economic Development*  
Deanna Palm, *Hillsboro Chamber*  
LeRoy Patton, *Fair Housing Council of Oregon*

Adriana Prata, *Clark County Budget Office*  
Paul Reise, *Independent Consultant*  
Colin Rowan, *United Fund Advisors*  
Doug Rux  
Jonathan Schlueter, *Westside Economic Alliance*

## **EDUCATION**

Patrick Burk (Co-LEAD), *PSU Graduate School of Education*  
John Tapogna (Co-LEAD), *ECONorthwest*  
Andrew Dyke (Alt. Co-LEAD), *ECONorthwest*  
Maxine Thompson (Alt. Co-LEAD), *Leaders Roundtable*  
Evelyn Brzezinski, *Portland Public Schools*  
Tamra Busch-Johnsen, *Business Education Compact*  
Nina Carlson, *Oregon PTA*  
Darlene Farrar-Long, *Northwest Regional School District*  
Sue Hildick, *Chalkboard Project*  
Ron Hitchcock, *Multnomah ESD*  
Sue Levin, *Stand for Children, Oregon*  
Carol Middleton, *Clackamas Education Service District*  
Midge Purcell, *Urban League*  
Jada Rupley, *ESD 112 (Clark County)*  
James Sager, *NW Regional Education Service District*  
Nate Waas Schull, *Portland Schools Foundation*  
Sho Shigeoka, *Beaverton School District*  
Bob Turner, *Oregon University System*  
Courtney Vanderstek, *OEA*  
Mark Walhood, *City of Portland*  
Carol Wire, *Oregon PTA*

## **HEALTHY PEOPLE**

Betty Izumi (Co-LEAD), *PSU School of Community Health*  
Nancy Stevens (Co-LEAD), *Community Health Consultant*  
Cindy Becker, *Clackamas County Dept. of Health, Housing & Human Services*  
Art Blume, *WSU-Vancouver*  
Tom Clancey-Burns, *Community Action Partnership of Oregon*  
Noelle Dobson, *Community Health Partnership*  
Leda Garside, *Tuality Hospital, Washington County*  
Sandy Johnson, *Multnomah County Health Dept.*  
Deborah John, *OSU Extension Family & Community Health, Clackamas Co.*  
Michelle Kunec, *City of Portland*  
Julie Marshall, *Cascade Centers*  
Wendy Rankin, *Community Health Partnership*  
David Rebanal, *NW Health Foundation*  
Jennifer Reuer, *Washington County*  
Eric Ridenour, *Sera Architects*  
Daniel Rubado, *DHS, Environmental Health*

Marni Storey, *Clark County Public Health Dept.*  
Tricia Tillman, *State of Oregon, Office of Multicultural Health*  
Phil Wu, *Kaiser Permanente*

## **NATURAL ENVIRONMENT**

Linda Dobson (Co-LEAD), *City of Portland Bureau of Environmental Services*  
Jimmy Kagan (Co-LEAD), *Institute for Natural Resources, OSU*  
Bob Austin, *Clackamas County Commission*  
Jonathan Belmont, *Independent Consultant*  
Marcelo Bonta, *Environmental Professionals of Color*  
Bob Costanza, *PSU Sustainability Center*  
Brent Davies, *Ecotrust, Community Ecosystem Services*  
Doug Drake, *Oregon DEQ*  
Steven Fedje, *USDA-NRCS*  
Jeff Goebel, *Portland State University*  
Queta González, *Center for Diversity & the Environment*  
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# GPVI Emerging Indicators

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<http://www.pdx.edu/ims/indicators>

## Introduction

The following lists of indicators reflect the thinking of each of the nine Results Teams at this point in time. We asked the teams to reduce their lists to five to seven key indicators per team. Their remaining indicators remain on the radar screen either as context to key indicators or as potential key indicators in future cycles.

We will continue to solicit feedback on the GPVI Emerging Indicators beyond the start-up phase and release of the inaugural, “beta” GPVI report.

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## GPVI ACCESS AND MOBILITY Results Team



Outcome Definitions	Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
<b>1. ACCESS.</b> Access to essential information, goods, services, activities and destinations  <b>2. MOBILITY.</b> Safe, efficient and reliable mobility options for people, goods, and services  <b>3. ECONOMIC PROSPERITY.</b> Transportation system that promotes economic competitiveness and prosperity  <b>4. IMPROVED ENVIRONMENT.</b> Transportation system that improves environmental health  <b>5. HEALTH AND SAFETY.</b> Transportation system that enhances human health and safety  <b>6. EQUITY.</b> Transportation system that ensures equity	<b>#1 ACCESS</b>	1. <b>MULTI-USE PATHS.</b> Percent and miles of regional pedestrian, bicycle, and multi-use path network complete as defined by metropolitan planning area boundaries for Portland and Vancouver	<ul style="list-style-type: none"> <li>Degree of connectivity of streets, trails, sidewalks, bike lanes &amp; travel modes</li> <li>Density of street intersections</li> <li>Compactness &amp; density of land use pattern</li> <li>Availability and use of non-single occupant vehicle travel options</li> </ul>
	<b>#2 MOBILITY</b> <b>#3 ECONOMIC PROSPERITY</b>	2. <b>TRAVEL DELAY.</b> Annual hours of delay per traveler, total hours of delay, and total cost of delay within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> <li>Reliability</li> <li>Cost of congestion for traded sector travel</li> <li>Traffic Congestion</li> </ul>
	<b>#4 IMPROVED ENVIRONMENT</b>	3. <b>VEHICLE MILES.</b> Daily vehicle miles traveled per person and total daily vehicle miles traveled within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> <li>Vehicle miles traveled</li> <li>Car ownership</li> <li>Access to other modes of transportation beyond single occupant vehicle</li> </ul>
	<b>#4 IMPROVED ENVIRONMENT</b>	4. <b>EMISSIONS.</b> Tons of transportation-source GHG emissions, carbon monoxide (CO), nitrogen oxide (NOX), volatile organic compounds (VOC), particulate matter 10 exhaust (PM10) within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> <li>Vehicle miles traveled</li> <li>Pollution from vehicles</li> <li>Car ownership</li> <li>Fuel efficiency/energy use</li> <li>Access to other modes of transportation beyond single occupant vehicle</li> </ul>
	<b>#5 HEALTH AND SAFETY</b> <b>#4 IMPROVED ENVIRONMENT</b>	5. <b>ACTIVE TRANSPORTATION.</b> Percent mode share of active transportation (transit, walking and bicycling) for daily activities (work & non-work) within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> <li>Walkability</li> <li>Opportunities for physical activity</li> <li>Quality and level of access to bike infrastructure</li> <li>Infrastructure design</li> <li>Access to other modes of transportation beyond single occupant</li> </ul>

## GPVI ACCESS AND MOBILITY Results Team



Outcome Definitions	Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
	<b>#5 HEALTH AND SAFETY</b>	<b>6. FATALITIES AND INJURIES.</b> Number of pedestrian, bicyclist, and vehicle occupant fatalities and serious injuries within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> <li>• Walkability</li> <li>• Perception of transportation system safety</li> <li>• Quality and level of access to bike infrastructure</li> <li>• Infrastructure design</li> <li>• Driver behavior</li> <li>• Posted travel speeds</li> <li>• Amount and quality of educational campaigns for traffic laws, fitness, health</li> </ul>
	<b>#7 EQUITY</b>	<b>7. TRANSPORTATION + HOUSING COSTS.</b> Average combined cost of housing and transportation within the metropolitan planning boundaries of Portland and Vancouver region	<ul style="list-style-type: none"> <li>• Affordability of transportation and housing</li> <li>• Equitable access for all incomes, ethnicities, ages, abilities and geographies</li> <li>• Distribution of benefits and burdens</li> </ul>

## GPVI ARTS AND CULTURE Results Team



Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
<b>DAILY ARTS FOR YOUTH</b>	1. <b>SCHOOL ARTS SPECIALISTS.</b> Student-to-specialist ratio, a) regional average, b) by area, school or district	Teacher training; advocacy of parents; school board and leadership commitment
	2. <b>YOUTH PARTICIPANTS (developmental).</b> Percent of youth that participate in art programs, a) in-school, b) community-based –	Teacher training; advocacy of parents; community based initiatives; school board and leadership commitment; transform school arts funding
<b>ECONOMIC STABILITY OF ARTS PROVIDERS</b>	3. <b>FUNDING FOR ARTS PROVIDERS.</b> Total funding for arts provider-organizations in the region, a) total, b) by source	Business community leadership and investment; dedicated funding stream; commitment of elected officials; awareness of economic value of the arts
	4. <b>EARNED INCOME.</b> Average annual earned income of the region's a) arts organizations, b) individual artists	Build capacity of emerging arts providers; business community leadership and investment; dedicated funding stream; commitment of elected officials; awareness of economic value of the arts
	5. <b>FINANCIAL HEALTH OF ARTS PROVIDERS.</b> Average debt-to-reserves ratio of the region's arts provider-organizations	Build capacity of emerging arts providers; business community leadership and investment; dedicated funding stream; commitment of elected officials; awareness of economic value of the arts
<b>EQUITABLE ACCESS</b>	6. <b>CULTURALLY SPECIFIC ARTS EVENTS.</b> a) annual number of events and programs, b) average annual number of participants	Build capacity of emerging arts providers; diminish perception barriers; diminish cultural barriers; diminish economic barriers; public art funding reflects diversity in the region; direct outreach
	7. <b>FUNDING FOR DIVERSE ARTS PROVIDERS.</b> Total funding for culturally diverse arts provider-organizations, a) total, b) by source (subset of #3)	Build capacity of emerging arts providers; diminish perception barriers; diminish cultural barriers; diminish economic barriers; public art funding reflects diversity in the region; direct outreach
	8. <b>DIVERSE ARTS PROVIDERS.</b> Number of culturally diverse arts provider-organizations in the region.	Build capacity of emerging arts providers; diminish perception barriers; diminish cultural barriers; diminish economic barriers; public art funding reflects diversity in the region; direct outreach



## GPVI CIVIC ENGAGEMENT Results Team



Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
INFORMED COMMUNITY MEMBERS	1. <b>LIBRARY USE.</b> Per capita library circulation rates for Multnomah, Washington, Clackamas and Clark Counties	Access to information; access to education
	2. <b>INTERNET ACCESS.</b> Percentage of adults in Portland metropolitan area frequently obtaining news from the internet.	Access to information; access to education
STRONG SENSE OF COMMUNITY	3. <b>VOLUNTEERING.</b> Percentage of adults in Portland metropolitan area, aged 16 or older, volunteering with or through one or more organizations	Sense of responsibility for the public good; possession of economic means to meet basic needs; existence of structures and processes to facilitate community engagement; access to information
	4. <b>GROUP PARTICIPATION.</b> Percentage of adults in Portland metropolitan area, age 18 or older, participating in a group	
	5. <b>CHARITABLE GIVING</b> to nonprofit organizations located in the Oregon portion of the Portland metropolitan area	Sense of responsibility for the public good; possession of economic means to meet basic needs
WIDESPREAD ELECTORAL AND NON-ELECTORAL PARTICIPATION	6. <b>VOTING.</b> Percentage of eligible voters in the Portland metropolitan area voting in presidential elections	Sense of responsibility for the public good; possession of economic means to meet basic needs; existence of structures and processes to facilitate community engagement; access to information
	7. <b>ACTIVISM.</b> Percentage of adults in the Portland metropolitan area, age 18 or older who contacted or visited a public official	

### Comments:

The Civic Engagement Results Team proposes four "**developmental**" indicators.

#### 1. Residents of the Portland metropolitan possess access to the Internet; or regularly obtain online news content.

Outcome: INFORMED COMMUNITY MEMBERS

Access to information is essential to helping people learn about the status of their community and how community needs are in turn related to larger developments in the state, nation and world. As trends suggest that an increasing portion of the population is obtaining



## GPVI CIVIC ENGAGEMENT Results Team

information via the Internet, possessing access to the Internet will likely become increasingly important indicator of an informed community. County-specific data on personal (home connections) and public access (libraries, free wifi, etc.) to the internet is not readily available. In lieu of this data, we will use the U.S. Census Bureau data regarding the percentage of adults regularly obtaining news from the Internet.

### 2. **Quantity and consumption of culturally specific periodicals in the Portland metropolitan area; or county library circulation figures for foreign language materials.**

Outcome: INFORMED COMMUNITY MEMBERS

The availability of culturally specific periodicals can increase access to relevant information for a wide variety of ethnic and racial groups, enhancing their prospects for informed and meaningful participation in the larger community. Although data on the number and readership of these periodicals (whether they appear in print or online or in both forms) is spotty, with some effort the data could potentially be collected. Alternative related indicators might include *library circulation figures for foreign language materials*. Some county libraries in the Portland metropolitan area do indeed gather and provide such information, but for the data to be meaningful, we would also need to possess estimates for the number of foreign-born residents of Portland metro area counties.

### 3. **Healthy ethnic and racial relations.**

Outcome: STRONG SENSE OF COMMUNITY

A region's sense of community is strengthened by effective communication, positive relationships and a sense of trust between and among different race and ethnic groups. However, measuring the "health" of these relationships is complex and multi-faceted. There is limited data available and it has not been collected systematically. Specific data might include charitable giving to nonprofit organizations that primarily serve ethnic and racial minorities; public dollars dedicated to sustaining the civic engagement capacity of communities of color, including immigrants and refugees; and survey perception of the status of race and ethnic relations. The Civic Engagement Results Team is requesting assistance from the Equity Panel to identify reliable indicators for the region that would measure healthy race and ethnic relations.

### 4. **Elected and non-elected public officials racially and ethnically represent the communities they serve.**

Outcome: STRONG SENSE OF COMMUNITY; WIDESPREAD ELECTORAL AND NON-ELECTORAL PARTICIPATION

When individuals can identify with a public official that represents their specific community, it enhances their sense of connection to the public process and increases their likelihood of participating actively in community activities and problem solving. Understanding this data might also promote culturally specific leadership development and innovative employment practices. There is currently no mechanism for data collection. The Civic Engagement Results Team is requesting assistance from the Equity Panel to identify reliable indicators in this area.

## GPVI ECONOMIC OPPORTUNITY Results Team



Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
<b>INDIVIDUAL &amp; FAMILY PROSPERITY</b>	1. <b>HOUSEHOLD SUFFICIENCY.</b> Percentage of households earning sufficient income to be independent from government supports.	Economic Security: Residents have the income required to meet their needs and be economically mobile.
	2. <b>INCOME.</b> Percent income earned by quintile	Income Disparity Economic mobility
<b>BUSINESS PROSPERITY</b>	3. <b>LAND FOR BUSINESS.</b> Months of inventory of available industrial and nonindustrial land, separated out by land that is “shovel ready”	Land that is ready to develop is a primary resource and economic input in business development.
	4. <b>JOBS.</b> Net Employment Growth by business size, class and minority owned businesses	Employment growth must keep up with population growth to ensure residents can find jobs.
	5. <b>BUSINESS LOANS.</b> Availability and use of SBA loans	Sufficient capital is available for businesses to grow.
	6. <b>INDUSTRY CONCENTRATION.</b> Location quotients broken out by industry with a focus on manufacturing.	Industrial specialization and diversification: Specialization improves productivity; diversification smoothes business cycles.
<b>COMMUNITY PROSPERITY</b>	7. <b>GOVERNMENT EFFICIENCY.</b> Government spending per capita or per \$1000 of income	Efficient public institutions and regulations: Public funding is allocated efficiently to produce the outcomes that citizens want.

### Comments:

The indicators we have chosen tell only part of the story we want to tell, but by necessity we had to choose those that we felt were the strongest indicators of family, business, and community prosperity. We debated a number of other indicators, which we would like to continue to consider:

**Individual and Family Prosperity:** We also considered the following additional indicators:

- *The Unemployment rate*, which would tell us whether sufficient jobs are available to keep up with population growth. Since work is most family’s primary source of income, the availability of jobs is an important driver for individual and family prosperity. This indicator can also be broken down by location and race.



## GPVI ECONOMIC OPPORTUNITY Results Team

- *Travel Time to Work*, and indicator of the driver Jobs/Housing Proximity. This would tell us whether community members are able to find a good job fit for their skill and abilities without enduring long commutes.
- *Child Poverty*, which gives us a strong indicator of the family's economic conditions. Evidence shows that these conditions have a strong impact on the later achievement of children, which affects economic mobility. Studies have shown that interventions early in life are more effective than those that come later.
- *Metro Score*, a community index based on seven community attributes. This score gives us a measure of vibrant neighborhoods, which can affect a person's access to opportunity and their sense of well being.
- A *Strong Social Safety net* is important to ensure that families can weather economic downturns. However, we felt that the other indicators were stronger overall measures.

**Business Prosperity:** Our primary indicators tell us about the availability and condition of land, labor and capital, the primary factors of production. However, we recognize that there are additional important factors that did not make our short list, including the following:

- *Human Capital* is certainly important to business and individual prosperity; this important driver connects us to the Education team.
- *Innovation* is key to growing the economy without increases in land, labor or capital. However, few indicators of innovation are available at any level of geography smaller than the state. We are still working on this.
- *Jobs due to new Business Starts* would tell us about our region's environment for starting and growing new businesses. However the data are noisy and we felt that they did not really tell us what we wanted to know.
- *Business Costs* tell us whether our region can offer a supportive cost environment for businesses. We decided that employment growth was a stronger indicator of the outcome of that environment.

**Community Prosperity:** Our primary indicator in this section, government spending per capita or per \$1000 of personal income, is an imperfect measure of government efficiency. What we are really trying to capture is whether government's actions provide value for citizens and support business prosperity. This is not an easy thing to measure. Other measures we considered were:

- *Philanthropic Giving*, because this contributes to a supportive community environment not offered by government or the private sector. This offers us a strong tie to the Civic Engagement Team, which will publish this indicator.
- *Government Revenue Stability and reserves* would tell us whether the public sector has the reserves to withstand economic downturns while serving the increased social service needs of the public. We are trying to capture stability in our government revenue number. We are still struggling with this.



Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
<b>WELL EDUCATED WORKFORCE</b>  <b>WELL EDUCATED INDIVIDUALS</b>	1. <b>HEAD START ACCESS.</b> Number of participating students in Head Start over number of eligible students	<ul style="list-style-type: none"> <li>• Equity</li> <li>• Sufficient opportunity</li> </ul>
	2. <b>STUDENT ACHIEVEMENT.</b> Percent of 3rd Grade students who meet or exceed math and reading assessment standards, by race and ethnicity	<ul style="list-style-type: none"> <li>• Equity, Quality human capital,</li> <li>• Quality curriculum</li> </ul>
	3. <b>HIGH SCHOOL GRADUATION.</b> Cohort High School Graduation Rate, by race and ethnicity)	<ul style="list-style-type: none"> <li>• Stable home relationships</li> <li>• Home-school partnership</li> <li>• Motivated learners</li> <li>• Equity</li> <li>• Quality human capital</li> <li>• Quality Curriculum</li> <li>• Safe and civil environment</li> <li>• Sufficient opportunity, Education is a priority</li> </ul>
	4. <b>PUBLIC SCHOOLING.</b> Percent of school age population attending public school	<ul style="list-style-type: none"> <li>• Home-school partnership</li> <li>• Quality human capital</li> <li>• Quality curriculum</li> <li>• Safe and civil environment</li> <li>• Sufficient opportunity</li> <li>• Education is a priority</li> </ul>
	5. <b>SUFFICIENT OPPORTUNITY.</b> An indicator of number of school days, length of School year, class size.	<ul style="list-style-type: none"> <li>• Sufficient opportunity</li> <li>• Education is a priority</li> </ul>



Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
	6. <b>ADULT EDUCATION LEVELS.</b> Educational attainment, 18-24, 25-64	<ul style="list-style-type: none"> <li>• Stable home relationships</li> <li>• Home-school partnership</li> <li>• Motivated learners, Equity</li> <li>• Quality human capital</li> <li>• Quality Curriculum</li> <li>• Safe and civil environment</li> <li>• Sufficient opportunity</li> <li>• Education is a priority</li> </ul>

## Comments:

Whenever possible the Education Results Team intends to disaggregate data by race and ethnicity.

## GPVI NATURAL ENVIRONMENT Results Team



Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
<b>HEALTHY SOILS.</b> Maintenance of working lands. Reduction of external food and fiber needs of the region.	<b>1. LAND COVER.</b> Acres of land devoted to natural ecological communities, forest, and farm/agriculture.	<ul style="list-style-type: none"> <li>Working land management practices (including welfare of the health and safety management practices of farm and forest workers)</li> <li>Land conversion or preservation of working lands</li> <li>Land use and development practices and patterns</li> <li>Local markets for food, fiber and products</li> <li>Environmental literacy</li> <li>Policies and programs (conservation, preservation, restoration, regulations)</li> <li>Economic viability of urban forest and farms</li> <li>Legacy practices and pollutants (includes environmental justice and cultural practices)</li> </ul>
<b>CLEAN WATER</b> and healthy aquatic ecosystems.	<b>2. HEALTHY WATERWAYS.</b> Healthy, fishable and swimmable waterways. (index)	<ul style="list-style-type: none"> <li>Land use and Development patterns (impervious coverage)</li> <li>Extent and distribution of tree canopy, green streets, ecoroofs and other natural features that provide ecological function</li> <li>Abundance, diversity, complexity and health of riparian and wetland habitats</li> <li>Environmental literacy</li> <li>Individual behaviors (household and landscape chemicals, driving habits)</li> <li>Infrastructure design and its impacts (Sanitary/stormwater, water supply, transportation)</li> <li>Working land management practices</li> <li>Business practices, large and small</li> <li>Policies and programs (e.g. restoration/conservation/protection programs, institutional barriers)</li> <li>Legacy practices and pollutants</li> </ul>
<b>CLEAN AIR</b>	<b>3. GOOD AIR DAYS.</b> Percent of days with “good” air quality. (index)	<ul style="list-style-type: none"> <li>Environmental Literacy</li> <li>Individual behaviors: burning wood for home heat; driving choices</li> <li>Fuel emissions (heavy duty diesel)</li> <li>Transportation management</li> <li>Business practices, large and small</li> <li>Programs and policies (e.g. institutional barriers to working at home)</li> <li>Extent and distribution of tree canopy, green spaces and vegetation</li> <li>Availability of alternative fuels, Bio-methane</li> <li>Land use and development patterns</li> <li>Sources and efficiency of energy</li> </ul>
<b>RESILIENCY.</b> Environment of the region is able to avoid, minimize, withstand, or adapt to hazards (fire, floods, earthquakes, infestations and landslides), disasters or climate change	<b>4. PROTECTED LANDS.</b> Acres of sensitive lands protected or restored (vs. developed).	<ul style="list-style-type: none"> <li>Diversity, complexity and health of habitats (plant and animal species)</li> <li>Extent /distribution of tree canopy and vegetation</li> <li>Cumulative effect and extent of climate change (e.g. increased CO2 inputs, deforestation) carbon mgmt resulting in increased rainfall and decreased snow pack and subsequent increased dependence on natural and engineered water storage (e.g., groundwater, cisterns)</li> <li>Policies and programs (water conservation, energy conservation, emergency response, regional strategic planning and economic investment)</li> <li>Land use and development practices and patterns</li> </ul>

## GPVI NATURAL ENVIRONMENT Results Team



Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
so it can continue to provide ecosystem services necessary to life.		<ul style="list-style-type: none"> <li>Sources and efficiency of energy (where we get energy and how we use it).</li> <li>Historical influences and affects – hydrology and geology</li> </ul>
<b>ACCESS TO NATURE.</b> All people can experience nature in their daily lives, and have easy access to parks, natural areas, trails, vegetation and wildlife (in order to enhance their health, sense of place, quality of life, and environmental stewardship).	<b>5. PROXIMITY TO NATURE AND PARKS.</b> Percent of population within ¼ mile walking distance to: 1) publicly owned and accessible parkland or trail corridor; and 2) natural area.	<ul style="list-style-type: none"> <li>Accessibility and proximity of parks, trails, and natural areas (especially for children, seniors, differently-abled and lower income households).</li> <li>Extent and distribution of tree canopy, green streets, ecoroofs and other natural features that provide ecological function.</li> <li>Health and diversity of the regional ecosystem.</li> <li>Affordability of transportation choices to reach community and regional parks, trails and natural areas</li> <li>Health and environmental literacy</li> <li>Connectivity of natural areas, trails and parks.</li> <li>Stewardship and civic engagement in environmental protection (volunteerism and charitable contributions)</li> <li>Community walkability</li> <li>Policies and programs</li> <li>Land use and development patterns</li> </ul>
<b>ENVIRONMENTAL JUSTICE AND EQUITY.</b> All people have access to clean air and water, to a clean and safe environment and to nature.	<b>6. PROXIMITY TO COMPROMISED ENVIRONMENTS.</b> Percent of select populations ¼ mile distance from superfund, brownfield or air quality impacted sites.	<ul style="list-style-type: none"> <li>Accessibility and proximity of parks, trails, and natural areas (especially for children, seniors, differently-abled and lower income households).</li> <li>Land use and development practices and patterns</li> <li>Working land management practices (including welfare of the health and safety management practices of workers)</li> <li>Legacy practices and pollutants (includes environmental justice and cultural practices)</li> <li>Extent and distribution of tree canopy, green streets, ecoroofs and other natural features that provide ecological function.</li> <li>Stewardship and civic engagement in environmental protection (volunteerism and charitable contributions)</li> <li>Policies and programs</li> <li>All residents are fully involved as equal partners in decision making about issues that affect the quality of the environment in their neighborhoods, including clean air and water</li> <li>Economic disparities</li> </ul>
<b>NATIVE SPECIES.</b> Native Plants and Animals and the habitats/ecological processes that support them.*	<ul style="list-style-type: none"> <li>Percent (acres/miles) of <b>FUNCTIONAL CORRIDORS</b> as defined by Metro's Regional Conservation Strategy.</li> <li>Percent of <b>STREAMS THAT SUPPORT SALMONIDS</b> (observed)</li> <li>Number of <b>NATIVE VERTEBRATE TERRESTRIAL SPECIES</b> by watershed.</li> </ul>	<ul style="list-style-type: none"> <li>Abundance, diversity, complexity and health of habitats</li> <li>Land use and development patterns (economic pressures)</li> <li>Cumulative effect and extent of climate change</li> <li>Altered fire and water regimes</li> <li>Regional and local scale anchor habitats, connectivity and wildlife corridors</li> <li>Policies and programs (e.g. restoration/conservation/protection programs, institutional barriers)</li> <li>Protection, restoration and expansion of special status habitats and plant and animal species (manage invasive plants and animals)</li> <li>Environmental literacy • Stewardship • Individual behaviors</li> </ul>

\* The Natural Environment Results Team believes it critical that three indicators be forwarded for the last outcome on **Native Species**. It is the only outcome pertaining solely to the health and sustainability of plant and animal populations (non-human) in the GPVI project. The importance of this outcome related to critical ecosystem health commands this degree of attention.



# GPVI HEALTHY PEOPLE Results Team



## HEALTH INDICATORS AND INDICATOR LINKAGES TO OTHER TEAMS

Desired Outcomes	Factors Influencing Outcomes	Key Indicators	Drivers (policy considerations)
<b>Healthy People based on low morbidity, high quality of life, and life expectancy.</b>  Indicators of health status could include life expectancy and infant mortality (no tracking of these indicators)	<b>Health promotion and disease prevention</b>	<ul style="list-style-type: none"> <li>• <b>OBESITY RATES.</b> Percent of children/adults who are overweight or obese</li> <li>• <b>PHYSICAL ACTIVITY.</b> Percent of adults who met the CDC recommendation for physical activity</li> <li>• <b>HEALTH EATING.</b> Percent of adults reporting an average fruit and vegetable consumption of 5 or more servings per day</li> <li>• <b>TOBACCO USE.</b> Percent of adults who are current smokers</li> <li>• <b>TEEN BIRTH RATES.</b> Percentage of live births to teen mothers (age 10-17)</li> </ul> <p style="text-align: center;"><u><b>LINKAGES WITH OTHER TEAMS</b></u></p> <p>→ ACTIVE TRANSPORTATION</p> <p>→ EMISSIONS</p> <p>→ VEHICLE MILES TRAVELED</p> <p>→ 20 MINUTE NEIGHBORHOOD (include food access services?)</p> <p>→ SAFE STREETS (?)</p>	<ul style="list-style-type: none"> <li>• PHYSICAL ACTIVITY.</li> <li>• NUTRITION.</li> <li>• TOBACCO USE</li> <li>• SUBSTANCE USE</li> <li>• SEXUAL BEHAVIOR</li> <li>• ACCESS AND MOBILITY</li> <li>• HOUSING AND COMMUNITY</li> <li>• PUBLIC SAFETY</li> </ul>
	<b>Health Services</b>	<ul style="list-style-type: none"> <li>• <b>PRENATAL CARE.</b> Percent of women receiving adequate prenatal care</li> <li>• <b>TOOTH DECAY IN CHILDREN.</b> Percent of children in grades 1 through 3 with tooth decay</li> <li>• <b>IMMUNIZATION.</b> Percent of 2 year olds up to date on vaccines</li> <li>• <b>MENTAL HEALTH.</b> Percent of adults reporting one or more poor mental health days within the past 30 days</li> <li>• <b>HEALTH INSURANCE.</b> Percentage of adults with health care coverage, including health insurance, prepaid plans such as HMOs, or government plans such as Medicare.</li> </ul>	<ul style="list-style-type: none"> <li>• MEDICAL CARE</li> <li>• DENTAL CARE</li> <li>• BEHAVIORAL/MENTAL HEALTH</li> <li>• PUBLIC HEALTH</li> <li>• LONG TERM SUPPORT</li> </ul>

## GPVI HEALTHY PEOPLE Results Team



Desired Outcomes	Factors Influencing Outcomes	Key Indicators	Drivers (policy considerations)
		<p>DEVELOPMENTAL INDICATORS</p> <ul style="list-style-type: none"> <li>• <b>ER VISITS.</b> Percent of total emergency room visits that are for primary care.</li> <li>• <b>PREVENTIVE CLINICAL CARE.</b></li> </ul>	
	<b>Social Context and Environment</b>	<p><u>LINKAGES WITH OTHER TEAMS</u></p> <p>→INCOME</p> <p>→UN/EMPLOYMENT</p> <p>→GRADUATION RATES/EDUCATIONAL ACHIEVEMENT</p> <p>→GOOD AIR DAYS</p> <p>→PROXIMITY TO NATURE</p> <p>→VOLUNTEERING/VOTER REGISTRATION</p> <p>→EQUITABLE ACCESS TO THE ARTS</p>	<ul style="list-style-type: none"> <li>• ECONOMICS</li> <li>• EDUCATION</li> <li>• NATURAL ENVIRONMENT</li> <li>• CIVIC PARTICIPATION</li> <li>• ARTS AND CULTURE</li> </ul>

## GPVI QUALITY HOUSING AND COMMUNITIES Results Team



Outcome Definitions	Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
<ol style="list-style-type: none"> <li><b>ENOUGH HOUSING.</b> Enough safe, decent, affordable, accessible and appropriate housing</li> <li><b>ACCESS TO HOUSING.</b> Access to affordable housing in all neighborhoods, fair and equitable distribution of affordable housing in all communities, and removal of barriers to choice of housing and neighborhood</li> <li><b>HOMEOWNERSHIP.</b> Opportunities for wealth creation through homeownership available to all</li> <li><b>RENTING OPTIONS.</b> Renting is a good option--secure, safe, and affordable</li> <li><b>IMPROVED HOMELESSNESS.</b> Improve homeless outcomes</li> <li><b>ACCESS TO SERVICES.</b> Your neighborhood doesn't determine your access to good schools, clean air, transportation options, etc. All communities offer benefits and are places where people can thrive</li> <li><b>CONNECTEDNESS.</b> Community connectedness in diverse communities</li> </ol>	<ol style="list-style-type: none"> <li><b>ACCESS TO HOUSING</b></li> <li><b>HOMEOWNERSHIP</b></li> </ol>	<ol style="list-style-type: none"> <li><b>OWNERSHIP GAP.</b> Homeownership rate gap between ethnic groups and income levels</li> </ol>	<ul style="list-style-type: none"> <li>Race doesn't determine your access to resources via housing and neighborhoods</li> <li>CRA enforcement, redlining eliminated</li> <li>Fair housing, fair lending</li> </ul>
	<ol style="list-style-type: none"> <li><b>ACCESS TO HOUSING</b></li> <li><b>CONNECTEDNESS</b></li> <li><b>PARITY FOR PEOPLE OF COLOR</b></li> </ol>	<ol style="list-style-type: none"> <li><b>RACIAL SEGREGATION.</b> Possible measures: <b>a) dissimilarity index</b> - segregation by income and race/ethnicity, a dissimilarity index ranging from 0-100 that shows the imbalance in the spatial distribution of non-white neighborhoods); <b>b) exposure index</b>, e.g. showing "exposure" of the average black person to people different races in their neighborhood</li> </ol>	<ul style="list-style-type: none"> <li>Race doesn't determine your access to resources via housing and neighborhoods</li> <li>Creation of mixed-income communities</li> </ul>
	<b>#1. ENOUGH HOUSING</b>	<ol style="list-style-type: none"> <li><b>TRANSPORTATION + HOUSING COSTS.</b> Housing plus transportation costs</li> </ol>	<ul style="list-style-type: none"> <li>No household is cost-burdened</li> <li>Healthy and balanced housing market</li> <li>Neighborhoods are accessible</li> </ul>
	<b>#1. ENOUGH HOUSING</b>	<ol style="list-style-type: none"> <li><b>AFFORDABILITY MISMATCH.</b> Housing affordability mismatch by units available at various levels of income (as % of median family income)</li> </ol>	<ul style="list-style-type: none"> <li>Healthy and balanced housing market</li> </ul>
	<ol style="list-style-type: none"> <li><b>ENOUGH HOUSING</b></li> <li><b>RENTING OPTIONS</b></li> </ol>	<ol style="list-style-type: none"> <li><b>RENTAL VACANCIES.</b> Vacancy rate of rental housing</li> </ol>	<ul style="list-style-type: none"> <li>Adequate supply of affordable rental housing</li> <li>Healthy and balanced housing market</li> </ul>
	<b>#1. ENOUGH HOUSING</b>	<b>6. NEW CONSTRUCTION</b>	<ul style="list-style-type: none"> <li>Healthy and balanced housing market</li> </ul>
	<b>#2. ACCESS TO HOUSING</b>	<ol style="list-style-type: none"> <li><b>VOUCHERS.</b> Concentration of voucher users and subsidized units (number per neighborhood)</li> </ol>	<ul style="list-style-type: none"> <li>De-concentration of low-income, subsidized units</li> </ul>
	<ol style="list-style-type: none"> <li><b>ENOUGH HOUSING</b></li> <li><b>RENTING OPTIONS</b></li> </ol>	<ol style="list-style-type: none"> <li><b>SUBSTANDARD HOUSING</b> rate</li> </ol>	<ul style="list-style-type: none"> <li>Healthy and balanced housing market</li> <li>Building code enforcement beyond tenant reporting</li> </ul>

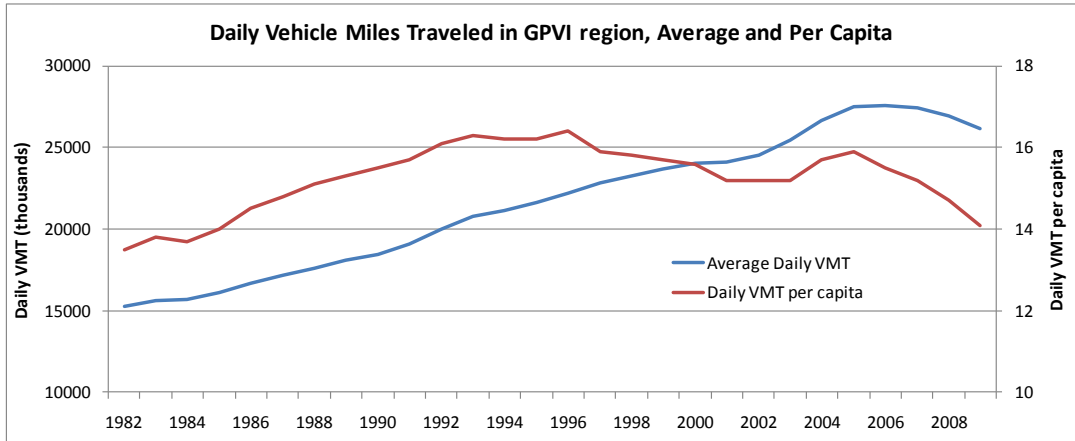
## GPVI QUALITY HOUSING AND COMMUNITIES Results Team

Outcome Definitions	Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
8. <b>HOUSING CHOICES.</b> Housing Choices are supported  9. <b>PARITY FOR PEOPLE OF COLOR.</b> People of color have the same housing and neighborhood choices as whites  <i>This team will meet soon to prioritize down to five-seven key indicators.</i>	<b>#5. IMPROVED HOMELESSNESS</b>	<b>9. SHELTER BEDS</b>	<ul style="list-style-type: none"> <li>Emergency housing assistance</li> </ul>
	<b>#3. HOMEOWNERSHIP</b>	<b>10. HIGH INTEREST RATE LOANS</b> as a share of home purchase loans by race/ethnicity	<ul style="list-style-type: none"> <li>Fair housing, fair lending</li> <li>CRA enforcement, redlining eliminated</li> <li>Access to non-predatory credit/capital</li> </ul>
	<b>#4. RENTING OPTIONS</b>	<b>11. EVICTIONS</b>	<ul style="list-style-type: none"> <li>Sufficient rent assistance for emergencies or for long term</li> <li>Policies and laws that support renters</li> </ul>
	<b>#1. ENOUGH HOUSING</b> <b>#2. ACCESS TO HOUSING</b> <b>#4. RENTING OPTIONS</b>	<b>12. REGULATORY BARRIERS</b> – developmental indicator	<ul style="list-style-type: none"> <li>planning/zoning regulations that support and do not impede affordable, mixed-income housing</li> <li>Accountability of service providers, regulators, agencies</li> </ul>
	<b>#5. IMPROVED (REDUCED) HOMELESSNESS</b>	<b>13. HOMELESSNESS.</b> Rate per 10,000 and one night shelter and street counts	<ul style="list-style-type: none"> <li>Sufficient housing</li> <li>Emergency housing assistance</li> </ul>
	<b>#1. ENOUGH HOUSING</b>	<b>14. HOUSING COST BURDEN.</b> Share of households paying 30% or more of income for housing	<ul style="list-style-type: none"> <li>No Household is cost-burdened</li> </ul>
	<b>#1. ENOUGH HOUSING</b>	<b>15. HOUSING WAGE GAP</b> – Income needed to afford fair market rent versus median income, wage needed to afford fair market rent versus minimum wage	<ul style="list-style-type: none"> <li>Healthy and balanced housing market</li> </ul>
	<b>#3. HOMEOWNERSHIP</b>	<b>16. FORECLOSURES.</b> Share of foreclosures by neighborhood	<ul style="list-style-type: none"> <li>Access to credit/capital that is not predatory</li> </ul>
	<b>#2. ACCESS TO HOUSING</b> <b>#4. RENTING OPTIONS</b>	<b>17. FAIR HOUSING COMPLAINTS.</b> Number of complaints to the Fair Housing Council of Oregon	<ul style="list-style-type: none"> <li>Robust landlord-tenant law</li> <li>Building code enforcement beyond tenant reporting</li> <li>Fair housing enforcement</li> </ul>
	<b>#8. HOUSING CHOICES</b>	<b>18. HOMEBUYER EDUCATION</b> outreach and success rate by race/ethnicity	<ul style="list-style-type: none"> <li>Financial literacy education in schools and community orgs</li> <li>Mobility counseling</li> </ul>
	<b>#6. ACCESS TO SERVICES</b>	<b>19. 20-MINUTE NEIGHBORHOOD</b> scores	<ul style="list-style-type: none"> <li>Neighborhoods are accessible</li> </ul>

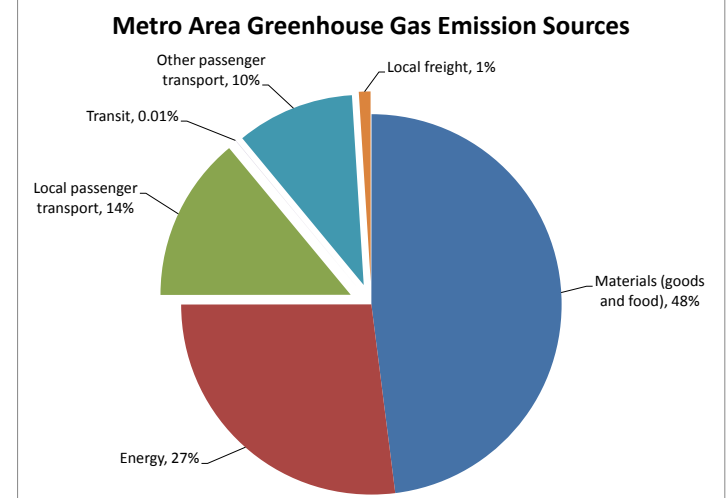
Desired Outcomes	Proposed Key Indicators	Drivers (policy considerations)
<b>SAFETY</b> Community members are able to live with minimal risk of danger, injury, harm, or damage in homes, streets, schools and work places,	1. <b>CRIME RATES.</b> Trends in violent and property crimes known to the police.  2. <b>RECIDIVISM.</b> Percent of persons who commit a crime within three years of release: a) persons on probation, b) persons released from jail and prison  3. <b>ARRESTS AND CHARGES.</b> a) Percent of crime known to police that result in an arrest, b) percent of arrests that result in a charge.	<ul style="list-style-type: none"> <li>• <b>ENFORCEMENT OF THE RULE OF LAW.</b> The rule of law is enforced in order to protect community safety and the safety of those involved with the incident.</li> <li>• <b>REHABILITATION.</b> Violators of laws receive evidence-based services, treatment and opportunities that prevent future violations.</li> <li>• <b>SHARED VISION.</b> Shared public safety goals across the system inform decisions and activities</li> <li>• <b>COLLABORATION.</b> Public safety agencies and partner agencies collaborate and coordinate prevention, planning and response across jurisdictional and fiscal boundaries</li> <li>• <b>INFORMATION SHARING.</b> Public safety agencies and partner agencies share information about clients when the release of that information would benefit (and not negatively impact) clients, victims or other members of the community</li> </ul>
	4. <b>PERCEIVED SAFETY.</b> Public perceptions of personal safety (to be developed)	<ul style="list-style-type: none"> <li>• <b>OBJECTIVE REPORTING.</b> The number of crime-related media reports is proportional to the actual frequency of crime in the community.</li> </ul>
<b>TRUST</b> Mutual trust exists between members of the community and public safety leaders and officials regardless of the demographics of either party.	5. <b>PARITY.</b> Community demographics (age, race & ethnicity) compared to persons a) arrested, b) charged, c) convicted and d) under supervision  6. <b>PERCEIVED TRUST.</b> Public perception of criminal system and practitioners (to be developed)	<ul style="list-style-type: none"> <li>• <b>FAIRNESS.</b> Consequences of committing a crime are not influenced by age, race, gender, income or position.</li> <li>• <b>CULTURAL APPROPRIATENESS.</b> Public safety leaders and officials understand and know how to appropriately respond to different individuals and communities</li> <li>• <b>SYSTEM ACCOUNTABILITY.</b> The public safety system routinely reviews its law for disproportional impact and fairness, and revises accordingly.</li> </ul>

## Access and Mobility Theme

**TRANSPORTATION'S ENVIRONMENTAL IMPACT** – Transportation contributes 25% of the region's greenhouse gas (GHG) emissions. In order to meet our regional GHG reduction goals, we need to encourage a greater use of environmentally friendly travel options.



The region's daily vehicle miles traveled (VMT) per capita has decreased from the highest levels in the mid-90's because of the region's land use planning, and investments in transit, biking and walking. However, because of a growing population, we are still struggling to reduce *total* vehicle travel. The region's population is projected to increase another 19% by 2025, which means we will need to make even more comprehensive changes in travel behavior in order to reduce VMT and GHG emissions. The region has established a goal of 10% GHG reduction by 2020 and at least 75% GHG reduction from 1990 levels by 2050.



### Light duty vehicle emissions targets (preliminary)

1990	2035	2050
4.2	1.06	.44
MTCO <sub>2</sub> e/capita	MTCO <sub>2</sub> e/capita	MTCO <sub>2</sub> e/capita
base year	75% per capita reduction goal	90% per capita reduction goal

Note: MTCO<sub>2</sub>e = metric tons of Carbon dioxide emissions

## Access and Mobility Explanatory Theme Information

An important strategy to reduce GHG reduction is to create, provide and promote travel choices to all people in the region that are equitable and affordable.

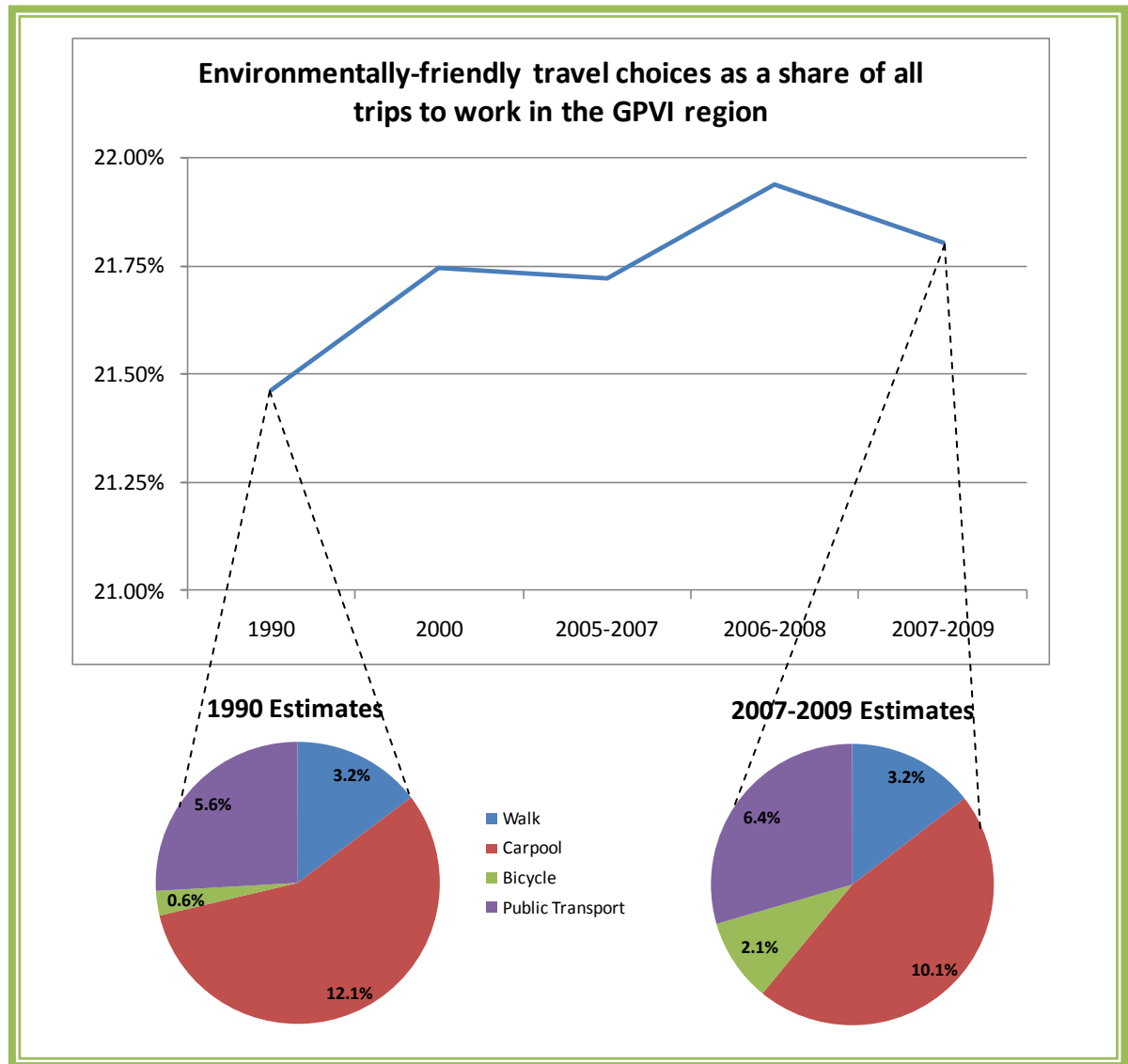
By ensuring equitable access to essential information, goods, services, activities and destinations through safe, efficient and reliable varieties of travel choices, the region's transportation system can improve environmental health and enhance human health and safety, while promoting economic competitiveness and prosperity.

### Key Drivers

The key drivers of reduction of the region's GHG emissions are the amount people use vehicles to travel to essential information, goods, services, activities and destinations, and our region's availability of safe, efficient, and reliable varieties of travel choices. The key drivers that are not included in the presented data are the overwhelming importance of fuels and fleet efficiency, land use and development patterns, and affordability of transportation.

### Data Issues

Data on travel modes from the American Community Survey include only work trips, which represent about 14% of all trips. It is likely that the percentages using environmentally friendly travel choices would be higher if all trips were included.



## Arts & Culture Theme

**THRIVING BUT WITH LIMITED ACCESS** - The region is recognized as having a thriving arts and culture environment and for attracting young creative people, but access to the arts in our communities and schools, and healthy and diverse arts providers are limited by inadequate resources and inconsistent leadership.

### GPVI Art & Culture Results Team Indicator

#### ***Number of Arts Providers per 1,000 Residents***

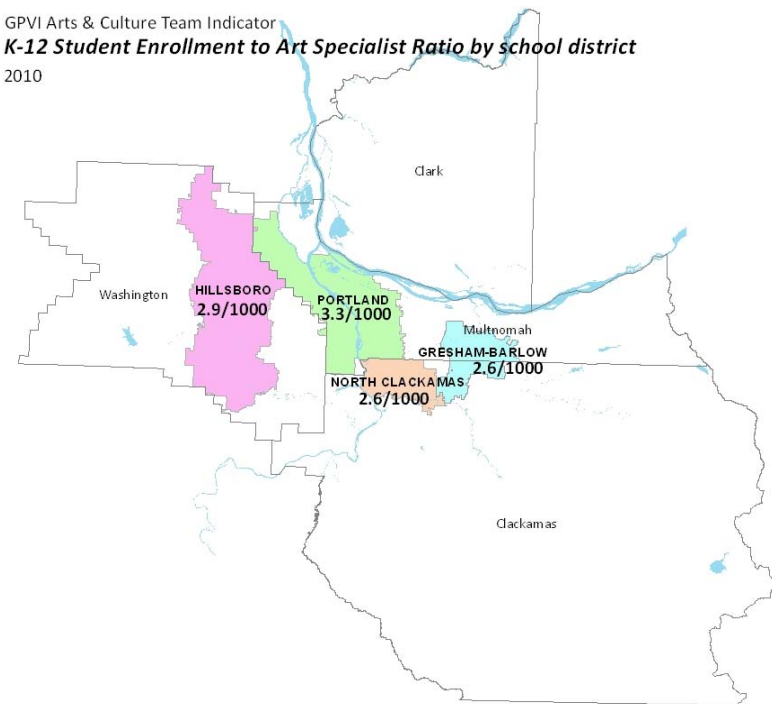
2008

Rank	City	Arts Businesses per 1,000 Residents, 2008	Number of Arts Business, 2008
1	Seattle, WA	6.98	4,065
2	San Francisco, CA	6.50	4,837
3	Atlanta, GA	5.00	2,430
4	Minneapolis, MN	4.84	1,805
5	Los Angeles, CA	4.72	18,160
6	Portland, OR	4.52	2,427
7	Nashville, TN	4.44	2,454
8	Denver, CO	4.26	2,417
9	Washington, DC	4.06	2,361
10	Austin, TX	3.96	2,813

Source: Americans for the Arts. 2008 Creative Industries 2008, The 50 City Report

### GPVI Arts & Culture Team Indicator

#### ***K-12 Student Enrollment to Art Specialist Ratio by school district*** 2010



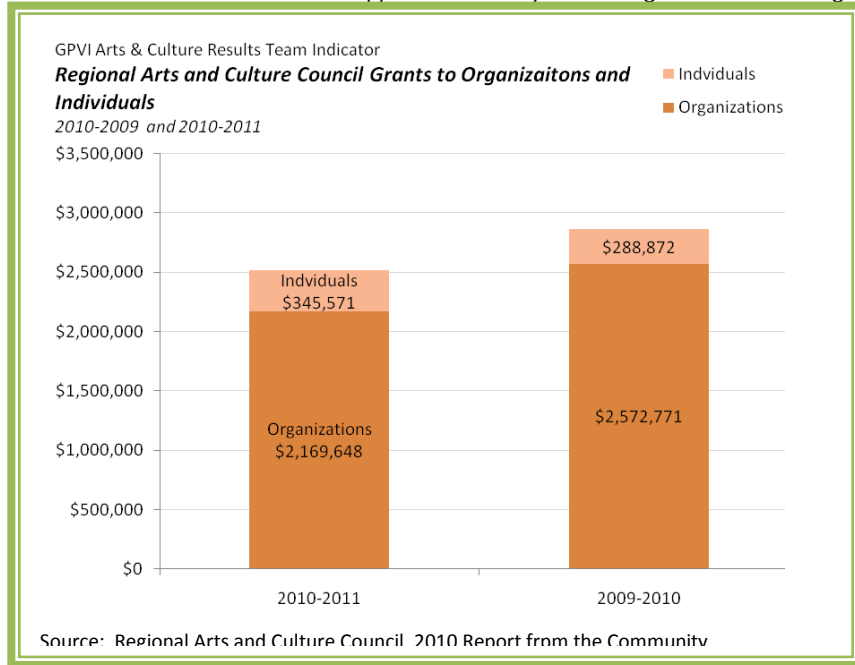
Source: Any Given Child Survey 2010, Regional Arts and Culture Council, Kennedy Center



## Arts & Culture Explanatory Theme Information

The Arts and Culture Team focused on three main outcomes for the region:

- 1) Daily Arts for Youth are critical to a complete education of every student in the region so that they will become productive, creative adults with 21<sup>st</sup> Century skills. Arts Specialists have been stripped from many schools and teachers have not been trained to use the arts to teach core curricular subjects in engaging ways for all types of learners.
- 2) Arts Organizations are inadequately funded to sustain superior products due to lack of dedicated public funding, unwillingness of most private funders to support general operating costs, and shrinking donor base.
- 3) Equitable Access for all citizens to affordable arts offerings and arts based learning for all students are limited due to inadequate funding. Radically improved arts and culture funding would result in increased support of culturally diverse organizations reaching more diverse audiences and would enable all children to have educational, inspirational and skill building



### Key Drivers

- Teacher training.
- Advocacy by parents.
- School board and administration commitment and active leadership
- Community based initiatives
- Business leadership and investment
- Commitment and action by elected officials

### Data Issues

While some data are available much more is being gathered through current projects such as the Local Arts Index, the Economic Impact of the Arts study, the Right Brain Initiative, and Any Given Child.

GPVI Arts & Culture  
**Race and Ethnicity of Portland Public Schools taking part in the Right Brain Initiative 2011**

Portland Public School	Hispanic	White	African American	Asian	American Indian	Multi-Ethnic
Beach (K-8)	35%	35%	17%	7%	1%	6%
Glencoe (K-5)	6%	78%	4%	6%	1%	6%
Hayhurst (K-5)	9%	77%	3%	3%	1%	8%
James John (K-5)	43%	31%	12%	8%	1%	5%
Lewis (K-5)	13%	74%	4%	4%	1%	5%
Markham (K-5)	12%	61%	19%	4%	1%	4%
Rigler (K-8)	44%	19%	23%	8%	1%	4%
Sitton (K-5)	40%	30%	17%	7%	2%	4%
Vestal (K-8)	16%	36%	14%	24%	2%	7%
Whitman (K-5)	31%	33%	12%	17%	1%	6%
Woodlawn (PK-8)	24%	17%	49%	5%	1%	3%
Total	25%	45%	16%	9%	1%	6%

Source: Regional Arts and Culture Council, 2010. Right Brain Initiative

- Awareness of economic values of the arts
- Capacity building to sustain arts and culture organizations
- Diminishment of cultural and economic barriers to arts participation
- Direct outreach to diverse populations
- Dedicated arts funding stream

## Civic Engagement Theme

The region is a national leader in key forms of civic engagement and yet there appear to be obstacles to greater engagement by racial and ethnic minorities.

GPVI Civic Engagement Results Team Indicator

**Percentage of adults, aged 16 or older, volunteering with or through one or more groups**

Top Ten U.S. Metropolitan Areas, 2009

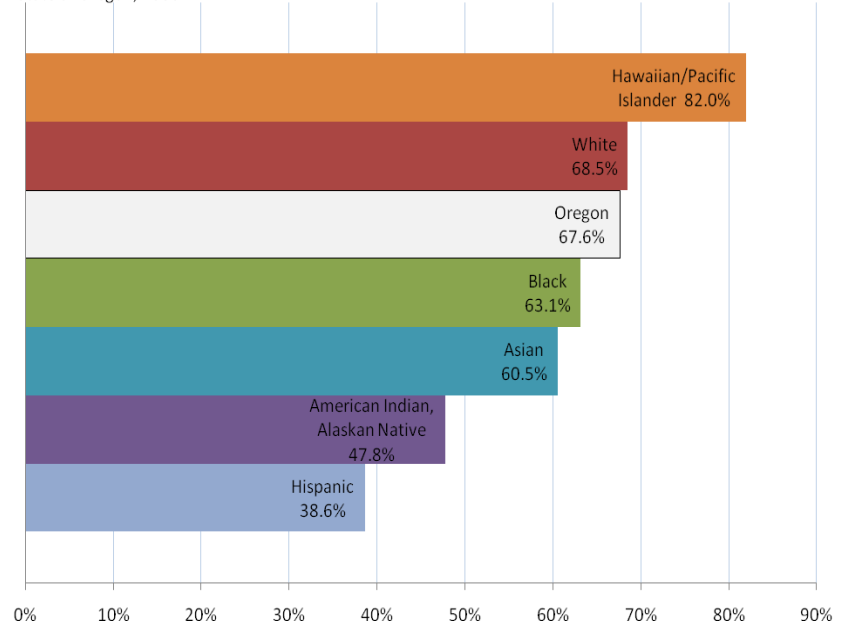
Rank	City	2009
1	Minneapolis-St Paul-Bloomington, MN-WI	37.4%
2	Portland-Vancouver-Beaverton, OR-WA	37.1%
3	Salt Lake City, UT	35.8%
4	Seattle-Tacoma-Bellevue, WA	34.9%
5	Oklahoma City, OK	33.9%
6	Hartford-West Hartford-East Hartford, CT	33.1%
7	Kansas City, MO-KS	32.0%
8	Columbus, OH	31.9%
9	Washington-Arlington-Alexandria, DC-VA-MD-WV	31.1%
10	St. Louis, MO-IL	30.5%

Source: Civic Life in America, 2009

GPVI Civic Engagement Results Team Indicator

**Percent of citizens, over 18, Voting in Presidential Election**

State of Oregon, 2008



Source: Current Population Survey, Voting and Registration Supplement, November 2008

## Civic Engagement Explanatory Theme Information

Civic engagement consists of political and nonpolitical activities that help address community concerns. The Results Team focused on three primary Civic Engagement outcomes for the region: 1) Informed community members, 2) Strong Sense of Community, and 3) Widespread electoral and non electoral participation.

There are several specific issues to consider when analyzing civic engagement in the region:

1. High rates of volunteering, group participation and political action are among several indicators of a strong, civically engaged community; in these three areas the region is a national leader.
2. The available data on voting rates by racial and ethnic minorities at the state level suggests that most communities of color face significant obstacles to greater participation in civic life. However, this data is limited and does not allow us to identify specific barriers or to develop solutions.
3. The region should consider investing in improved data collection efforts that make such disparities more visible, while also building the civic capacity of currently underrepresented groups.

GPVI Civic Engagement Results Team Indicator

### ***Percentage of adults, age 18 or older, who contacted or visited a public official***

Top Ten U.S. Metropolitan Statistical Areas, 2009

Rank	Metropolitan Area	2009
1	Portland-Vancouver-Beaverton, OR-WA	17.8%
2	Oklahoma City, OK	16.0%
3	Denver-Aurora, CO	14.4%
4	Austin-Round Rock, TX	13.9%
5	Seattle-Tacoma-Bellevue, WA	13.9%
6	Minneapolis-St Paul-Bloomington, MN-WI	13.8%
7	Hartford-West Hartford-East Hartford, CT	13.7%
8	Nashville-Davidson-Murfreesboro, TN	13.7%
9	San Francisco-Oakland-Fremont, CA	13.1%
10	Washington-Arlington-Alexandria, DC-VA-MD-WV	12.8%

Source: Civic Life in America, 2009

GPVI Civic Engagement Results Team Indicator

### ***Percent Participating in a Group***

Top Ten U.S. Metropolitan Statistical Areas, 2009

Rank	Metropolitan Area	2009
1	Portland-Vancouver-Beaverton, OR-WA	46.8%
2	Seattle-Tacoma-Bellevue, WA	46.8%
3	Columbus, OH	46.3%
4	Minneapolis-St Paul-Bloomington, MN-WI	45.3%
5	Washington-Arlington-Alexandria, DC-VA-MD-WV	43.9%
6	Indianapolis, IN	43.1%
7	Rochester, NY	42.8%
8	Pittsburgh, PA	42.4%
9	Denver-Aurora, CO	42.0%
10	Richmond, VA	41.8%

Source: Civic Life in America, 2009

## Key Drivers

- Economic wellbeing.
- Post-secondary education.
- Access to relevant information.
- Sense of responsibility for the public good.

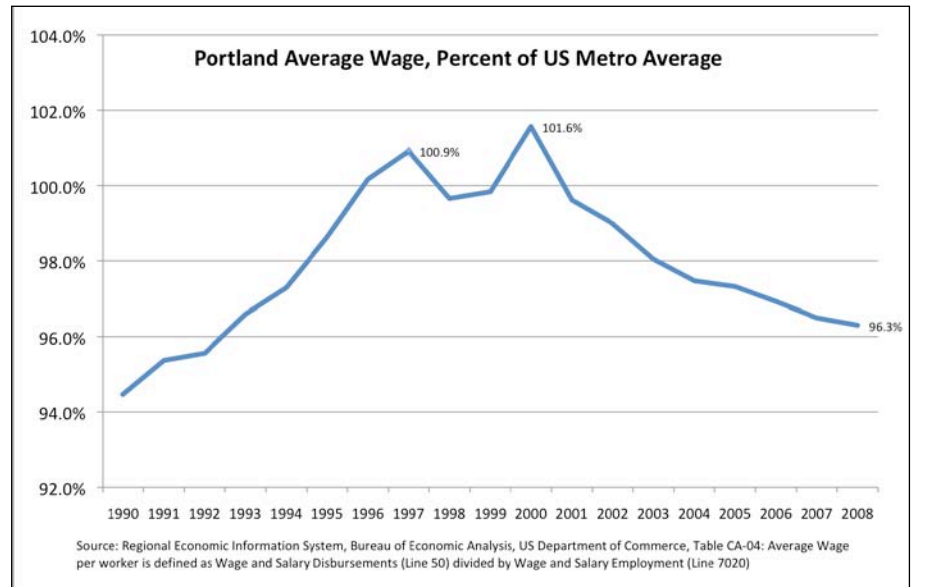
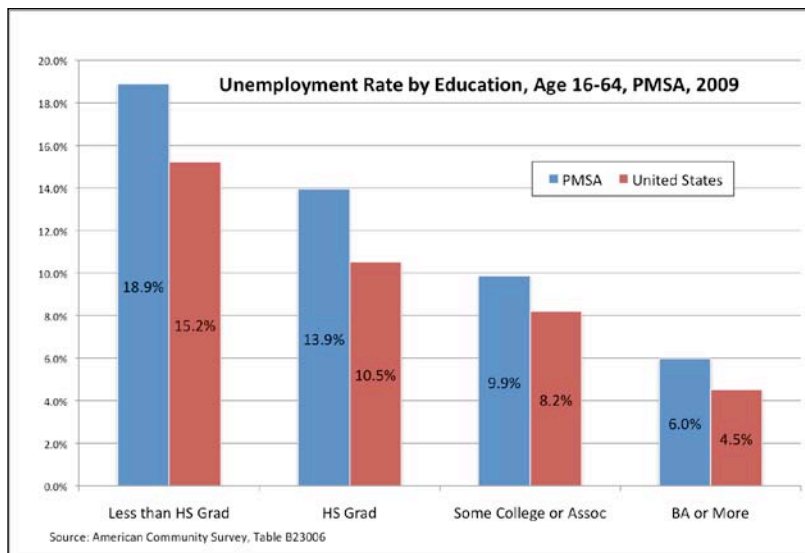
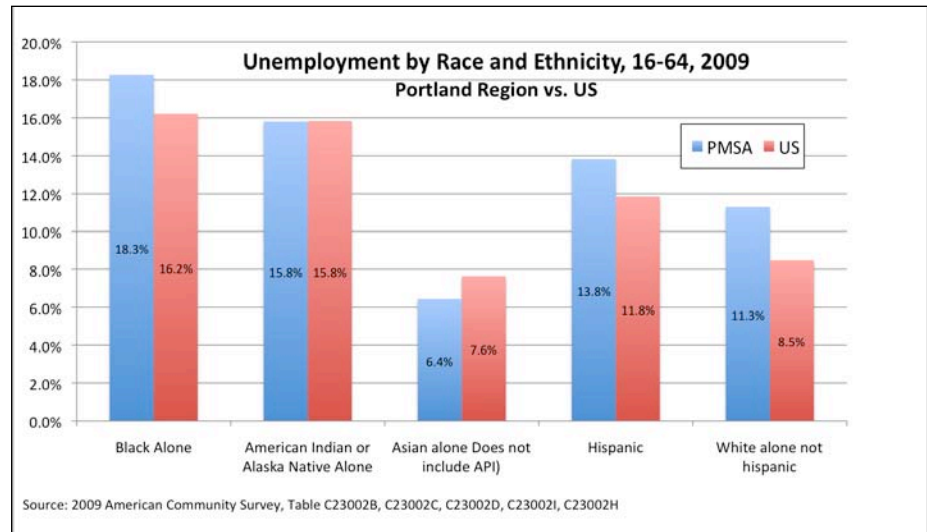
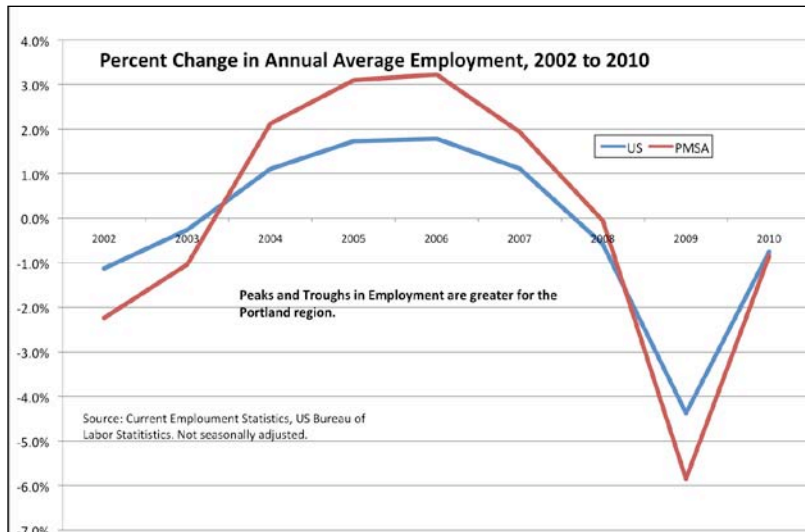
- Existence of robust structures and processes to facilitate community engagement.
- Public and private investments that help communities of color to self-organize, network, develop pathways to greater social inclusion, build culturally-specific social capital and provide leadership within and outside communities of color.

## Data Issues

Given the relative absence of data at the regional level on the civic engagement activities of various demographic groups – racial, ethnic, age, class, income, and gender – it is difficult to measure the extent to which the benefits of civic engagement are widely shared. It is imperative that the region invest in improved data collection efforts to help identify better ways to engage groups that may be underrepresented.

## Economic Opportunity Theme

**GLASS HALF EMPTY:** Our region's more volatile employment means that during good times, we grow more quickly than the rest of the nation, but downturns hit us harder. Unemployment hits vulnerable populations hardest, and education reduces the likelihood of unemployment. Wages have fallen relative the the rest of the nation's metropolitan areas, and fewer than half of all jobs pay a wage sufficient to support a family of three.



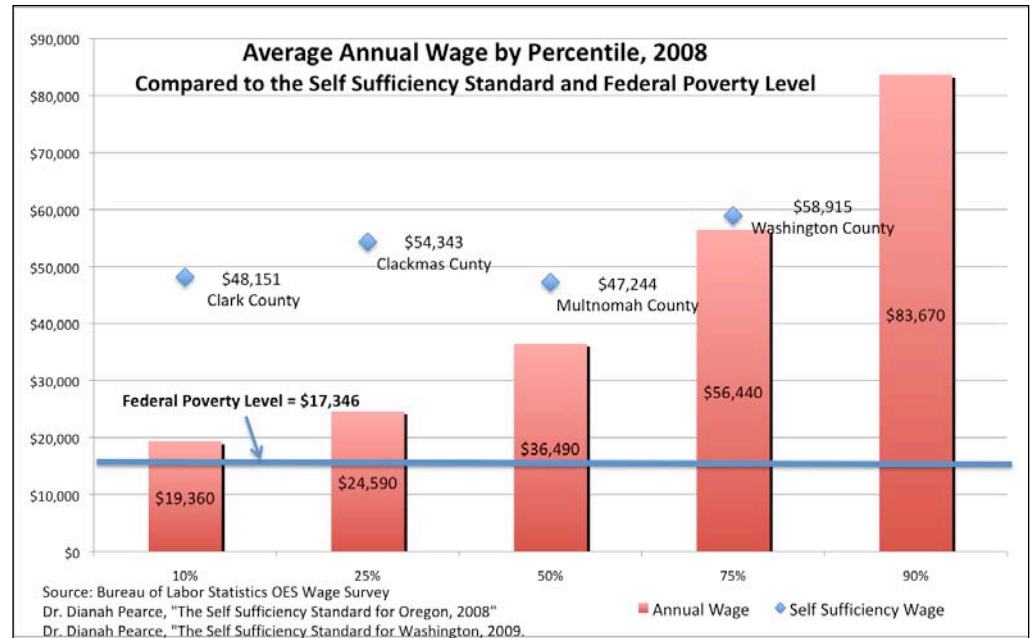
## Economic Opportunity Explanatory Theme Information

There are four issues wrapped into this one theme:

1. Employment is the primary source of income for most families. Unemployment disproportionately affects minorities, the young and the less educated.
2. Greater economic volatility is probably due to our greater concentration in manufacturing and high technology manufacturing. The region's employment concentration in high technology manufacturing is almost four times the national average.
3. Education is a key driver for higher earnings and lower unemployment. Preparing for economic recovery requires investment in education.
4. Less than fifty percent of jobs pay the Self-Sufficiency wage, which is the annual wage required to meet basic needs for a one adult, two-child family (one infant and one preschooler).

### Data Issues

- a. Unemployment by race and ethnicity: The only data source that offers unemployment rate by race for the Portland Metro is the American Community Survey. The racial categories "Black Alone," "American Indian or Alaska Native Alone," and "Asian Alone" do not include people of multiple races but they do include Hispanics that also identify with one of those races. Thus, there will be some people in the "Hispanic" category that will also be represented among the other categories.



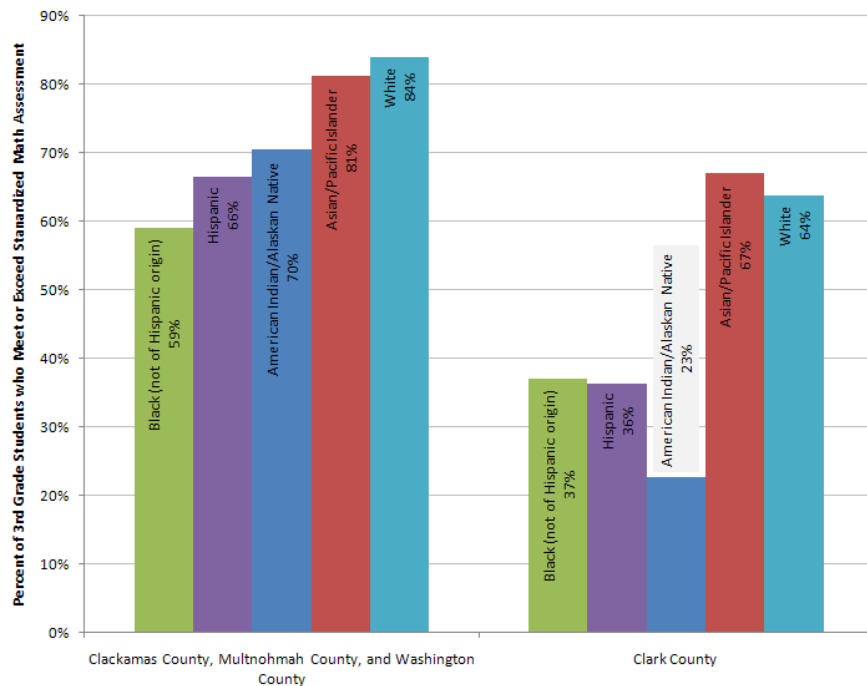
- a. Some estimates from the American Community Survey have of wide margins of error, especially for smaller ethnic groups, which limits our ability to compare across groups. While the Margins of Error are not yet reflected in these charts, we will include them in the final report.
- b. Current Employment Statistics includes only nonfarm jobs. Some categories of jobs are not included, mostly self employed and farm workers.

## Education Theme

**EDUCATIONAL ATTAINMENT**– On the pathway of educational attainment, racial disparities, in terms of performance, appear early and patterns persist over lifetimes.

GPVI Education Results Team Indicator

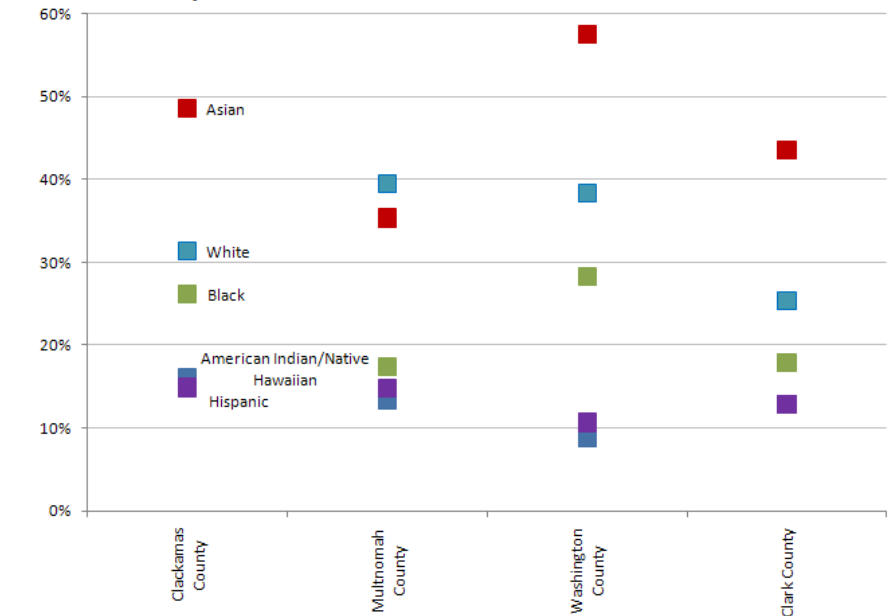
**STUDENT ACHIEVEMENT: Percent of 3rd Grade Students who Meet or Exceed Math assessment standards 2009**



Source: Oregon Department of Education, State of Washington, Office of Superintendent of Public Instruction

GPVI Education Results Team Indicator

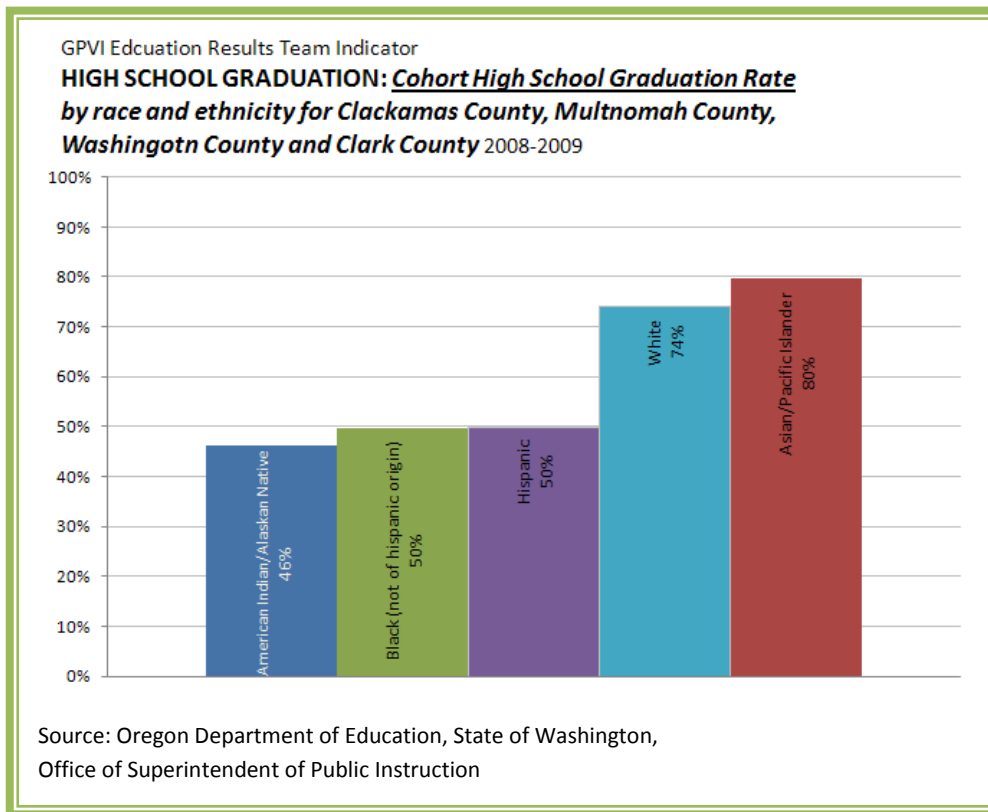
**ADULT EDUCATION LEVELS: Percent of 25 years and older with Educational Attainment of Bachelor's degree or higher, for Clackamas County, Multnomah County, Washington County and Clark County, by race and ethnicity 2009**



Source: American Community Survey 2005-2009

## Education Explanatory Theme Information

1. Math and Reading: The first consistent measures of academic achievement across all schools and districts are federally mandated 3<sup>rd</sup> grade state assessments of state standards in mathematics and reading. Each state is required to establish state content and performance standards and report results beginning in 3<sup>rd</sup> grade. The data indicate that White, Asian and Multi-racial students meet state standards at higher rates than do African-American, Hispanic and American Indian/Alaska Native students.
2. Cohort Graduation: The US Department of Education requires that states monitor each student individually and report the number of students earning a regular diploma in four years. Students earning a modified, alternative, GED, or other diploma are not counted in the cohort calculation. The data indicate that White and Asian students graduate with a regular diploma in four years at higher rates than Hispanic, African-American or American Indian students.
3. Adult Educational attainment: The American Community Survey of the US Census reports the level of adult (25+) educational attainment by county. The data indicate that Asian, White and Multi-racial adults are more likely to have a bachelor's degree or higher than are African-American, Hispanic or American Indian adults.



### Key Drivers

- School-home partnership
- Stable home relationships
- Motivated learners
- Equity
- Quality human capital
- Quality curriculum
- Safe and civil environment
- Sufficient opportunity
- Education is a priority
- Accessibility and proximity of parks, trails, and natural areas (especially for children, seniors)

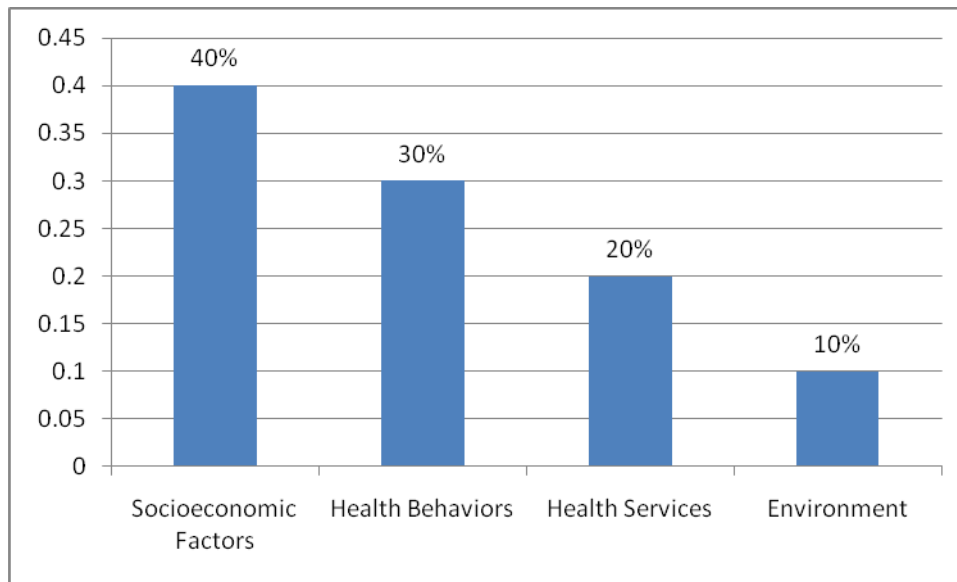
### Data Issues

While a large amount of education data is available, the opportunity to use individual tracking numbers could help us better understand a student's success along the educational pathway by linking K-12 with post-secondary outcomes.

## Healthy People Theme

**SOCIAL DETERMINANTS OF HEALTH** - Factors such as socioeconomics, race and ethnicity, environment, and social capital are critical factors in shaping health outcomes as well as health behaviors and health services.

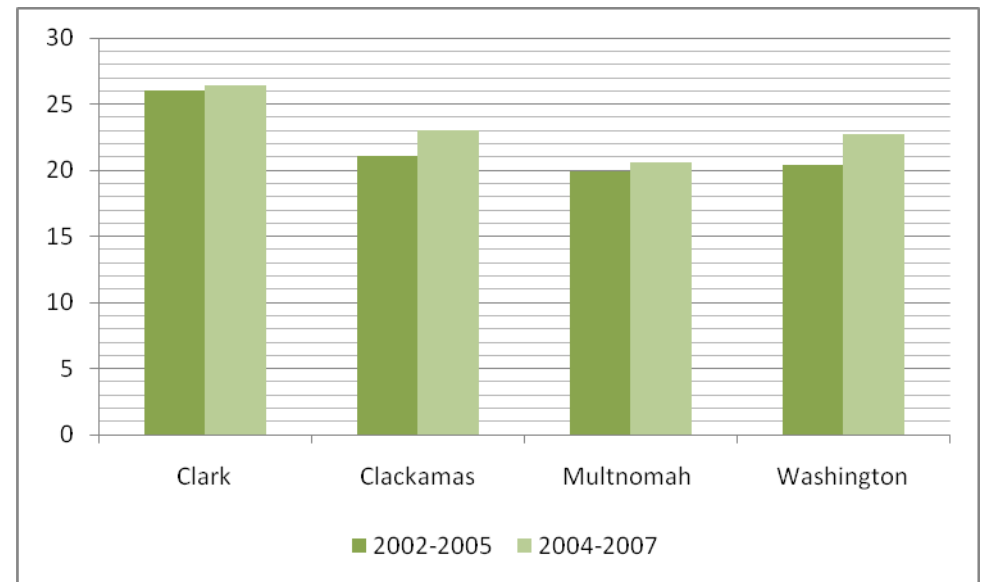
**Health Outcome Effects**



Source: Booske et al, 2010.

Note: The independent association of socioeconomic factors is more important than health services or health behaviors.

**Adults who are overweight or obese (BMI > 30kg/m<sup>2</sup>)**



Source: BRFSS.

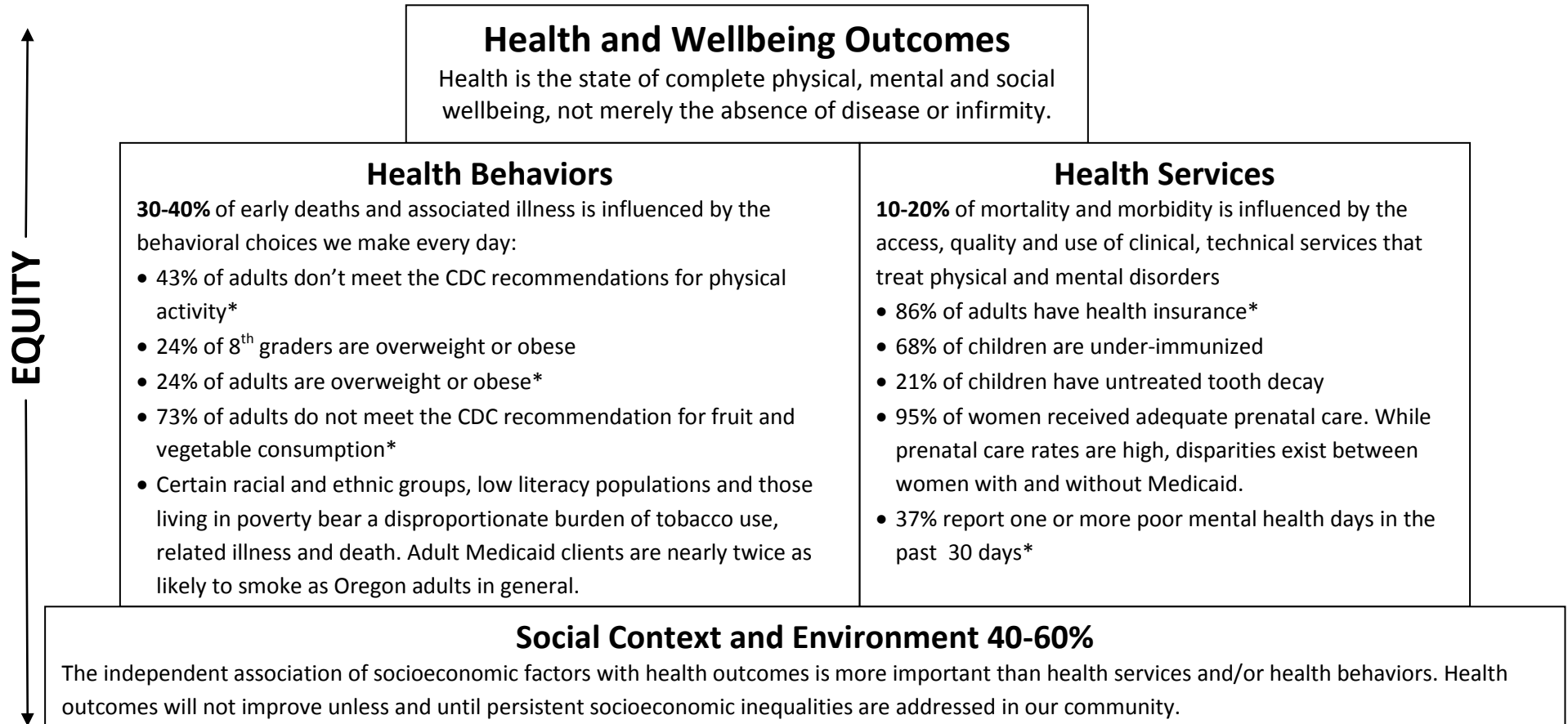
Note: Medical record data suggests rates two times higher.



## Healthy People Explanatory Theme Information

### Key Drivers:

Healthy Behaviors: (Physical Activity; Nutrition; Tobacco Use; Substance Use; Sexual Behavior); Health Services: (Medical Care; Dental Care; Behavior/Mental Health; Public Health; Long Term Support); Socioeconomic Factors: (Economics; Education; Civic Participation; Arts & Culture); Environment: (Natural Environment; Built Environment)

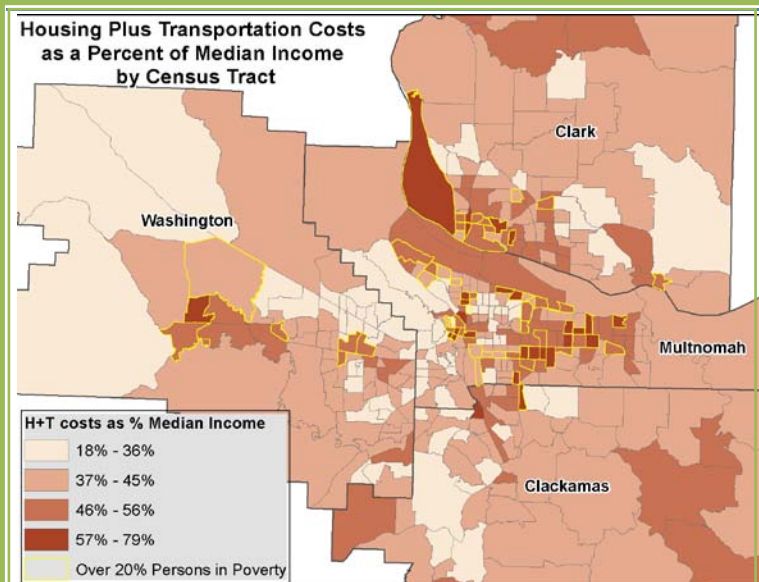


### Data Issues:

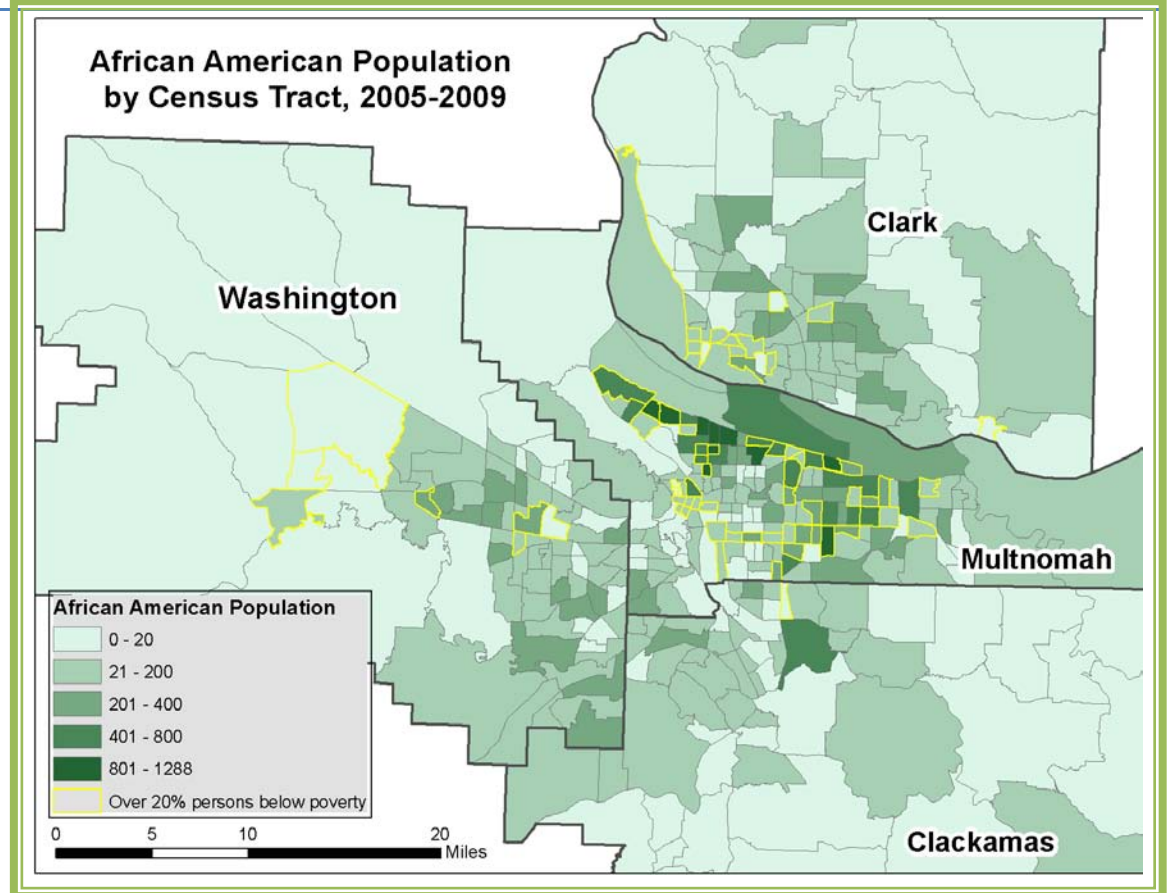
Much of the available health data comes from the Behavioral Risk Factor Surveillance System (BRFSS)\*. BRFSS estimates pertain only to the adult population aged 18 years or older, living in households. Households without a land-line phone do not have the opportunity to participate in the survey. Interviewers are occasionally unable to contact some households despite repeated attempts. Weighting partially takes into account the non-response pattern. The survey is administered in English and Spanish, only. BRFSS data are self-reported and are subject to the limitations of all self reported data.

## Quality Housing and Communities Theme

**HOUSING DETERMINES ACCESS TO OPPORTUNITIES** – Current patterns of housing development create real and consequential inequities along lines of race/ethnicity, income, tenure, and disability. The availability of affordable housing determines how you can get around, whether you live near work, who is in your neighborhood, and what opportunities you can access.



Using data from the Center for Neighborhood Technology for transportation and housing costs, and American Community Survey data for median income, this map shows that housing and transportation costs represent a very large portion of income for many Portland-Vancouver area residents, especially those in poverty. According to the Center for Neighborhood Technology, an affordable portion is under 45% of income.



## Housing and Communities Explanatory Theme Information

Regional housing equity is a real problem with real consequences. The distribution and availability of affordable housing, fair housing challenges, and transportation and infrastructure investment decisions all leave some Portland-area households without access to opportunities. This theme is concerned with the geography of affordable housing: where are the housing units that are affordable and appropriate for both owners and renters, for all racial/ethnic groups, for those of lower incomes, and persons with disabilities? Our measures indicate that these housing units are:

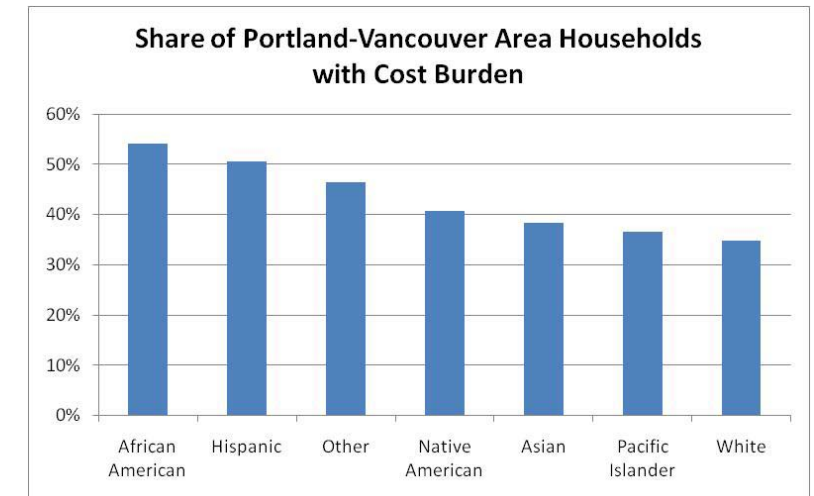
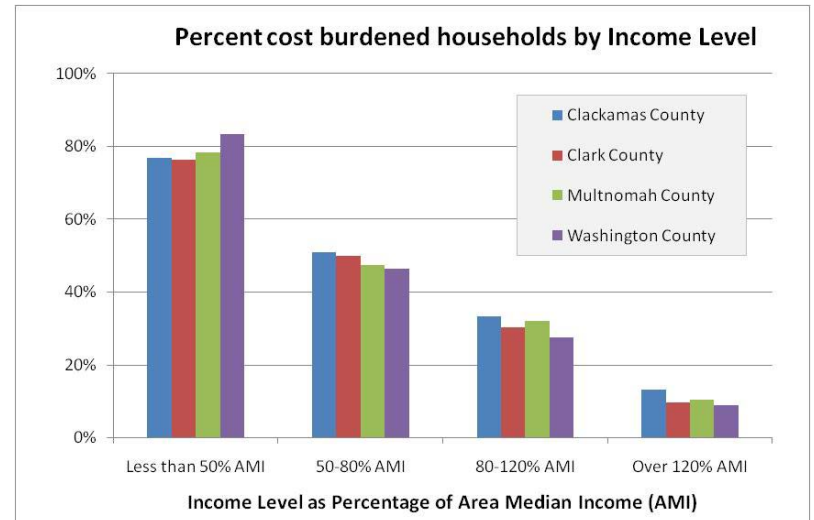
- not as well connected to transportation, leading to high costs and long commute times for low-income workers;
- not near the right skill-level jobs for those with limited education; and
- not in neighborhoods with the quality schools, grocery stores, healthy green spaces, and other services that make up the geography of opportunity.

### Key Drivers

Why is the geography of affordable housing inequitable? We have identified several key barriers, including: current land use, transportation, and infrastructure policy and planning practices including regulatory barriers, pro-gentrification policies, and insufficient public investment; and fair housing challenges and discriminatory lending practices.

### Data Issues

Each indicator requires data from a different source and some are combinations from multiple sources. Some of the data sources do not disaggregate or focus in by income or racialized minority group. A more complete picture could emerge with a combination of quantitative and qualitative data.

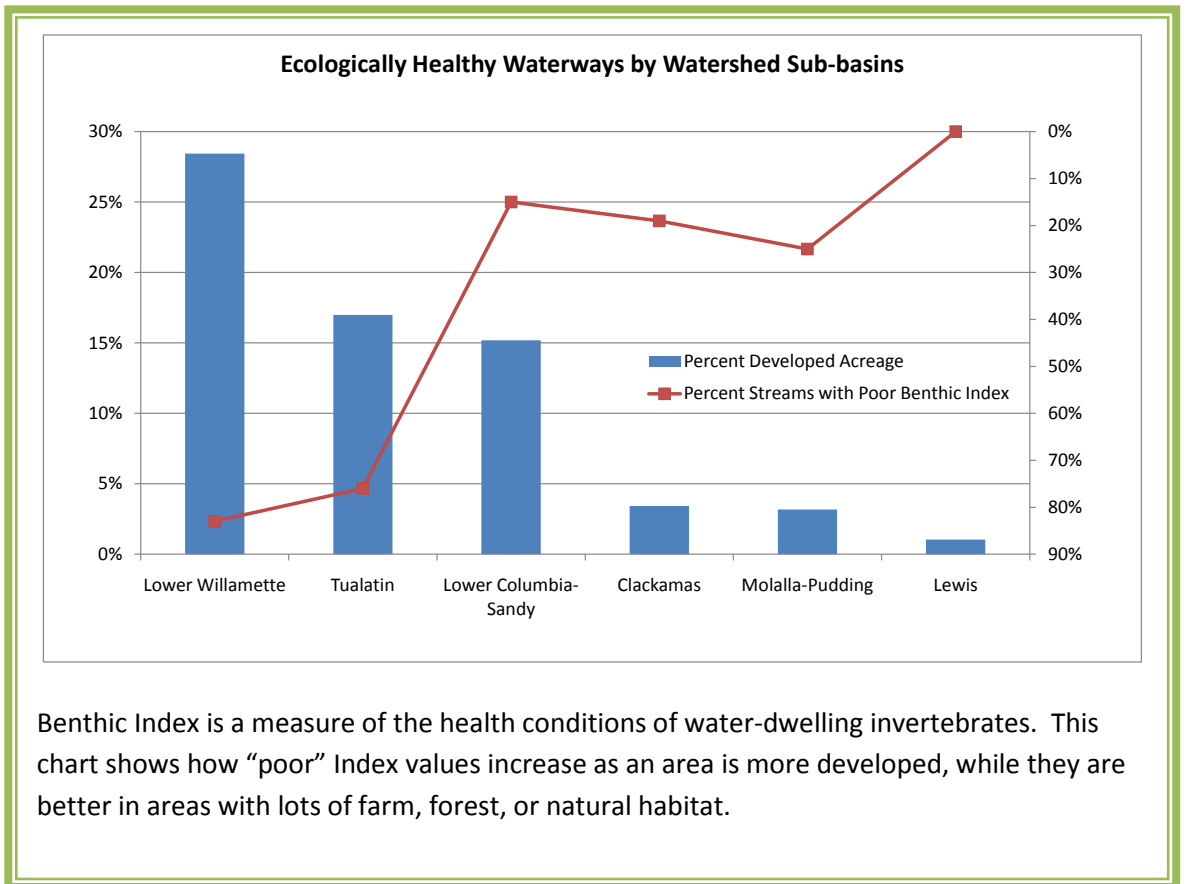
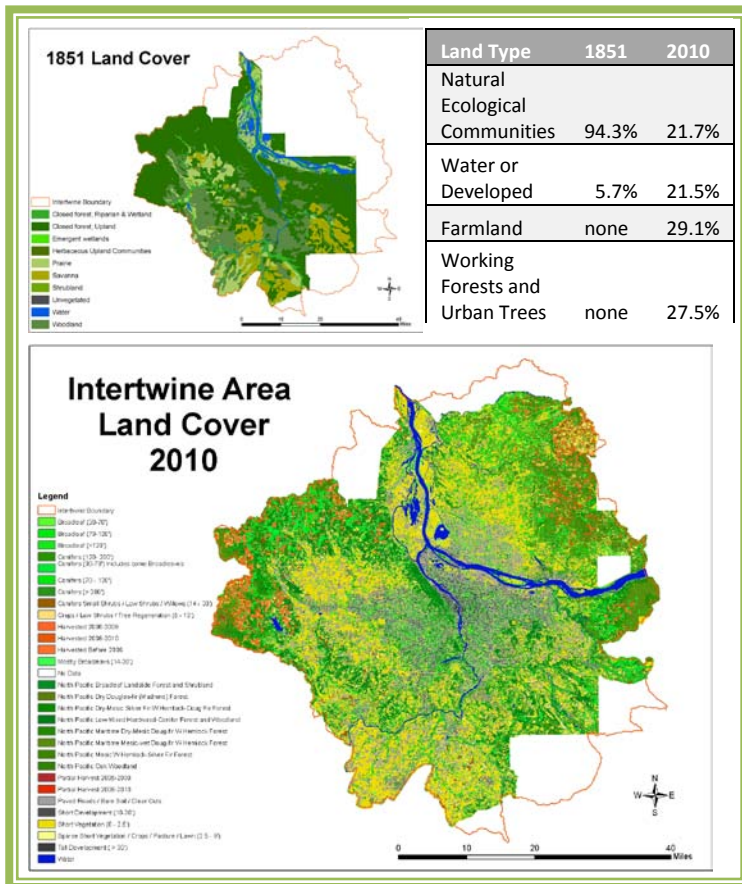


Cost Burden means paying more than 30% of income for housing costs.

## Healthy, Natural Environment Theme

By Preserving Nature for Future Generations and Connecting People to Nature, We Can Ensure a Healthy Environment and a Healthy Population.

Due to increasing population growth and ensuing development, it is imperative that the region mitigate and adapt to projected impacts of climate change by protecting and building resilience into our region's natural systems. The Portland-Vancouver region needs to track success in responding to climate change and an increasing population.



## Healthy, Natural Environment Explanatory Theme Information

The metro region's population was 1.9 million in 2000. The most recent demographic forecasts project that our region will grow to as much as 3.2 million in another 19 years. Growth, development, climate change and our responses are all interconnected ecologically, geographically, socially and economically. Water resources, air quality, quality of habitat, genetic diversity, migration patterns and wildlife species will likely be altered. Projected population growth may in fact be exacerbated by climate change due to an influx of "climate refugees". More so than ever, healthy communities will be dependent on a healthy environment. A Healthy Natural Environment encompasses Ecosystem Functions (biodiversity and eco-processes) and Ecosystem Services (what people need).

**Ecosystem Function Indicators:** Ecologically Healthy Waterways; Native Plants and Animals; Forest/Farm/Natural Eco-communities Coverage.

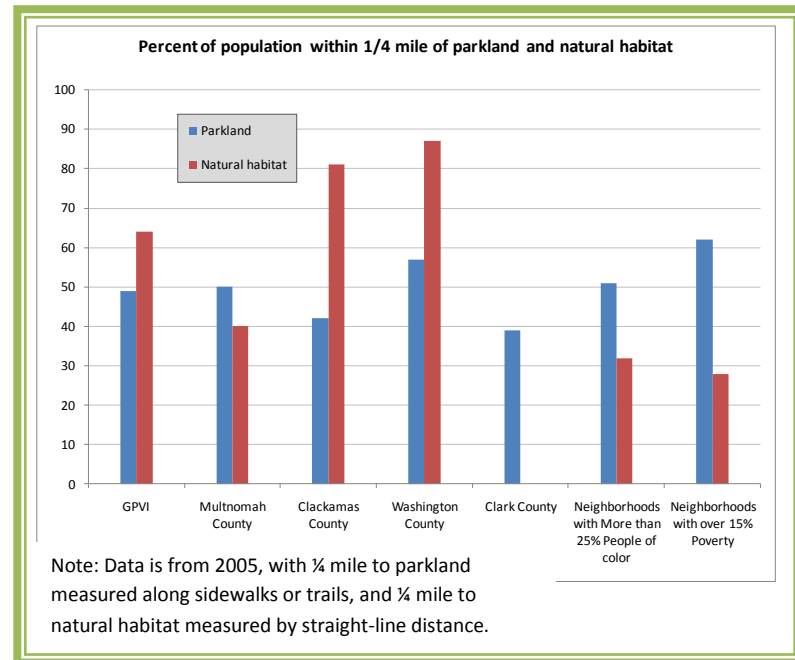
### Key Drivers:

- Altered fire and water regimes
- Abundance, diversity, complexity & health of habitats
- Cumulative effects or impacts of climate change
- Extent / distribution of tree canopy, green streets, ecoroofs and other natural features that provide ecological function.
- Health and diversity of regional ecosystem
- Extent and control of invasive species

### Floodplain Acres Paved or Developed by County, 2010

County	Floodplain Acres	Acres of Paved or developed floodplain	Percent of floodplain paved or developed
Multnomah	11,890	1,521	13%
Washington	39,695	5,753	14%
Clark	30,290	2,455	8%
Clackamas	16,829	2,632	16%
TOTAL	98,393	12,344	13%

**Ecosystem Service Indicators:** Proximity to Nature/Parks; Proximity to Compromised Environments; Protected Lands; Good Air Quality; Forest/Farm/Natural Eco-communities Coverage.



### Key Drivers:

- Community walkability
- Environmental literacy and economic disparities
- Affordability of transportation choices to reach community and regional parks, trails and natural areas
- All residents are fully involved as equal partners in decision making about issues that affect the quality of the environment in their neighborhoods, including clean air and water
- Accessibility and proximity of parks, trails, and natural areas, especially for children, seniors, differently-abled and lower income households
- Policies and programs
- Legacy practices and pollutants (includes environmental justice and cultural practices)

### Data Issues

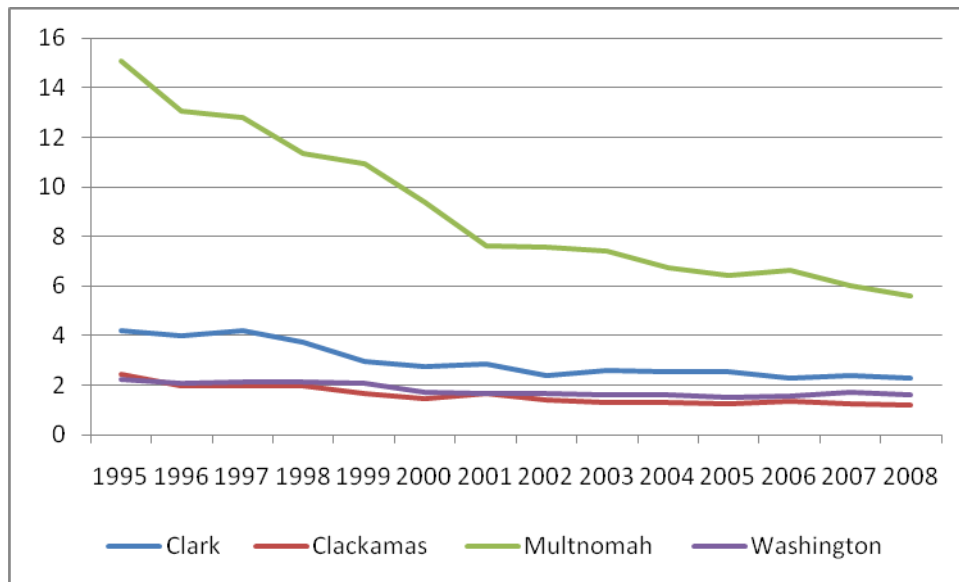
Good environmental data is available. One challenge is getting data to tell a regional story, including all counties in the region. There is also a desire to develop data that is currently not being gathered. Developmental Indicators include: an index of fishable/swimmable/drinkable waterways as a measure of ecologically healthy waterways; and a comprehensive data set of native species by watershed.



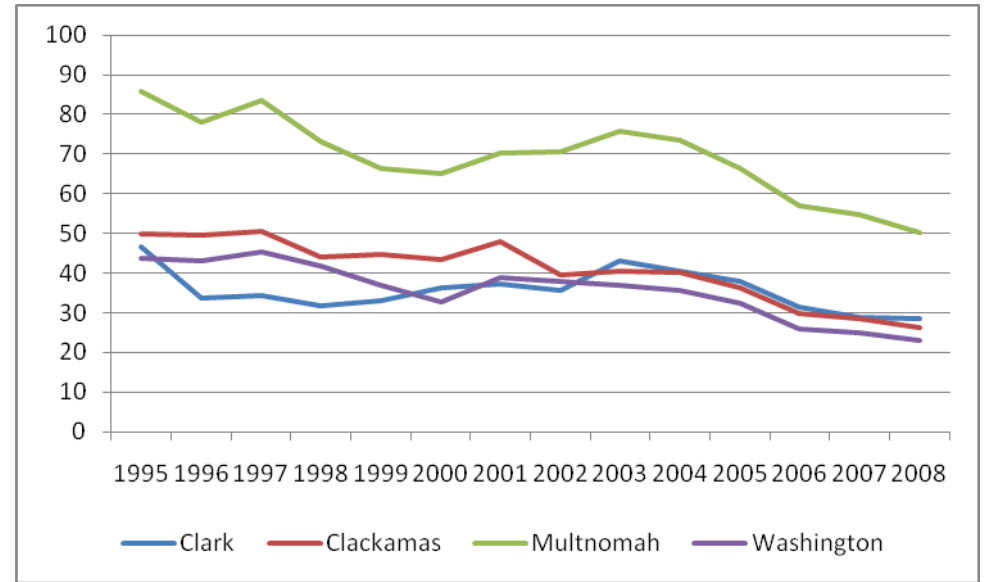
## Safe People Theme

**The Public is Safer Today than 15 Years Ago - Both property and person crime rates have declined in the four GPVI counties. Both the public and policy makers should be aware of this successful trend. The declining trend can inform budgetary decisions regarding distribution and potential reinvestment of limited funds.**

Person Crime Rate, per 1,000 population



Property Crime Rate, per 1,000 population



Source: Washington State County Criminal Justice Data Book. Office of Financial Management, 1990-2009. State of Oregon Annual Report of Criminal Offenses and Arrests. Oregon State Police Law Enforcement Systems, 1995-2008.

## Safe People Explanatory Theme Information

### Key Driver

- **COMMUNITY CAPACITY.** Communities have the resources and capacity to prevent, prepare for, respond to, and take ownership of public safety crises.
- **ENFORCEMENT OF THE RULE OF LAW.** The rule of law is enforced in order to protect community safety and the safety of those involved with the incident.
- **REHABILITATION.** Violators of laws receive evidence-based services, treatment and opportunities that prevent future violations.
- **SHARED VISION.** Shared public safety goals across the system inform decisions and activities
- **COLLABORATION.** Public safety agencies and partner agencies collaborate and coordinate prevention, planning and response across jurisdictional and fiscal boundaries
- **INFORMATION SHARING.** Public safety agencies and partner agencies share information about clients when the release of that information would benefit (and not negatively impact) clients, victims or other members of the community
- **FAIRNESS.** Consequences of committing a crime are not influenced by age, race, gender, income or position.
- **CULTURAL APPROPRIATENESS.** Public safety leaders and officials understand and know how to appropriately respond to different individuals and communities
- **SYSTEM ACCOUNTABILITY.** The public safety system routinely reviews its law for disproportional impact and fairness, and revises accordingly.

### Data Issues

UCR does not reflect all crimes as they can only list crimes reported to law enforcement agencies. Also, should a number of crimes be connected, they only list the most serious one.

# DRAFT

# GPVI

## Greater Portland-Vancouver Indicators Business Plan



Regional indicator data will help us  
understand where we have a  
competitive advantage as a region  
and invest resources where there is  
greatest need.

“This will make our job easier.”

*Regional Indicators Kick-off  
Participants  
January 14, 2010*



April 19, 2011

Rita Conrad, Metro  
Sheila Martin, Portland State University



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### Acknowledgements

Portland State University's Institute for Portland Metropolitan Studies generously funded four part-time graduate research assistants to help with the development phase of this project, and is developing the Data Commons needed for the data side of GPVI.

Metro has contributed the salary of the GPVI project manager since late 2009.

The Portland Development Commission, United Way of the Columbia-Willamette, and Multnomah County generously contributed funds to the project.

GPVI would not be where it is today were it not for the many generous volunteers and organizations contributing on the high-level Advisory Team, a special Equity Panel and nine expert Results Teams. Please see Appendix A, page14, for a list of teams and contributors.

Thank you!

## EXECUTIVE SUMMARY

The Greater Portland-Vancouver Indicators (GPVI) project is in start-up mode through the summer of 2011. This Business Plan explains the benefits to the region of sustaining the work beyond that period and what it will take to do so.

GPVI is designed to bring people together to choose, measure and use indicators in a way that will turbo-boost progress toward the results we want for all residents across the Portland-Vancouver region – outcomes like quality jobs, a better education and a clean and healthy natural environment.

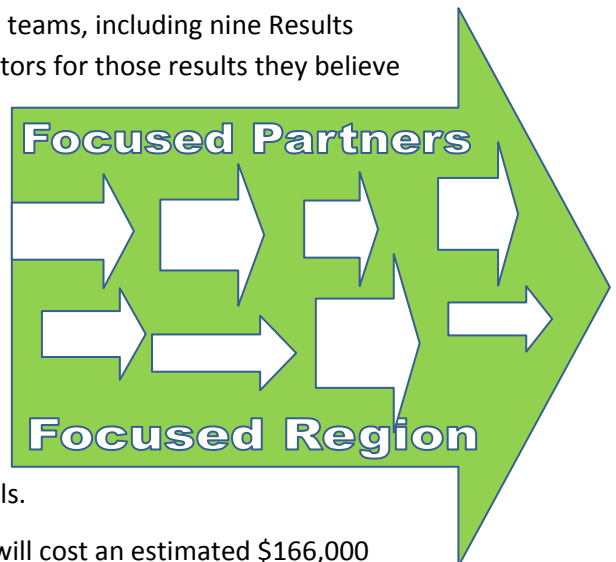
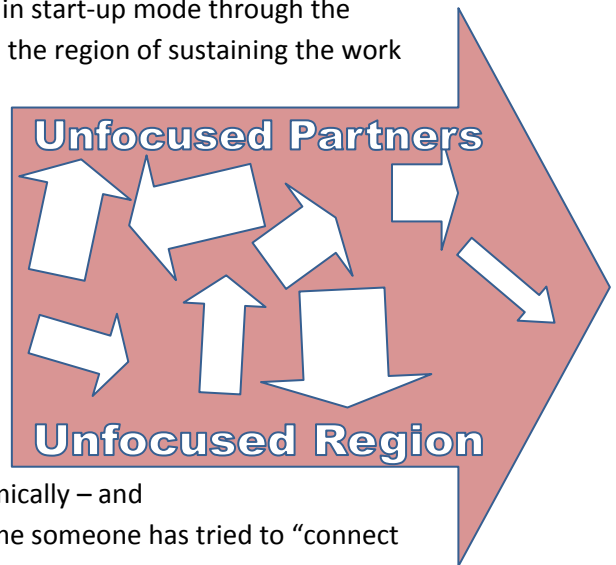
GPVI is the first time an attempt has been made to co-create a better understanding of how well we are doing as a whole, living region - socially, environmentally and economically – and to apply that data to making life better. And it is the first time someone has tried to “connect the dots” across two states, four counties, over 25 municipalities with data on a comprehensive range of issues, including education, economy, arts, civic engagement, safety, health, transportation, housing and the natural environment.

Last summer, over 220 people volunteered to serve on GPVI teams, including nine Results Teams. Those teams are hard at work developing the indicators for those results they believe are most important to measure for the region. The GPVI Equity Panel is helping the Results Teams better craft their deliverables to address the growing equity issues in this region.

All of this developmental work and investment in GPVI will be wasted unless it is institutionalized so it can translate the work of the GPVI teams into an ongoing source of sound, neutral data on outcomes that people care about, and so it can establish a safe platform for diverse interests to work together across boundaries to achieve common goals.

The work is in two parts: data and dialogue. The data part will cost an estimated \$166,000 annually to collect, standardize, store and make the data accessible online in user-friendly reports, charts, graphs and maps. The dialogue part will cost about 355,000 annually to effectively engage leaders and stakeholders and to raise public awareness about the region’s well-being and how people can help make it better.

This business plan presents a revenue strategy as a starting point for discussion. It proposes that the government, universities, foundations and businesses each pay a portion of the cost, with Metro, the counties and the larger cities picking up half the cost based on a per capita dues structure.



## Benefits of GPVI

GPVI offers three benefits critical to the future well-being of our region: 1) unbiased data on how we are doing as a region 2) a shared language for dialogue; and 3) support for coordinated action.

### 1. Unbiased Data on How We Are Doing

GPVI data will candidly reflect back to us how we as a region are doing. It will be like holding up a mirror to policy makers and residents and asking, “Is this what you want to be?” In doing so, GPVI will not advocate any particular program, policy or position. It will assure absolute neutrality and accuracy in its data reporting. The data will be publicly available region-wide and where possible, broken down by local area and by population groups.

### 2. A Shared Language for Dialogue

GPVI will use the data to foster informed public discourse on a wide range of regional goals. GPVI will also engage stakeholders in learning dialogues to co-create stronger mutual understanding of the meaning behind the data, what drives progress and what strategies will be most effective. GPVI will encourage stakeholder thinking on diverse factors that influence each other (like educational levels and crime rates) and support conversations about achievements, challenges, and innovations.

### 3. Support for Linking Multiple Interests and Getting into Coordinated Action

GPVI will inspire and support more collaborative action. It will link multiple interests across boundaries, and acknowledge the reality of how indicators impact each other. Linkages will be critical in identifying key cross-cutting issues and will help to anticipate the more complex consequences of policy decisions, intended and otherwise.

Some examples of how GPVI can support coordinated action and results:

- **Policy initiatives.** Cascadia Scorecard’s pollution indicator and related study on PBDEs in breast milk directly contributed to the phase-out of PBDE-based flame retardants in Oregon and Washington.
- **Public sector investments.** To make more progress on regional goals like clean air, good schools and quality jobs – the GPVI “data plus dialogue” forum will help leaders from different local areas coordinate their investments from a whole-region perspective, an approach more likely to benefit the greater good of the region, as well as each local jurisdiction.
- **Private investments** (foundations and corporations). GPVI will provide a ready-made set of data with which to analyze the region, set priorities and evaluate investment opportunities or grant applications.

The indicators helped to focus the region’s business on low educational attainment in our region. More than 40 CEOs have pledged their support for TALENT 2025 to address educational attainment throughout the spectrum of education (0 to 5; K-12; post secondary and workforce training). Improving and enhancing the workforce in the region is key to attracting and succeeding with new high-tech industries. In the last year, West Michigan attracted three advanced battery manufacturers.

*Western Michigan Regional Indicators*

# What is GPVI?

The Greater Portland-Vancouver Indicators is a growing regional partnership, anchored by PSU and Metro,<sup>1</sup> to better understand and improve our region's inter-connected economic, social and environmental well-being. It will accomplish this by stating and quantifying shared goals, enhancing our collective understanding of the connections among them, providing the tools for collaboration, and tracking our progress.

## GPVI Vision

The people of the Portland-Vancouver region *learn and work together to achieve a more equitable and sustainable quality of life*. Residents and their elected leaders increasingly trust, respect and rely on data produced by GPVI, which measure outcomes important to them. The data anchors conversations between people who listen to and learn from each other to find common ground and act in concert for the greater good. The region enjoys an enhanced quality of life in part because the data helps people understand their interconnectedness and strategically work toward common goals. The regional indicators of GPVI reveal progress (or lack of) over time and offer a “North Star” by which partners in the region can navigate.

## GPVI Mission: Data, Dialogue, Action

The mission of GPVI is to offer the region a set of regional indicators that are both useful and used.

*Data that is useful:* The mission of GPVI is to collect, store, standardize, provide guidance on and access to data for carefully selected regional indicators in compelling online visual displays such as charts and maps, in downloadable data files and through analyses on emerging trends and issues. This includes online access to region-wide summary data, and wherever possible, to national and international comparisons, plus drill-down to local geographies and jurisdictions.

*Dialogue that leads to action:* The *dialogue* mission of GPVI is to engage leaders, align partners, inspire aligned action and increase the general public's awareness of how their region is doing. This part of the mission brings people into the equation. It is about inspiring collaboration, co-learning and intelligent action through conversations that matter with the people who care.

## GPVI Principles

1. The well-being of people, place and prosperity are inter-connected.
2. Progress requires people to get into coordinated action around shared goals.
3. Everyone has something to contribute to our understanding of the trends revealed by the data and what it means to people's everyday lives.
4. Understanding the full meaning behind the data requires diverse people, with experience, to listen to and learn from each other.

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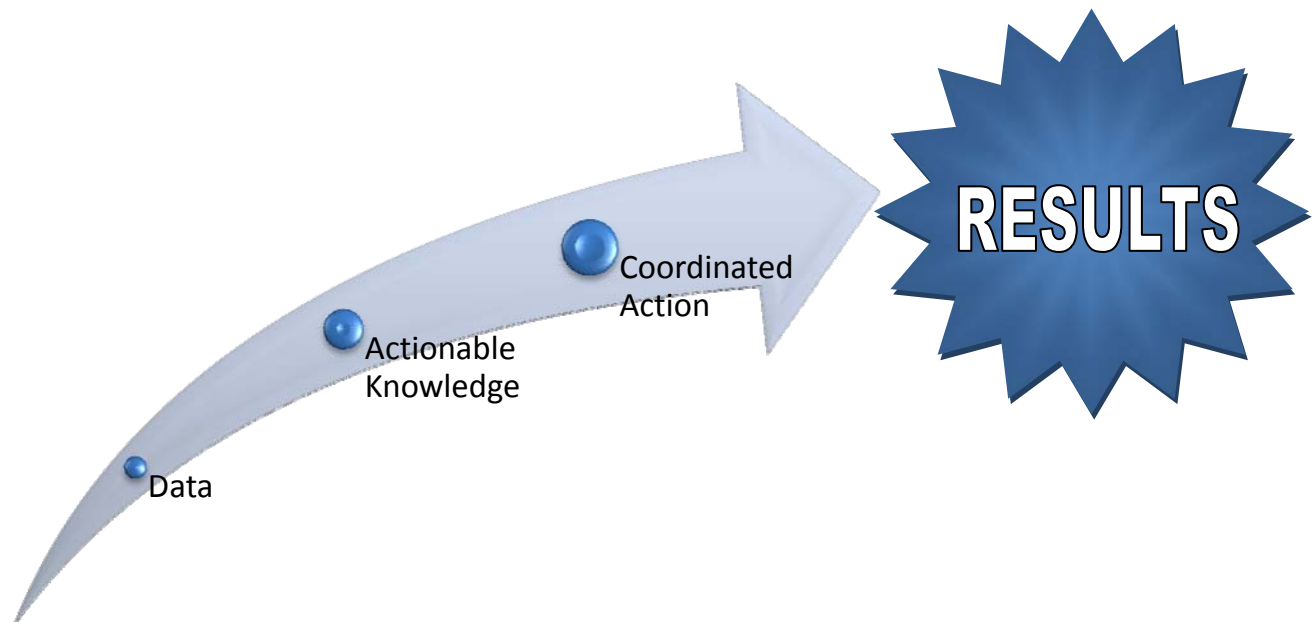
<sup>1</sup> A list of kick-off participants, work group members, and the GPVI Advisory and Results Teams can be found in Appendix A, “People Involved.”

### GPVI Theory of Action

The Theory of Action underlying GPVI requires that 1) data be turned into actionable knowledge in the steps described below; and 2) stakeholders take action by developing a community partnership, developing a strategy, and implementing the strategy. By creating actionable knowledge, GPVI facilitates the creation and implementation of an action strategy.

### GPVI Theory of Action

The Theory of Action underlying GPVI builds upon the desired outcomes established in the GPVI development phase and reflects the intent to move from data to information, then to knowledge, then wisdom-guided action and results. The GPVI Theory of Action reflects the experience of the most successful indicator projects in the nation. These projects go beyond simply creating indicators. They create “actionable knowledge” that is picked up by community stakeholders who form partnerships to take action on a particular area of interest. Once the strategy is implemented, GPVI can play an important role in tracking the region’s progress on this particular area and evaluating whether the strategy has met its goals.



### Example from Boston Indicators

**Data:** The Boston Foundation coordinates the Boston Indicators project in conjunction with the City of Boston and the Metropolitan Area Planning Council. Widely viewed as one of the most successful indicator projects in the nation, the Boston Indicators work on the education pipeline demonstrates one model for turning actionable knowledge into an action strategy implemented through a community coalition.

**Actionable Knowledge:** Boston Indicators produces a comprehensive set of data that tracks outcomes in civic vitality, cultural life and the arts, economy, education, environment, health, housing, public safety,

and transportation. Paul Grogan, President and CEO of the Boston Foundation, felt compelled to take a closer look at education outcomes due to their importance as drivers for many other indicators of quality of life in the Boston community. Published by the Boston Foundation in 2008, *Boston's Education Pipeline: A Report Card* was produced by the Boston Indicators Project with a comprehensive assessment of the state of education from preschool through college in the Boston area. The report includes not only data about educational outcomes, but also information about the drivers of educational performance: socioeconomic factors, school quality factors, and the institutional and fiscal context that can affect productivity and performance in the classroom. The report constitutes *actionable knowledge* because it tells us not only what is happening in our schools but also why.

**Coordinated Action:** The *Boston's Education Pipeline: A Report Card* stimulated the formation of groups of community leaders focused on specific parts of the education pipeline. These groups are working on specific action strategies and lobbying for policy change. The report has affected funding patterns and statewide education policy. For example, the Boston Opportunity Agenda is collaboration among the city of Boston, Boston Public Schools, and a number of foundations and nonprofits who have collectively committed an initial \$27 million to the comprehensive education pipeline that spans early childhood care and education through post-secondary achievement. The partners have pledged to ensure that the initiatives being supported will have the resources they need to succeed and hold themselves accountable for the results tracked by the *Pipeline* report.

### Example from Jacksonville Community Council

The Jacksonville Community Council, Inc. is a nonprofit non-partisan civic organization that was created in 1975 as a result of the 1974 Amelia Island Community Planning Conference. The JCCI has a Governing Board of Directors that makes major decisions about the Council's work plan. The JCCI has been effective (by their own evaluation) in engaging community stakeholders in collaboration toward change in their community.

**Data:** JCCI creates several reports each year. This year JCCI published the 25<sup>th</sup> edition of the annual Quality of Life Progress Report—the nation's longest-standing community indicators report. This annual report covers a wide range of indicators, including education, economy, environment, public safety, government efficiency, transportation, etc. This overall look at the state of the region is presented to the Mayor and other local leaders at an event well covered by the media. The focus of the report each year is determined by a Citizens' Review Committee.

Another example: Applied Materials contributed \$300,000 to our [Silicon Valley Index's] Climate Prosperity project and was a key sponsor in the State of the Valley, enabling us to fund the staff for the initiative. Applied materials viewed the State of the Valley as a key launching point that gives them important exposure, not only in Silicon Valley but globally. The Index data on climate efforts and green economy trends in the valley established the groundwork and validation for further investment.

*Silicon Valley Index*

**Actionable Knowledge:** Based on the data included in the Quality of Life Report, the Citizens Review Committee identifies a key issue for further study. In 2006, the Citizens Review Committee chose Jacksonville's ability to attract and retain talent as a focus

report. The report reviewed statistics about the demand and supply of talent in the region and the factors that influence the region's attractiveness to highly skilled labor. The report, *Attracting and Retaining Talent: People and Jobs for the 21<sup>st</sup> Century* included a set of strategies for attracting and retaining education workers.

**Coordinated Action:** Once the studies are published, the JCCI forms implementation groups that work for two years to advocate for implementation of the recommendations. JCCI tracks the progress on these recommendations and issues "Implementation reports" that compare the stated recommendations with the initial agenda and continues to monitor indicators of outcomes. A snapshot of the results can be seen in JCCI's Highlights of Community Change. The Implementation Report for the *Attracting and Retaining Talent* strategy included a description of the advocacy efforts led by the implementation group. They reported that each of the three main recommendations were implemented. The JCCI continues to monitor the main indicators of attractiveness and the results in terms of educational attainment of the population.

### GPVI Developmental Phase

The developmental phase began in 2009 and will extend through the release of the first GPVI report in the summer of 2011. During the developmental phase, volunteers from the Results Teams and staff, with input from the Advisory Team and Equity Panel (see below), will complete an initial set of key well-being indicators for the region. Indicator development involves 1) choosing indicators, a political process; 2) measuring indicators, a technical process; and 3) setting the stage for using the data long-term, a dialogue and action process. With the help of many volunteers on 11 teams, this work is well underway. (For a list of people involved, see Appendix A.)

#### Advisory Team

A high-level volunteer group of elected officials, university, non-profit and business leaders from across the region are overseeing the work of nine Results Teams (see below) and developing options for sustaining the work long-term.

#### Equity Panel

From the beginning, the Advisory Panel voiced keen interest in matters of equity and agreed to the formation of an Equity Panel to help all teams better grasp equity issues and address them with data.





## Nine Results Teams

An ad hoc Regional Indicators Work Group developed a framework of nine categories in 2009 to best align with existing indicator efforts in the region. “Results Teams” of volunteer experts from across the region were then formed and are producing deliverables in each of the nine areas: 1) economic opportunity, 2) education, 3) arts and culture; 4) civic engagement; 5) healthy people; 6) safe people; 7) access and mobility; 8) quality housing and communities and 9) healthy, natural environment.

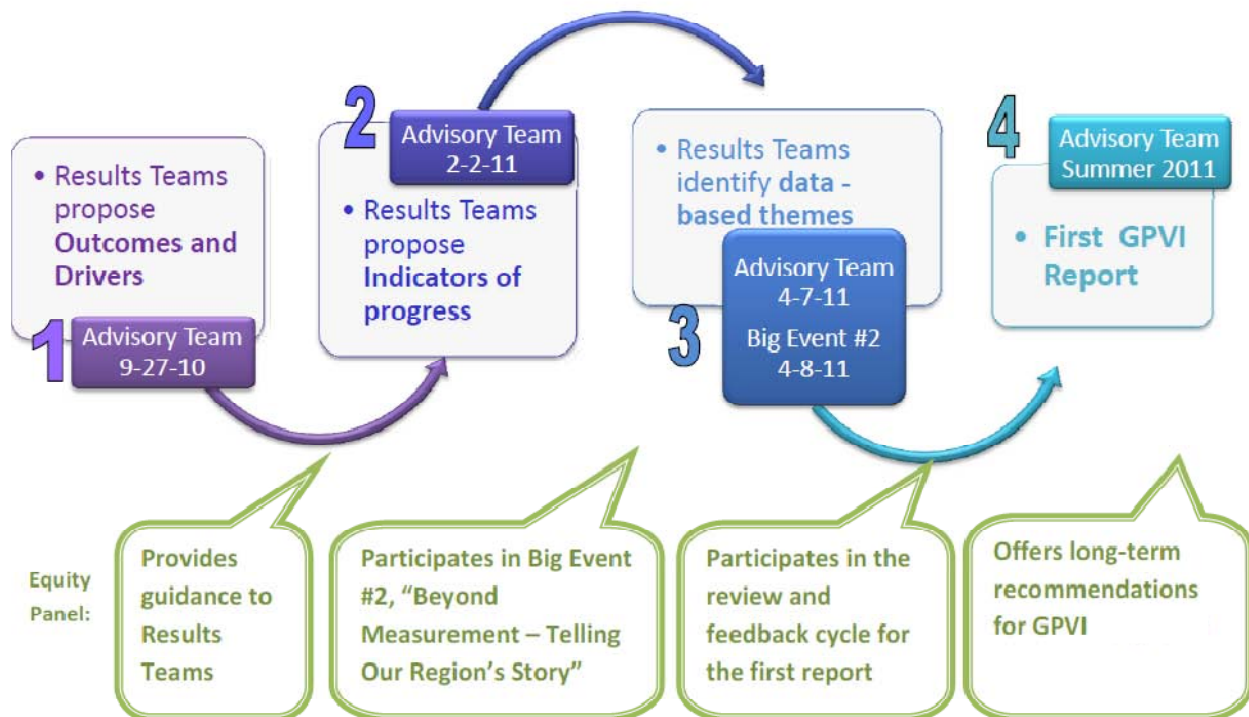
Each team is developing:

- ✓ *Outcomes*, key desired *results* they would like to see for the region
- ✓ *Drivers* of those outcomes, things that make the outcomes improve or worsen
- ✓ *Key indicators* or quantitative measures of progress toward the outcomes
- ✓ *Themes* that the initial indicator data reveal
- ✓ *Linkages* between outcomes of one team to that of another

## “Beyond Measurement – Telling Our Region’s Story”

An all-day event on April 8, 2011 will bring all teams and invited guests together for parallel conversations about the themes revealed by the data trends and key drivers that we can impact to improve results. The goal of the day is to emerge with the frame and beginning content of the first GPVI report on the well-being of the region, to be released in the summer of 2011.

## GPVI Start-up Timeline



### Why support GPVI long term?

#### What difference will it make?

The greater Portland-Vancouver region is alive with seven bustling counties and over 25 municipalities. Each has its own elected officials, goals and strategic agendas for a wide range of policy areas including economic development, education, human services and environmental concerns. Decision making in the region naturally reflects this diversity and robust individuality.<sup>2</sup>

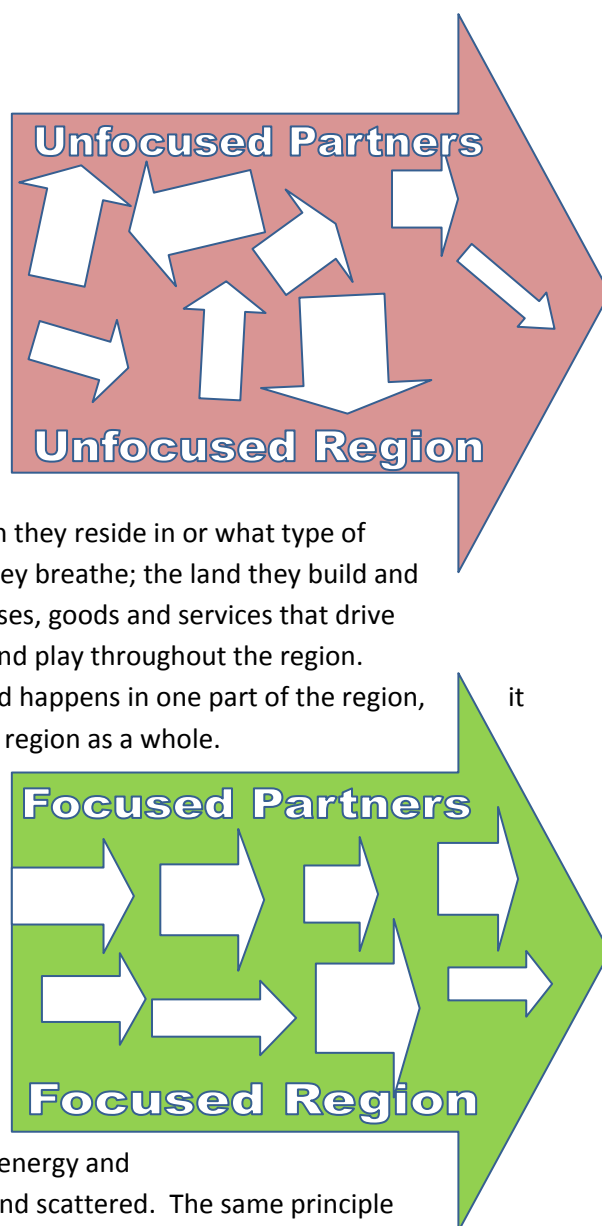
Yet all jurisdictions, people, businesses and organizations in the region are bound together no matter what jurisdiction they reside in or what type of public service they require. They are connected by the air they breathe; the land they build and play on; the water they drink; the roads they travel; businesses, goods and services that drive prosperity; and most importantly, by those who live, work and play throughout the region. Because of this connectedness, when something good or bad happens in one part of the region, almost always impacts the well-being of other parts and the region as a whole.

The Greater Portland-Vancouver Indicators will make a difference in the way decisions are made in the region. It will offer a “North Star” by which elected officials, business and community leaders, residents and stakeholders in the region can navigate, an opportunity to better align their decisions and actions around shared, not disparate, regional goals for the greater good.

#### Why is the difference important?

It’s not rocket science. If we can better focus our collective energy and resources, we are more likely to succeed than if distracted and scattered. The same principle applies to achieving goals and solving challenges regardless of the scale – world, nation, state, county, city or individual. The more we can coordinate and align our actions to make our region more equitable and sustainable, the more successful we will be.

But it is difficult, because coming together for the greater good often goes against the grain of how we have been taught to think and act most of our lives. We have been taught to deal with complexity by breaking it down into component its parts (a pattern called “reductionism”). There is a tendency for organizations to focus on what they can control, such as their own programs. This leads to a silo effect. Yet in order to better understand our region’s well-being, we need to look over those silo walls and see



<sup>2</sup> While Metro, the regional government, provides a strong level of coordination on place-based issues, its scope does not match the even wider need for coordinated action around social, economic and environmental issues.

the whole picture. This greater understanding is required for innovation in the way we organize ourselves, grow our economy, and deliver our public services.

And we know it is hard. Stakeholders crave more collaboration, but systems and structures in which they work make collaboration difficult. GPVI will help people transcend those systems and structures with a shared language of reliable data. GPVI will help bring people together so the pivotal dialogues can happen. Data do not make progress happen. People do.

### When will we see impacts?

GPVI will encourage more aligned decisions and actions anchored in data and data-inspired learning dialogues. To the extent that stakeholders are able to come together in this process, it is possible that we will see *positive impacts in the way we make decisions and take actions in budget, planning and other decision cycles on the immediate horizon.*

*Impacts on the actual data trends will take longer because they are high-level outcomes, results often impacted by complex factors.* For example, per capita income is impacted by programs and policies locally, but also by the economic climate of the nation and the world. Nevertheless, by navigating by a shared North Star – we will make decisions that have more lasting impact because they are informed by a better understanding of how those decision will affect the entire region, now and in the future.

“Twin Cities Compass was created to be a trusted, single source of data and research to help the community – nonprofits, foundations, businesses and individuals – identify trends, measure progress, and take action. There has never been a more efficient source of relevant data and research for the community to address. Foundations and individual contributors are also increasingly using Twin Cities Compass as a guide for their own strategic planning and to double-check statistics mentioned in proposals.

Carolyn H. Roby, Wells Fargo Foundation,  
Minnesota

### How will this make a difference for me?

- As a *member of the general public*, you will have access to a user-friendly data system that is easily accessible to teachers, researchers, reporters and anyone interested in learning more about how we are doing on a wide range of important issues that deal our region’s people, places and prosperity. You will see news articles about the stories the data tell, and if you opt in, may be invited to participate in meetings where you can work with your elected leaders to learn more and help out.
- As an *elected leader*, you will have tools to act strategically and with more wisdom based on a better understanding of the big regional picture and how all of the parts impact one another. You will receive information and support with which to build more focused and productive alliances with your fellow mayors, commissioners and councilors across the region.
- As a *foundation*, granting resources to organizations in the Portland-Vancouver region, you will have a ready-made set of data with which to analyze the region, set your priorities and, should you choose, to evaluate grant applications.

- As a *business leader*, you will be able to see how the economy of the region impacts educational, social and environmental outcomes and vice versa. You will have an inter-connected set of data to help decide whether to bring new ventures to the region, or to help attract skilled employees to the area.
- As a *grant writer and planner*, you will have access to a one-stop shop of regional and local data on a comprehensive array of desired outcomes for the region.
- As a *public agency manager* implementing the decisions of public leaders, you will have a new way to collaborate with your counterparts from other jurisdictions and disciplines.

## How will it get done?

### Organization

At its November 29<sup>th</sup> meeting, the GPVI Advisory Board evaluated the organizational options presented in [Framing Paper: Sustaining GPVI -Business & Governance Options](#).

Major findings from the November 29<sup>th</sup> meeting are that members present:

- Acknowledged that GPVI needed to be proactive in engaging partners to avoid another report that gathers dust on a shelf.
- Voiced strong disagreement with creating a new not-for-profit organization, and instead voiced interest in placing GPVI within an existing institution such as PSU in collaboration with Metro and Washington State University-Vancouver.

Once the Advisory Team decides what form the initiative will take long-term, we will draft by-laws that formalize GPVI's vision, mission, goals, organizational relationships and operating procedures.

### Governance

A governing body will provide a way for leaders in the public, private, non-profit and independent sectors to participate in decisions about GPVI and its indicators, targets and policy recommendations. It will also provide an opportunity for them to showcase their leadership in championing smart, collaborative initiatives for better outcomes across the region.

### Goals

The *goals* of the GPVI program will be to:

1. Foster greater awareness of the inter-connected social, economic and environmental well-being of this region.
2. Encourage co-learning and coordinated action, aligned with shared goals, to improve that well-being
3. Provide access to high-quality data and reports so people can track progress.



## Staff and Deliverables

1. **Data** development and maintenance will require skilled staff dedicated part-time to:
  - Project management (likely provided by the Institute of Portland Metropolitan Studies at PSU)
  - Web and database design
  - Database management
  - Cartography and report layout
  - Data collection

Data staff will be expected to deliver on:

- A regional data commons.
- Eventual geospatial mapping and drill-down from regional to local data, where possible
- Eventual drill-up to national and international comparator data, where possible
- User-friendly, online user access
- Guidance on how to use the data
- Periodic data analyses of emerging issues, coordinated with PR program on dialogue side

2. **Dialogue** and engagement work will require skilled staff dedicated full-time to:

- Project management
- Communications and outreach

Dialogue staff will be expected to deliver progress toward these outcomes:

- Engaged community leaders and more aligned decisions through board and committee meetings, and working with elected officials region-wide
- More aligned actions as a result of convenings where stakeholders learn from each other, gain trust and get into coordinated action around shared goals; and as a result of big events to celebrate success and establish future directions
- Increased public awareness of the well-being of their region through GPVI reports, release events and a robust public relations program

## Roles of GPVI Members and Partners

Participating organizations will be encouraged to contribute data where needed, help interpret data, collaborate with others to understand the meaning behind the data (especially considering impacts across data categories), identify successful or unsuccessful programs and change the way program investments are made for the greater good of the region.

Local members and partners will be critical in the process of data collection. Once the first round of indicators and related data sources are identified, we propose that letters of agreement be developed between organizations with the data and PSU's Institute of Portland Metropolitan Studies to ensure the most efficient and consistent data collection process possible.

## What will it take?

### Costs

The table below shows actual expenditures during the developmental phase, and projected costs for ongoing GPVI operations.

The middle two columns below show actual expenditures for the developmental phase in fiscal years 2010 and 2011. PSU's Institute for Portland Metropolitan Studies pays for data-related costs. Metro pays for project management. The two institutions share meeting and consulting costs. By the end of this fiscal year, both institutions will have spent nearly \$480,000 to develop GPVI.

The last column projects annual expenditures for GPVI's ongoing operations. Personnel needed for the data side include both project management and professional technical staff. Personnel for the dialogue/engagement side include a project manager or director and a communications/outreach professional. Total estimated annual costs for the program are about \$521,000.<sup>3</sup>

Data	Actual Expenditures FY 2010	Actual Expenditures FY 2011*	Projected Annual Expenditures
Personnel	13,119	126,531	\$81,555
Travel		\$2,475	\$2,400
Services and Supplies	15,033	30,167	\$23,000
Graduate Tuition Remission		44,928	\$24,710
<b>Total Direct Costs</b>	<b>28,152</b>	<b>204,101</b>	<b>\$131,665</b>
Indirect Costs @ 26%**	7,320	53,066	\$34,233
<b>Total Data Costs</b>	<b>\$35,472</b>	<b>\$257,167</b>	<b>\$165,898</b>
<b>Annual Data Costs, rounded</b>			<b>\$166,000</b>
<b>Dialogue/Engagement</b>			
Personnel	30,700	128,700	\$225,000
Travel	--	450	\$2,000
Services and Supplies	10,000	27,500	\$55,000
<b>Total Direct costs</b>	<b>40,700</b>	<b>156,650</b>	<b>\$282,000</b>
Indirect costs @26%**	16,280	62,660	\$73,320
<b>Total Dialogue Costs</b>	<b>56,980</b>	<b>219,310</b>	<b>\$355,320</b>
<b>Annual Dialogue Costs, rounded</b>			<b>355,000</b>
<b>Total Data + Dialogue, rounded</b>			<b>\$521,000</b>

\*Includes costs anticipated through June 30, 2011

\*\*Overhead rate for state funding. (Metro uses 26.68%. Federal rate is 46.6%.)

<sup>3</sup> These costs do not reflect one-time start-up expenses (e.g., technology).

## Revenue Strategy – A Start for Discussion

GPVI will provide shared goals and shared data for anyone wanting to work together to enhance the greater good of the region.

Funding options include revenue generation through dues. GPVI's core services - the deliverables outlined above<sup>4</sup> – could be funded mainly through a dues structure where:

- The public sector (Metro, counties and cities) pick up 50% of the annual cost, about \$260,500, based on a per capita dues structure. Assuming 94% participation, this would translate to a dues rate of about 5.5 cents per capita (see table), which would produce the following fee ranges:
  - ❖ Population over 350,000: \$20-40,000 per year  
(All counties and the City of Portland; Metro's dues would be over \$80,000.)
  - ❖ Population 75,000 to 200,000: \$4-8,000 per year  
(Vancouver, Hillsboro, Beaverton)
  - ❖ Population 20,000 to 75,000: \$1-4,000 per year
  - ❖ Population under 20,000: less than \$1,000 per year
- PSU and other institutions of higher education pick up 20% of the cost, about 104,200 per year.
- The foundation community picks up 15% at \$78, 150
- The business community picks up 15% at \$78, 150

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<sup>4</sup> Additional services would be paid for by grants and contracts with organizations who want help with deeper work on either the data or the dialogue side, or on performance management initiatives aligned to GPVI outcomes.

## Appendix A. People Involved

### Advisory Team

The GPVI Advisory Team meets quarterly and is responsible for overseeing the work of nine GPVI Results Teams and for establishing a permanent home for this work.

#### Co-chairs

Wim Wiewel, President, Portland State University

Gale Castillo, President, Hispanic Metropolitan Chamber

#### Members

Gail Achterman, Director, Institute for Natural Resources, OSU

Sam Adams, Mayor, City of Portland

Thomas Aschenbrener, President, Northwest Health Foundation

Jeff Cogen, Chair, Multnomah County Commission

Lynn Valenter, Acting Chancellor, Washington State University-Vancouver

Paul Dennis, Mayor, City of Camas

Denny Doyle, Mayor, City of Beaverton

Josh Fuhrer, Councilor, City of Gresham

Jack Hoffman, Mayor, City of Lake Oswego

Mike Houck, Executive Director, Urban Greenspaces Institute

Marc Levy, Executive Director, United Way of the Columbia-Willamette

Nichole Maher, Executive Director, Native American Youth Family Center

Pamela Morgan, Management Consultant, Graceful Systems, LLC

Marcus Mundy, President and CEO, Urban League of Portland

Joseph Santos-Lyons, Director, Asian Pacific American Network of Oregon

Bill Scott, General Manager, Zipcar Portland

Steve Stuart, Chair, Clark County Commission

Bill Wyatt, Executive Director, Port of Portland

David Wynde, Director, US Bank Community Relations



### Equity Panel

The Advisory Team approved the creation of an Equity Panel to educate the Advisory and Results Teams about race, ethnicity, age, gender and income-related weaknesses in our data systems; and provide, from an equity perspective, feedback to each Results Team on data sources, method of analysis and presentation for their indicators within the constraints of available resources and timelines.

#### **Chair**

Gale Castillo, *Hispanic Metropolitan Chamber*

#### **Members**

Thomas Aschenbrener, *Northwest Health Foundation*

Ron Carley, *Coalition for a Livable Future*

Ronault LS (Polo) Catalani, *Portland Office of Human Relations*

Andy Cotugno, *Metro*

Christopher Dunnaville, *US Trust*

Francisco Garbayo, *Regence BlueCross BlueShield of Oregon*

Queta González, *Center for Diversity & the Environment*

Howard Klink, *United Way of the Columbia-Willamette*

Kalpana Krishnamurthy, *Western States Center*

Julia Meier, *Coalition of Communities of Color*

Olga Sanchez, *Miracle Theatre Group*

Bandana Shrestha, *AARP Oregon*

Rekah Strong, *Clark County Workplace Diversity*

Tricia Tillman, *State of Oregon Office of Multicultural Health*

## Results Teams

Nine Results Teams are forming to develop outcomes, indicators, analysis and targets for 1) Economic Opportunity, 2) Education, 3) Civic Engagement, 4) Arts and Culture, 5) Healthy People, 6) Safe People, 7) Quality Housing and Communities, 8) Access and Mobility and 9) Healthy, Natural Environment.

### **GPVI ACCESS AND MOBILITY RESULTS TEAM**

John MacArthur (Co-LEAD), *PSU Sustainable Transportation Program*

Deena Platman (Co-LEAD), *Metro - MRC*

Courtney Duke, *City of Portland*

Martin Dieterich, *Clackamas County*

Scott Drumm, *Port of Portland*

Denny Egner, *City of Lake Oswego*

Patty Fink, *Coalition for a Livable Future*

Sorin Garber, *T. Y. Lin International*

Bob Hart, *SW Regional Transportation Council*

Jon Holan, *City of Forest Grove*

George Hudson, *Alta Planning*

Alan Lehto, *TriMet*

Margaret Middleton, *City of Beaverton*

Alejandro Queral, *Healthy Communities by Design*

Lidwien Rahman, *ODOT*

Joseph Readdy, *JR Architect*

Chris Smith, *City of Portland Planning Commission*

### **GPVI ARTS AND CULTURE RESULTS TEAM**

Chris Coleman (Co-LEAD), *Portland Center Stage*

Eloise Damrosch (Co-LEAD), *Regional Arts & Culture Council*

Alan Alexander, *City of Portland Bureau of Technology Services*

Andrew Edwards, *Lakewood Center for the Arts*

Tom Manley, *Pacific NW College of Art*

Sean Morgan, *Walters Cultural Arts Center, City of Hillsboro*

Elaine Orcutt, *Beaverton Arts Commission*

Bonita Oswald, *Washington County Dept. of Land Use & Planning*

Melissa Riley, *Westside Cultural Alliance*

Olga Sanchez, *Miracle Theatre Group*

Jayne Scott, *Beaverton Arts Commission*

Lina Garcia Seabold, *Seabold Construction Co.*

Cheryl Snow, *Clackamas County Arts Alliance*

Susan Tissot, *Clark County Historical Society & Museum*

Mark Walhood, *City of Portland*

Laurel Whitehurst, *Arts of Clark County*

Robyn Williams, *Portland Center for the Performing Arts (PCPA)*

### **GPVI CIVIC ENGAGEMENT RESULTS TEAM**

Carol Ford (Co-LEAD), *Independent Consultant*

Tony Iaccarino (Co-LEAD), *City Club of Portland*

Adam Davis, *Davis, Hibbitts & Midghall, Inc.*

Joyce DeMonnin, *AARP*

Brian Hoop, *City of Portland Office of Neighborhood Involvement*

Helena Huang, *Oregon Voice*

Karin Kelley-Torregroza, *Vision Action Network*

Cindy Kirk, *Luis Palau Association*

Sia Lindstrom, *Washington County*

Julia Meier, *Coalition of Communities of Color*

Su Midghall, *Davis, Hibbitts & Midghall*

Amalia Alarcon Morris, *City of Portland Office of Neighborhood Involvement*

Andy Nelson, *Hands On Greater Portland*

Carmen Rubio, *Latino Network*

Kelly Sills, *Clark County*

Kathleen Todd, *Multnomah County Office of Citizen Involvement*

Greg Wolley, *City of Portland*

### **GPVI ECONOMIC OPPORTUNITY RESULTS TEAM**

Sheila Martin (Co-LEAD), *PSU Institute of Portland Metropolitan Studies/Population Research Center*

Dennis Yee (Co-LEAD), *Metro*

Henry Alvarez, *Bank of the Cascades*

Gary Barth, *Clackamas County Economic Development*

Margaret Butler, *Jobs with Justice*

Mark Childs, *Capacity Commerical Group*

Corky Collier, *Columbia Corridor Association*

Radcliffe Dacanay, *City of Portland*

Rey Espana, *NAYA*

Ray Guenther, *RAEL Enterprises, LLC*

John Haines, *Mercy Corps*

Christian Kaylor, *Oregon Employment Dept.*

Steve D. Kelley, *Washington County Long Range Planning*

Mary King, *PSU Dept. of Economics*

Steve Kountz, *City of Portland Bureau of Planning & Sustainability*  
Mary Li, *Multnomah County Office of School & Community Partnerships*  
Colin McCormack, *United Way of the Columbia-Willamette*  
Renate Mengelberg, *Clackamas County Business & Economic Development*  
Deanna Palm, *Hillsboro Chamber*  
LeRoy Patton, *Fair Housing Council of Oregon*  
Adriana Prata, *Clark County Budget Office*  
Paul Reise, *Independent Consultant*  
Colin Rowan, *United Fund Advisors*  
Doug Rux  
Jonathan Schlueter, *Westside Economic Alliance*

### **GPVI EDUCATION RESULTS TEAM**

Patrick Burk (Co-LEAD), *PSU Graduate School of Education*  
John Tapogna (Co-LEAD), *ECONorthwest*  
Andrew Dyke (Alt. Co-LEAD), *ECONorthwest*  
Maxine Thompson (Alt. Co-LEAD), *Leaders Roundtable*  
Evelyn Brzezinski, *Portland Public Schools*  
Tamra Busch-Johnsen, *Business Education Compact*  
Nina Carlson, *Oregon PTA*  
Darlene Farrar-Long, *Northwest Regional School District*  
Sue Hildick, *Chalkboard Project*  
Ron Hitchcock, *Multnomah ESD*  
Sue Levin, *Stand for Children, Oregon*  
Carol Middleton, *Clackamas Education Service District*  
Midge Purcell, *Urban League*  
Jada Rupley, *ESD 112 (Clark County)*  
James Sager, *NW Regional Education Service District*  
Nate Waas Schull, *Portland Schools Foundation*  
Sho Shigeoka, *Beaverton School District*  
Bob Turner, *Oregon University System*  
Courtney Vanderstek, *OEA*  
Mark Walhood, *City of Portland*  
Carol Wire, *Oregon PTA*

### **GPVI HEALTHY PEOPLE RESULTS TEAM**

Betty Izumi (Co-LEAD), *PSU School of Community Health*  
Nancy Stevens (Co-LEAD), *Community Health Consultant*  
Cindy Becker, *Clackamas County Dept. of Health, Housing & Human Services*  
Art Blume, *WSU-Vancouver*

Tom Clancey-Burns, *Community Action Partnership of Oregon*

Noelle Dobson, *Community Health Partnership*

Leda Garside, *Tuality Hospital, Washington County*

Sandy Johnson, *Multnomah County Health Dept.*

Deborah John, *OSU Extension Family & Community Health, Clackamas Co.*

Michelle Kunec, *City of Portland*

Julie Marshall, *Cascade Centers*

Wendy Rankin, *Community Health Partnership*

David Rebanal, *NW Health Foundation*

Jennifer Reuer, *Washington County*

Eric Ridenour, *Sera Architects*

Daniel Rubado, *DHS, Environmental Heath*

Marni Storey, *Clark County Public Health Dept.*

Tricia Tillman, *State of Oregon, Office of Multicultural Health*

Phil Wu, *Kaiser Permanente*

### **GPVI NATURAL ENVIRONMENT RESULTS TEAM**

Linda Dobson (Co-LEAD), *City of Portland Bureau of Environmental Services*

Jimmy Kagan (Co-LEAD), *Institute for Natural Resources, OSU*

Bob Austin, *Clackamas County Commission*

Jonathan Belmont, *Independent Consultant*

Marcelo Bonta, *Environmental Professionals of Color*

Bob Costanza, *PSU Sustainability Center*

Brent Davies, *Ecotrust, Community Ecosystem Services*

Doug Drake, *Oregon DEQ*

Steven Fedje, *USDA-NRCS*

Jeff Goebel, *Portland State University*

Queta González, *Center for Diversity & the Environment*

Kevin Gray, *Clark County Dept. of Environmental Services*

Marie Johnson, *City of Portland*

Jim Labbe, *Audubon Society of Portland*

Kathy Majidi, *City of Gresham*

Gillian Ockner, *Ecosystems Independent Consultant*

Vivek Shandas, *PSU Dept. of Urban Studies & Planning*

Matt Tracy, *Metro Sustainability Center*

Mandy Tu, *Independent Consultant*

Mary Wahl, *City of Portland Bureau of Environmental Services*

Pam Wiley, *Meyer Memorial Trust*

### **GPVI QUALITY HOUSING AND COMMUNITIES RESULTS TEAM**

Trell Anderson (Co-LEAD), *Clackamas County Housing Authority*  
Lisa K. Bates (Co-LEAD), *PSU School of Urban Studies & Planning*  
Antoinette Pietka (Co-LEAD), *City of Portland Housing Bureau*  
Kate Allen, *City of Portland Housing Bureau*  
Jesse Beason, *Proud Ground*  
Cathey Briggs, *Oregon Opportunity Network*  
Michael Buonocore, *Housing Authority of Portland*  
Bill Cunningham, *City of Portland Bureau of Planning & Sustainability*  
Jean DeMaster, *Human Solutions*  
Maxine Fitzpatrick, *Portland Community Reinvestment Initiatives*  
Ellen Johnson  
Uma Krishnan, *City of Portland*  
Daniel Ledezma, *Nick Fish's Office*  
Mary Li, *Multnomah County Office of School & Community Partnerships*  
LeRoy Patton, *Fair Housing Council of Oregon*  
Andree Tremoulet, *Washington County Office of Community Development*

### **GPVI SAFE PEOPLE RESULTS TEAM**

Scott Taylor (Co-LEAD), *Multnomah County Department of Community Justice*  
Elizabeth Davies (Co-LEAD), *Multnomah County Public Safety Coordinating Council (LPSCC)*  
Brian Renauer (Co-LEAD), *PSU Criminology and Criminal Justice Program*  
Heather Ackles, *Metropolitan Public Defenders*  
Wendi Babst, *Clackamas County Sheriff's Office*  
Bill Barron, *Clark County*  
Steve Berger, *Washington County*  
Jim Bernard, *Clackamas County Commission*  
Maya Bhat, *Multnomah County Health Department*  
Lane Borg, *Metropolitan Public Defenders*  
Mary Jo Cartasegna, *Clackamas County Commissioners Office*  
Ann Christian, *Clark County Public Defense*  
Marley Drake, *Multnomah County Sheriff's Office*  
Matt Ellington, *Clackamas County Sheriff's Office*  
Pat Escamilia, *Clark County Juvenile Court*  
Bill Feyerherm, *Portland State University*  
John Harding, *Portland Fire and Rescue*  
Chris Hoy, *Clackamas County Probation and Parole*  
Barry Jennings, *Multnomah County Circuit Court*  
Garry Lucas, *Clark County Sheriff's Office*  
Jodi Martin, *Clark County Juvenile Courts*

Diane McKeel, *Multnomah County Commission*

Monte Reiser, *Multnomah County Sheriff's Office*

Reed Ritchie, *Washington County*

Pete Sandrock

Michael Schrunk, *Multnomah County District Attorney*

Linda Shaw, *Clark County Misdemeanor Probation and Parole*

John Shoemaker, *Clark County Juvenile Court*

Greg Stewart, *Portland Police Bureau Crime Analysis Unit*

Mike Ware, *Multnomah County Chair's Office*

## **Appendix B. Letters of Support**

To be added.



Materials following this page were distributed at the meeting.



## Metro | Memo

Date: May 11, 2011  
To: JPACT and interested parties  
From: Kim Ellis, Principal Transportation Planner  
Re: Strategies For Reducing Carbon Emissions From Light Vehicles

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### **PURPOSE AND BACKGROUND**

The purpose of this memo is to summarize the actions, programs and incentives that local governments and Metro could implement to reduce carbon emissions from cars, small trucks and SUVs. While many of these strategies are already being implemented in the region to realize the 2040 Growth Concept and local plans, this information is intended to catalog the range of strategies that will be considered in the region's scenario planning effort.

Many strategies offer potential multiple benefits beyond carbon emissions reduction. Staff is developing a more detailed "Strategy Toolbox" report that will be used in conjunction with the scenario analysis conducted this summer to identify the combinations of land use and transportation strategies that are most promising for meeting the region's carbon emissions reduction target and that should be carried forward to Phase 2 for further evaluation. Complementing the scenarios analysis, the Toolbox will synthesize existing research on these strategies in terms of their carbon reduction potential, potential co-benefits and synergies, and implementation feasibility. The Toolbox will include case studies to illustrate how the strategies are being applied, or could be applied, in the Portland region.

Together the toolbox report and the summer's scenario analysis will help develop a common understanding of potential policy options and provide information useful for policymakers and stakeholders to discuss the trade-offs and choices presented by the most effective carbon reduction strategies next fall.

Selecting strategies will involve decisions that could have political, economic, equity, community and lifestyle ramifications. By identifying the policy choices and tradeoffs that decision-makers will need to consider this fall, this summer's research can serve as a basis for continuing policy dialogue to confront the threat of global climate change through regional and local actions. Ultimately, Phase 3 of the Climate Smart Communities Scenarios effort, taking place during 2013/2014, will entail selecting a preferred set of land use and transportation strategies and implementing the policies through local and regional plans.

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### ***Community design and the built environment***

The strategies outlined Tables 1-3 aim to change community design and the built environment in ways that will reduce the number of vehicle miles traveled in the region and their corresponding emissions, and increase walking, biking and use of transit.

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Action/Program/Incentive	Description
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Action/Program/Incentive	Description
Parking management	Manage the supply of parking provided at a particular site or area. Examples include providing bicycle parking, shared parking credits, timed on-street parking, parking restrictions/minimums/maximums, structured parking and parking permit zones to prevent business customers and transit riders from using residential spaces, programs that allows businesses certain number of free permits/mo then charge for additional ones.
Parking restrictions/remove parking minimums/implement parking maximums	Limit parking allowed at a particular site or area (e.g., downtown major commercial center). Portland set a cap of approx. 40,000 parking spaces downtown in 1975. The number increased in the 1980s and 1990s, but is still said to have helped increase transit use. <i>(Source: Victoria Policy Transport Institute)</i>
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School siting/placement	School siting policies aimed at keeping existing schools, or constructing new schools within established communities. Schools with pedestrian and bicycle access can result in greater accessibility for students and parents without the need for a motor vehicle

## Active Transportation

Table 2 summarizes the proposed active transportation actions and strategies. These strategies help reduce carbon emissions by expanding transportation options for people to walk and bike to meet some or all of their daily needs, particularly for short trips. The strategies also help make walking and biking more convenient and promote safety and access to local services and destinations.

**Table 2. Active Transportation Actions and Programs**

Action/Program	Description
Expand active transportation options/construct new or connect existing bicycle and pedestrian facilities	Construct both on- and off-street facilities such as greenways, bicycle boulevards, bicycle lanes, trails, and bicycle parkways to promote walking, biking, and access to transit.
"Complete Streets" policy	Policy that takes into account all users of streets rather than just autos with a goal of completing the streets with adequate facilities for all users.
Pedestrian-oriented design/Buffered sidewalks	Protect sidewalks by creating a landscaped buffer between motorized traffic and pedestrians.
Bicycle parking at destinations including transit stations	To encourage use – could be all types of parking – short term, long term, secure.
Promote bicycle and pedestrian use	Through marketing programs, safety lessons, etc.
Traffic calming	Tools employed to reduce vehicle speeds, improve safety, and enhance one's quality of life.
Increase number of crossings, curb cuts and signalized crossings and reduce crossing distances and intersections and mid-block crossings	These actions help people of all mobility levels to cross the street and access destinations. Add signals at pedestrian crossings, especially on busy streets, to increase pedestrian safety and improve traffic flow. Could include innovative signal types, such as hybrid beacons that are dark when not in use to allow traffic flow, but are triggered to flash when pedestrians activate them.
Neighborhood speed management	Encourage and implement reduced speed limits along residential streets re-engineered for heavy bicycle and pedestrian travel.
Urban nonmotorized zones	Designated areas for nonmotorized transportation modes only.

### ***Public Transit***

Table 3 identifies public transit actions and programs. These strategies increase service levels, provide incentives for using transit (and thus reduce the number of single-occupancy vehicle (SOV) trips) and/or enhance operational efficiency of transit vehicles. Together, these investments improve accessibility and can increase ridership levels, facilitating a reduction in the number of cars on the road, congestion levels and VMT. Additional improvements in comfort levels and reductions in fares also help to make transit a more attractive option. Implementation of these actions and programs should include an equity analysis to ensure base service levels are maintained.

**Table 3. Public Transit Actions, Programs and Incentives**

Action/Program/Incentive	Description
Discount transit passes/decrease fares	Reduce the cost of using transit.
Increase frequency of transit service	Expand service frequency to increase ridership.
Limited-stop service	Particularly useful for commuting, common routes into downtowns and major employment centers.
Expand public transportation options (LRT/BRT/Express bus/circulators)	Introduce new types of transit and add more service, routes, etc.
Park & ride facilities	These can include parking facilities at rail and bus stations, as well as near highway on-ramps to encourage ridesharing.

### ***Pricing***

Actions and programs related to pricing are included in Table 4. These actions and programs focus on raising the cost of vehicle miles traveled (VMT) and fuel consumption, which have been shown to result in people driving less – thereby reducing carbon emissions. These strategies also can help improve system operations by mitigating congestion.

**Table 4. Pricing Actions, Programs and Incentives**

Action/Program/Incentive	Description
Parking pricing	Fees charged for all parking in a certain area; could include: <ul style="list-style-type: none"><li>• Central business districts (CBD), employment areas, and retail areas</li><li>• Higher fees on previously free parking lots</li><li>• All downtown workers pay for parking</li><li>• Requirements for residential parking permits and for visitors</li><li>• Dynamic pricing is another form of parking pricing; it involves changing pricing based on the time of day; pricing</li></ul>

Action/Program/Incentive	Description
	<p>could be higher during peak traffic periods to create a disincentive to drive.</p> <p>A flat fee-per-space on parking spaces provided by businesses would discourage automobile-dependent development, encouraging more efficient land use, and – to the extent the fees are passed on to parkers – encourage non-auto transportation choices. The revenue generated by such a fee (on parking spaces, not their use) could be used for transit and other transportation investments not eligible for highway dollars.</p>
Traffic Impact Fee	A charge on new development to cover the full cost of the additional transportation capacity, including transit, required to serve the development. Only those developments that result in an increase in vehicle trips would be charged.
Emissions-based vehicle registration fees	Fees based on emissions.
Vehicle Miles Traveled (VMT) fee	Fee charged based on how many miles a car is driven; odometer readings determine the exact fee charged; a city or county could modify the structure of the fee to include a carbon fee; VMT fees can be layered to be higher or lower based on the fuel economy of one's car.
Congestion pricing/road user fees	Tolls are charged to drivers using congested roadways; toll based on specific level of service goal; refers to parking, tolling, or other road user fees where prices increase during congested times in congested locations.
Cordon pricing/area pricing	Requires all motorists who pass through a certain area, generally an area around a CBD or other major employment or retail area, to pay a fee.
Traditional toll roads	Payment charged for passage on roads, bridges or ferries that carry cars.
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### ***Marketing and Travel Demand Management***

Table 5 identifies marketing and transportation demand management actions and programs including ridesharing. These actions and strategies reduce carbon emissions by reducing trips, shifting trips to other modes and thus reducing vehicle-miles traveled (VMT).

**Table 5. Marketing and Travel Demand Management Actions, Programs and Incentives**

Action/Program/Incentive	Description
Trip reduction ordinances/ Transportation Management Associations (TMAs)	Organizations that provide transportation services in a particular area that are controlled by association members.
Financial support for public, private, or nonprofit car-sharing organizations	Increased financial support shows commitment to this program.
Car-sharing <ul style="list-style-type: none"><li>• Standard</li><li>• Personal Vehicle Car-Sharing (PVCS)</li></ul>	<ul style="list-style-type: none"><li>• Standard – Program in which automobile rental services are used to substitute private vehicle use and ownership. Programs are designed to be accessible to residences, affordable, follow easy check-in/out processes, and reliable.</li><li>• PVCS – Enables private car owners to make their vehicle available on a temporary basis to a carsharing company for rental. In return, the vehicle owner gets a substantial portion of the rental revenue from the carsharing company. When not rented, the vehicle owner can continue to use their car as before. Also called “peer to peer carsharing” (abbreviated P2P carsharing).</li></ul>



Action/Program/Incentive	Description
<p>Employer-based programs:</p> <ul style="list-style-type: none"> <li>• Alternative work schedules</li> <li>• Telecommuting</li> <li>• Teleconferencing/ videoconferencing</li> <li>• Ride-sharing</li> <li>• Vanpool programs</li> <li>• Park &amp; ride</li> <li>• Mandatory SOV reduction programs for large employers</li> <li>• Parking cash-out</li> <li>• Guaranteed ride home</li> <li>• Fleet bicycles</li> <li>• Credits/incentive</li> </ul>	<ul style="list-style-type: none"> <li>• Commuter incentive programs take advantage of a variety of options used to reduce SOV trips for workplace travel. Employers can adopt programs that best suit the needs of their employee base, including:</li> <li>• Alternative work schedules – Schedules other than 9:00 a.m.-5:00 p.m.)</li> <li>• Telecommuting – Employees work from home rather than a central office</li> <li>• Teleconferencing/videoconferencing – Use of live video connections in place of physical meetings</li> <li>• Ride-sharing – Practice of commuting with other people (generally those that live nearby), often aided by a service or program that matches people going to the same employment area</li> <li>• Vanpool programs – Similar to ride-sharing but on a larger scale, allowing many people to ride in one vehicle</li> <li>• Park &amp; ride – Parking facilities at transit stations, bus stops, and highway on-ramps, generally charging lower fees than in CBDs; these help facilitate transit use and ride-sharing</li> <li>• Mandatory SOV-reduction programs for large employers – Employers of a certain size would be required to reduce the number of SOV that commute to their offices</li> <li>• Parking cash-out – Program in which an employer offers a choice between a paid-for parking space or a cash allowance, equivalent to the market value of the parking place, giving employees an opportunity to save money if they avoid driving.</li> <li>• Guaranteed ride home – Provides subsidized ride home from work to commuters who use alternative modes. For example, a commuter would receive a ride if his/her carpool driver must stay late at work or a bus rider must return home in an emergency. This addresses challenges to the use of alternative modes.</li> <li>• Fleet bicycles - Encourage businesses to promote the use of bicycles for work trips when appropriate</li> <li>• Multi-modal credit – Provides an incentive for those who combine biking with public transit use. This can be in the form of a reduced transit pass based on a percentage of commute to work via bicycle.</li> </ul>
Tire Fuel Efficiency Programs	Public education program to encourage the purchase of fuel efficient replacement tires.

Action/Program/Incentive	Description
Pay-as-you-drive insurance (PAYD)	A system where participants are assessed based on the number of vehicle miles traveled in combination with traditional risk based rates. PAYD goes beyond what current insurance companies are offering in premiums to low distance drivers. Shifting to this type of mileage-based auto-insurance system allows motorists to reduce their costs while encouraging them to drive less.

### ***System Management and Operations/Intelligent Transportation Systems (ITS)***

Table 6 identifies actions and programs related to operations and ITS. These strategies improve system operations using technology to provide information about roadway conditions or other data and other management strategies.

**Table 6. System Management and Operations/ITS Actions and Programs**

Action/Program	Description
Incident management	Restore “normal service operation” after roadway incidents (accidents or other actions that interrupt standard operation of roadways) as soon as possible after an incident.
Ramp-metering	Control entry of traffic onto freeways to improve traffic flow and decrease accidents. Cars are stopped and allowed to enter via ramp at intervals determined by current congestion levels.
Electronic message signs	Signs located along roadways providing drivers with traveler information, such as accidents, detours, etc.
Transportation Management Center (TMC)	A facility into which real-time traffic data from roadways flows that provides coordinated transportation management on transportation facilities (e.g., state highways, other parts of system). Data is processed and decisions are made (such as rerouting, etc.) in order to maintain best possible system operations. In an emergency, TMC is command center that directs relief efforts. The TMC can also provide transit user information (Transit Appliance) to coordinate better user information for bicyclists on major routes.
Freeway Management System	Provides highway conditions data, including freeway traffic camera, and information on related programs and services.
Traffic Signal Coordination/Arterial System Management	When a group of two or more traffic signals work together so that cars moving through the group will make the least number of stops.
Active Traffic Management (ATM)	Use of automatic systems and human intervention to manage traffic flow, aka “managed lanes” or “smart lanes.”

Action/Program	Description
Integrated Corridor Management	Using all possible capacity in a transportation system to get out most of entire network. For example, using formerly underused parallel routes to help mitigate heavy traffic on freeways or using the nonpeak direction during peak hours.
Road weather management	Includes three types of strategies applied during inclement weather: advisory (fog warnings, etc.); control strategies (speed limit reductions using Variable Speed Limit (VSL) signs, etc.); and treatment strategies (sand, salt, ice).
Arterial management	Program designed to improve traffic signal systems operation, improve flow of traffic, and reduce arterial congestion.
Access management	Coordination between land use and design of roadways to improve transportation.
"Eco-driving" training programs	Programs that train drivers to use techniques that reduce gas consumption, such as avoiding rapid acceleration and braking, driving at lower speeds, proper gear changes, and other strategies; also includes proper vehicle maintenance, including tire pressure, etc.
Traffic signal timing coordination	When a group of two or more traffic signals work together so that cars moving through the group will make the least number of stops.
Transit priority treatments (includes signal prioritization)	Tools used to reduce transit vehicle delay. Could include bus lanes, queue-jumper lanes, bus-priority traffic signals, intersection reconfiguration, and grade separation so transit is not delayed by cross-streets and traffic congestion.
Traveler information system	Dissemination of traveler information through radio, traffic hotline (511) and other technologies such as the internet and smart phone applications.
Vehicle Infrastructure Integration (VII)	Research and applications dedicated to linking road vehicles to their physical surroundings to improve road safety.
Reduce speed limit	Lower speeds on city and county roads, possibly to 20 mph to increase bicycle/pedestrian safety.
Yield signs	Increase use of yield signs, as opposed to stop signs, which reduces car idling and helps bicycles move along faster. It would take driver education, but it's common in Europe. In the U.S., research has shown that completely unmarked intersections and roundabouts are safe.

### ***Technology and Fleet Actions and Programs***

Table 7 identifies fleet actions and programs. These provide incentives or disincentives to change travel behavior in a way that will reduce VMT and/or improve system operations.

**Table 7. Technology and Fleet Actions/Programs**

Action/Program	Description
Electric vehicle infrastructure	Build electric vehicle charging stations/infrastructure.
Vehicle Age Programs	Policies to influence the age of vehicles on the road (may be incentive or regulatory-based).
Vehicle Type Programs	Policies to influence vehicle type such as CAFE standards, etc.



## Metro | Memo

Date: May 11, 2011  
To: JPACT and interested parties  
From: Kim Ellis, Principal Transportation Planner  
Re: Strategies For Reducing Carbon Emissions From Light Vehicles

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### **PURPOSE AND BACKGROUND**

The purpose of this memo is to summarize the actions, programs and incentives that local governments and Metro could implement to reduce carbon emissions from cars, small trucks and SUVs. While many of these strategies are already being implemented in the region to realize the 2040 Growth Concept and local plans, this information is intended to catalog the range of strategies that will be considered in the region's scenario planning effort.

Many strategies offer potential multiple benefits beyond carbon emissions reduction. Staff is developing a more detailed "Strategy Toolbox" report that will be used in conjunction with the scenario analysis conducted this summer to identify the combinations of land use and transportation strategies that are most promising for meeting the region's carbon emissions reduction target and that should be carried forward to Phase 2 for further evaluation. Complementing the scenarios analysis, the Toolbox will synthesize existing research on these strategies in terms of their carbon reduction potential, potential co-benefits and synergies, and implementation feasibility. The Toolbox will include case studies to illustrate how the strategies are being applied, or could be applied, in the Portland region.

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Car-sharing <ul style="list-style-type: none"><li>• Standard</li><li>• Personal Vehicle Car-Sharing (PVCS)</li></ul>	<ul style="list-style-type: none"><li>• Standard – Program in which automobile rental services are used to substitute private vehicle use and ownership. Programs are designed to be accessible to residences, affordable, follow easy check-in/out processes, and reliable.</li><li>• PVCS – Enables private car owners to make their vehicle available on a temporary basis to a carsharing company for rental. In return, the vehicle owner gets a substantial portion of the rental revenue from the carsharing company. When not rented, the vehicle owner can continue to use their car as before. Also called “peer to peer carsharing” (abbreviated P2P carsharing).</li></ul>

Action/Program/Incentive	Description
<p>Employer-based programs:</p> <ul style="list-style-type: none"> <li>• Alternative work schedules</li> <li>• Telecommuting</li> <li>• Teleconferencing/ videoconferencing</li> <li>• Ride-sharing</li> <li>• Vanpool programs</li> <li>• Park &amp; ride</li> <li>• Mandatory SOV reduction programs for large employers</li> <li>• Parking cash-out</li> <li>• Guaranteed ride home</li> <li>• Fleet bicycles</li> <li>• Credits/incentive</li> </ul>	<ul style="list-style-type: none"> <li>• Commuter incentive programs take advantage of a variety of options used to reduce SOV trips for workplace travel. Employers can adopt programs that best suit the needs of their employee base, including:</li> <li>• Alternative work schedules – Schedules other than 9:00 a.m.-5:00 p.m.)</li> <li>• Telecommuting – Employees work from home rather than a central office</li> <li>• Teleconferencing/videoconferencing – Use of live video connections in place of physical meetings</li> <li>• Ride-sharing – Practice of commuting with other people (generally those that live nearby), often aided by a service or program that matches people going to the same employment area</li> <li>• Vanpool programs – Similar to ride-sharing but on a larger scale, allowing many people to ride in one vehicle</li> <li>• Park &amp; ride – Parking facilities at transit stations, bus stops, and highway on-ramps, generally charging lower fees than in CBDs; these help facilitate transit use and ride-sharing</li> <li>• Mandatory SOV-reduction programs for large employers – Employers of a certain size would be required to reduce the number of SOV that commute to their offices</li> <li>• Parking cash-out – Program in which an employer offers a choice between a paid-for parking space or a cash allowance, equivalent to the market value of the parking place, giving employees an opportunity to save money if they avoid driving.</li> <li>• Guaranteed ride home – Provides subsidized ride home from work to commuters who use alternative modes. For example, a commuter would receive a ride if his/her carpool driver must stay late at work or a bus rider must return home in an emergency. This addresses challenges to the use of alternative modes.</li> <li>• Fleet bicycles - Encourage businesses to promote the use of bicycles for work trips when appropriate</li> <li>• Multi-modal credit – Provides an incentive for those who combine biking with public transit use. This can be in the form of a reduced transit pass based on a percentage of commute to work via bicycle.</li> </ul>
Tire Fuel Efficiency Programs	Public education program to encourage the purchase of fuel efficient replacement tires.

Action/Program/Incentive	Description
Pay-as-you-drive insurance (PAYD)	A system where participants are assessed based on the number of vehicle miles traveled in combination with traditional risk based rates. PAYD goes beyond what current insurance companies are offering in premiums to low distance drivers. Shifting to this type of mileage-based auto-insurance system allows motorists to reduce their costs while encouraging them to drive less.

### ***System Management and Operations/Intelligent Transportation Systems (ITS)***

Table 6 identifies actions and programs related to operations and ITS. These strategies improve system operations using technology to provide information about roadway conditions or other data and other management strategies.

**Table 6. System Management and Operations/ITS Actions and Programs**

Action/Program	Description
Incident management	Restore “normal service operation” after roadway incidents (accidents or other actions that interrupt standard operation of roadways) as soon as possible after an incident.
Ramp-metering	Control entry of traffic onto freeways to improve traffic flow and decrease accidents. Cars are stopped and allowed to enter via ramp at intervals determined by current congestion levels.
Electronic message signs	Signs located along roadways providing drivers with traveler information, such as accidents, detours, etc.
Transportation Management Center (TMC)	A facility into which real-time traffic data from roadways flows that provides coordinated transportation management on transportation facilities (e.g., state highways, other parts of system). Data is processed and decisions are made (such as rerouting, etc.) in order to maintain best possible system operations. In an emergency, TMC is command center that directs relief efforts. The TMC can also provide transit user information (Transit Appliance) to coordinate better user information for bicyclists on major routes.
Freeway Management System	Provides highway conditions data, including freeway traffic camera, and information on related programs and services.
Traffic Signal Coordination/Arterial System Management	When a group of two or more traffic signals work together so that cars moving through the group will make the least number of stops.
Active Traffic Management (ATM)	Use of automatic systems and human intervention to manage traffic flow, aka “managed lanes” or “smart lanes.”

Action/Program	Description
Integrated Corridor Management	Using all possible capacity in a transportation system to get out most of entire network. For example, using formerly underused parallel routes to help mitigate heavy traffic on freeways or using the nonpeak direction during peak hours.
Road weather management	Includes three types of strategies applied during inclement weather: advisory (fog warnings, etc.); control strategies (speed limit reductions using Variable Speed Limit (VSL) signs, etc.); and treatment strategies (sand, salt, ice).
Arterial management	Program designed to improve traffic signal systems operation, improve flow of traffic, and reduce arterial congestion.
Access management	Coordination between land use and design of roadways to improve transportation.
"Eco-driving" training programs	Programs that train drivers to use techniques that reduce gas consumption, such as avoiding rapid acceleration and braking, driving at lower speeds, proper gear changes, and other strategies; also includes proper vehicle maintenance, including tire pressure, etc.
Traffic signal timing coordination	When a group of two or more traffic signals work together so that cars moving through the group will make the least number of stops.
Transit priority treatments (includes signal prioritization)	Tools used to reduce transit vehicle delay. Could include bus lanes, queue-jumper lanes, bus-priority traffic signals, intersection reconfiguration, and grade separation so transit is not delayed by cross-streets and traffic congestion.
Traveler information system	Dissemination of traveler information through radio, traffic hotline (511) and other technologies such as the internet and smart phone applications.
Vehicle Infrastructure Integration (VII)	Research and applications dedicated to linking road vehicles to their physical surroundings to improve road safety.
Reduce speed limit	Lower speeds on city and county roads, possibly to 20 mph to increase bicycle/pedestrian safety.
Yield signs	Increase use of yield signs, as opposed to stop signs, which reduces car idling and helps bicycles move along faster. It would take driver education, but it's common in Europe. In the U.S., research has shown that completely unmarked intersections and roundabouts are safe.

### ***Technology and Fleet Actions and Programs***

Table 7 identifies fleet actions and programs. These provide incentives or disincentives to change travel behavior in a way that will reduce VMT and/or improve system operations.

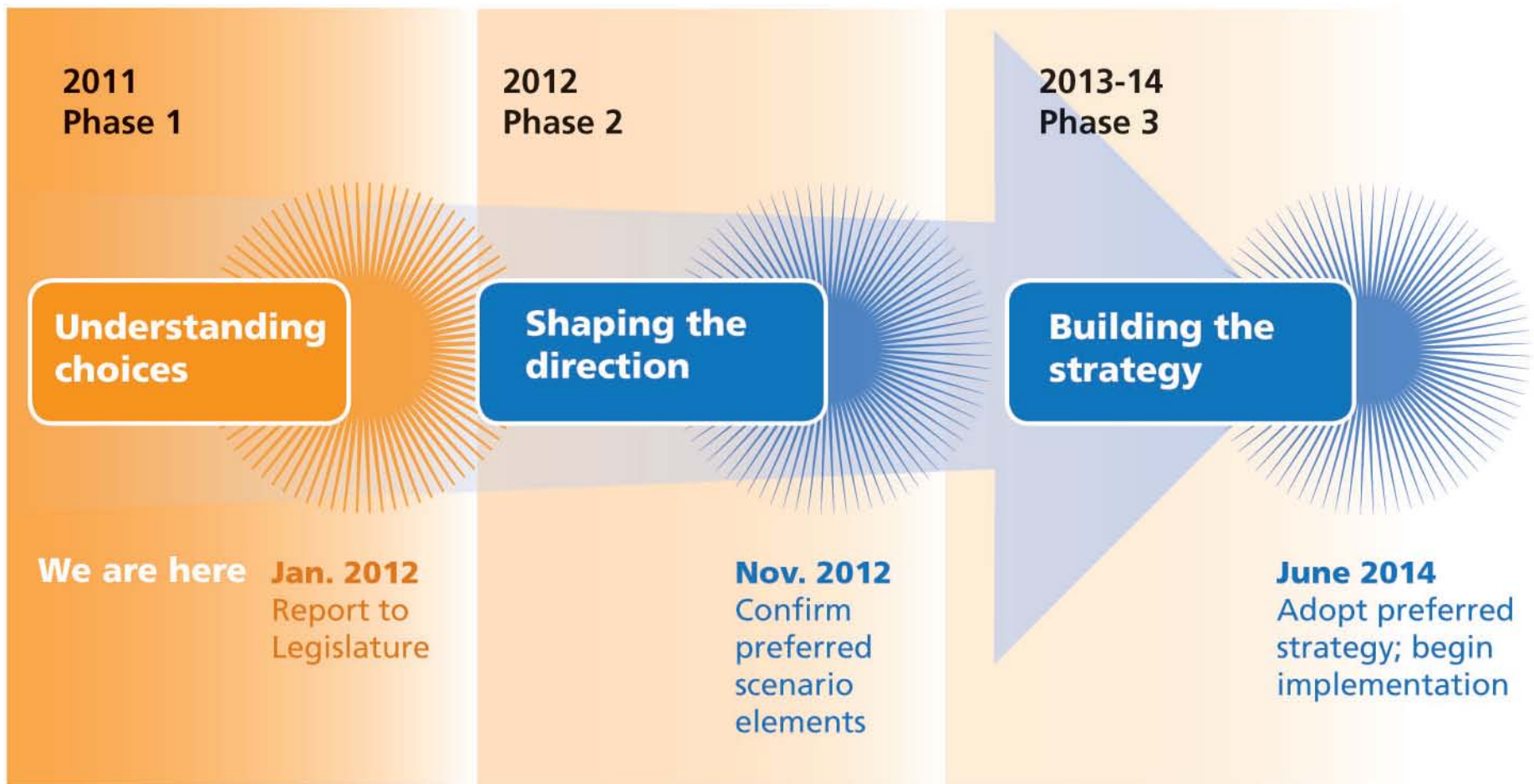
**Table 7. Technology and Fleet Actions/Programs**

Action/Program	Description
Electric vehicle infrastructure	Build electric vehicle charging stations/infrastructure.
Vehicle Age Programs	Policies to influence the age of vehicles on the road (may be incentive or regulatory-based).
Vehicle Type Programs	Policies to influence vehicle type such as CAFE standards, etc.

Materials following this page were distributed at the meeting.



# Scenarios Timeline



**We are here.**

# Where we are headed

## Today – Check-in

- Are we on the right track?
- Questions?
- Comments?

## June 9 - Action

- Affirm overall approach
- Give staff green light to begin technical work

# Next Steps

- Convene technical work group
- Prepare draft Strategy Toolbox report
- Refine scenario framework based on Summit input and today's discussion

# Discussion Questions

- ☐ Are we on the right track?
  - ☐ Guiding principles ok?
  - ☐ Research objectives ok?
  - ☐ “Beta” indicators ok?
  - ☐ What’s missing?
- ☐ Other comments to share?

# TSMO Timeline

1993  
TransPort  
begins

2007  
Regional Mobility  
program begins

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JPACT allocates  
FY10-11 MTIP for  
TSMO

2010  
JPACT adopts  
Regional  
TSMO Plan

2005  
FHWA grant funds TSMO  
concept of operations

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TransPort becomes sub  
committee of TPAC

2009  
JPACT allocates  
FY 11-12 MTIP  
for TSMO



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# Requested action

1. Amends 2010-13 MTIP to fund management of the Regional Mobility program.
2. Ensures continued support of a key regional program.
3. TSMO capital infrastructure projects are not impacted.





# Regional mobility program activities

## Grant management

- MTIP sub allocation process
- Administer grants

## Committee management

- TransPort & subcommittees
- Safety work group

## Project management

- Arterial Performance Management RCTO
- Regional Safety Plan

## Performance management

- PORTAL enhancements
- Regional Mobility Corridors Atlas