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Metro | *Agenda*

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

7:30 AM	**1.**		**CALL TO ORDER & DECLARATION OF A QUORUM**	**Rex Burkholder, Vice Chair**
7:32 AM	**2.**		**INTRODUCTIONS**	**Rex Burkholder, Vice Chair**
7:35 AM	**3.**		**CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS**	**Rex Burkholder, Vice Chair**
7:40 AM	**4.**		**COMMENTS FROM THE CHAIR & COMMITTEE MEMBERS** • Announce New TPAC Citizen Member • Update on Federal Authorization Bill	**Rex Burkholder, Vice Chair** **Andy Cotugno**
	5.		**CONSENT AGENDA**	
		**	• Consideration of the JPACT Minutes for May 12, 2011	
		*	• **Resolution No. 11-4266**, For the Purpose of Amending the 2010-11 Metropolitan Transportation Improvement Program (MTIP) to Add the Going Street Bike/Ped: N Vancouver Ave. – N Channel Ave. Project	
8:00 AM	**6.**	*	A Collaborative Approach to Building Livable, Prosperous, Equitable and Climate Smart Communities Using Scenarios – ACTION REQUESTED: RECOMMENDATION FOR APPROVAL TO MOVE FORWARD PHASE 1 SCENARIO ANALYSIS	**Kim Ellis**
8:15 AM	**7.**	*	Proposed HCT System Expansion Policy Implementation Guidance: **Resolution No. 11-4265**, For the Purpose of Adopting the Regional High Capacity Transit System Expansion Policy Implementation Guidance – INFORMATION / ACTION REQUESTED, JULY 14 JPACT	**Josh Naramore**
8:30 AM	**8.**	*	**Resolution No. 11-4264**, For the Purpose of Concluding that the Concerns and Considerations Raised About the Columbia River Crossing Project in Exhibit A to Resolution No. 08-3960B Have Been Addressed Satisfactorily – ACTION REQUESTED: RECOMMENDATION FOR APPROVAL	**Andy Cotugno** **CRC Project Staff**
9 AM	**9.**		**ADJOURN**	**Rex Burkholder, Vice Chair**

* Material available electronically.
** Material will be distributed in advance of the meeting.
# 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.
To check on closure or cancellations during inclement weather please call 503-797-1700.

2011 JPACT Work Program
6/2/11

May 12, 2011 – Regular Meeting • Climate Smart Communities Scenarios Evaluation – Discussion • MTIP Amendment to Allocate Funds to Manage the Regional Mobility Program • Congestion Pricing Pilot Study – Information • Greater – Portland Vancouver Indicators Project - Information	**June 9, 2011 – Regular Meeting** • HCT System Expansion Policy Guidance – Information • Climate Smart Communities Evaluation Framework – Action • 2010-11 MTIP Amendment to Add the Going St. Bike/Pedestrian: N. Vancouver to N. Channel Ave. Project • Update on Federal Authorization Bill
July 14, 2011 – Regular Meeting • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) Briefing – Information • State legislative recap – Information • HCT System Expansion Policy Guidance – Action	**August 11, 2011 – Regular Meeting** • Lake Oswego to Portland Transit Project Locally Preferred Alternative (LPA) – Action • Announce LUFO at August 11 Council Session • MTIP Amendment to Allocate TSMO Funds for Management
September 8, 2011 – Regular Meeting • Release of Draft Recommendation of RFFA for Public Comment • Policy Discussion on Tier 1 Regional Flexible Fund Allocation - Discussion	**October 13, 2011 – Regular Meeting** • Oregon state legislative agenda – Discussion • Federal legislative agenda – Discussion • Climate Smart Communities Scenarios Evaluation Briefing - Information
November 10, 2011 – Regular Meeting • Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature – Discussion **Hold: Joint JPACT/MPAC Meeting** Climate Smart Communities Scenarios Results and Preliminary Recommendations	**December 8, 2011 – Regular Meeting** • Climate Smart Communities Scenarios Findings and Recommendations to be Submitted to 2012 Legislature - Action • Oregon state legislative agenda – Adoption • Federal legislative agenda – Adoption • 2014-15 Regional Flexible Fund Allocation – Action

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)

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE GOING STREET BIKE/PED: N VANCOUVER AVE - N CHANNEL AVE PROJECT	))))))	RESOLUTION NO. 11-4266 Introduced by Acting Chief Operating Officer Daniel Cooper with the concurrence of Council President Tom Hughes

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan to receive transportation related funding; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to or significantly change the scope to existing projects in the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the Oregon Department of Transportation (ODOT) awarded the City of Portland $2,093,400 of state funding to construct pedestrian, bicycle, transit and demand management improvements along N Going Street between Vancouver Avenue and Channel Avenue; and

WHEREAS, the awarding of these funds is adopted in the 2010-13 MTIP as Programming Table 3.1.1; and

WHEREAS, this project is exempt by federal rules from needing to conduct an air quality conformity analysis; and

WHEREAS, JPACT approved the resolution on June 9, 2011; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Going Street Ped/Bike: N Vancouver Avenue to N Channel Avenue project and to modify the Programming Table 3.1.1, Section 3.1 of the 2010-13 Metropolitan Transportation Improvement Program as provided in Exhibit A to this resolution.

ADOPTED by the Metro Council this ___ day of June 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 11-4266

Proposed action: Add new project to 2010-13 MTIP Programming Table 3.1.1

New programming

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funding	Total Funding
Going Street Bike/Ped: N Vancouver Ave To N Channel Avenue	Design and construct bicycle, pedestrian, transit stop and demand management activities in the North Going Street corridor between Vancouver Avenue and Channel Avenue in the Swan Island industrial area.	17740	Portland	N/A	PE	L24R	2011	$538,380	$61,620	N/A	$600,000
				N/A	Cons	L24R	2011	$1,555,020	$177,980	N/A	$1,733,000
							Total	$2,093,400	$239,600	N/A	$2,333,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4266, FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE GOING STREET BIKE/PED: N VANCOUVER AVE TO N CHANNEL AVENUE PROJECT

Date: May 17, 2011 Prepared by: Amy Rose, 503-797-1776

BACKGROUND

The Oregon State Department of Transportation (ODOT) made available approximately $24 million of funding for sustainable, non-highway projects, programs and services that positively impact modal connectivity, the environment, mobility and access, livability, energy use and the overall operation of the transportation system.

The City of Portland applied for $2,093,400 of funding to design and construct bicycle, pedestrian, transit stop and demand management activities in the North Going Street corridor between Vancouver Avenue and Channel Avenue in the Swan Island industrial area. The Oregon Transportation Commission awarded funding to the project this spring.

Because the award was for a bicycle and pedestrian project of more than $500,000, it is a significant amount under the MTIP amendment process in section 1.7, and requires a Metro resolution to add the project to the Metropolitan Transportation Improvement Program (MTIP).

These type of facilities and demand management activities are exempt by federal rule from needing to complete any air quality impact analysis prior to adding the project to the MTIP.

ANALYSIS/INFORMATION

1. **Known Opposition** None known at this time.

2. **Legal Antecedents** Section 1.7 of the 2010-2013 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area) ("2010-13 MTIP") requires that bicycle and pedestrian projects with significant funds of $500,000 or greater have a Metro Resolution to add a project to the MTIP.

3. **Anticipated Effects** Adoption of this resolution will allow City of Portland to proceed with construction of these facilities and implementation of travel demand activities.

4. **Budget Impacts** No impact to the Metro budget.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 11-4266.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM EXPANSION POLICY IMPLEMENTATION GUIDANCE	))))	RESOLUTION NO. 11-4265 Introduced by Councilor Carlotta Collette

WHEREAS, the Metro Council accepted elements of the Regional High Capacity Transit System Plan by Resolution No. 09-4052 (For the Purpose of Accepting the Regional High Capacity Transit System Tiers and Corridors, System Expansion Policy Framework and Policy Amendments) on July 9, 2009, for addition to the 2035 Regional Transportation Plan; and

WHEREAS, the regional high capacity transit system plan was incorporated into the 2035 Regional Transportation Plan.

WHEREAS, the Metro Council adopted the 2035 Regional Transportation Plan ("RTP") and related elements by Ordinance No. 10-1241B (For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan) on June 10, 2010; and

WHEREAS, Chapter 6 of the 2035 RTP lists a number of implementation activities to be completed post-adoption, including developing guidance for implementing the high capacity transit system expansion policy and bringing it forward to the Joint Policy Advisory Committee on Transportation (JPACT), Metro Policy Advisory Committee (MPAC) and the Metro Council; and

WHEREAS, the high capacity transit system expansion policy and the implementation guidance will be revisited as part of each update of the RTP; now therefore

BE IT RESOLVED by the Metro Council:

1. That the High Capacity Transit System Expansion Policy Implementation Guidance, attached as Exhibit A, is hereby approved for distribution to local governments and others interested.
2. That proposed revisions to the Guidance shall be presented to JPACT and MPAC for recommendations to the Council, and to the Council for approval.

ADOPTED by the Metro Council this _____ day of June 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean-Campbell, Metro Attorney

Exhibit A

www.oregon**metro.gov**

High Capacity Transit System Expansion Policy

Implementation Guidance

for the Portland metropolitan region

A guidebook for local implementation

June 2011

Metro | *Making a great place*

Exhibit A

About Metro

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

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

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HIGH CAPACITY TRANSIT SYSTEM EXPANSION POLICY GUIDELINES

In June 2010, the Portland Metropolitan region adopted the 2035 Regional Transportation Plan (RTP) that included an outline for developing a high capacity transit (HCT) system expansion policy. The system expansion policy emphasizes fiscal responsibility by ensuring that limited resources for new HCT are spent where local jurisdictions have committed supportive land uses, high quality pedestrian and bicycle access, management of parking resources and demonstrated broad based financial and political support.

One of the first post-adoption implementation steps included in Chapter 6 of the RTP called for developing regional guidance for the system expansion policy[1]. With adoption of the 2035 RTP, Metro committed to developing guidance and bringing it forward for discussion to MPAC, JPACT and Metro Council. The purpose of the system expansion policy implementation guidance is to:

1) Clearly articulate the decision-making process by which future HCT corridors will be advanced for regional investment.

2) Establish minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT.

3) Define quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions.

4) Outlines the process for updating the 2035 RTP, including potential future RTP amendments, for future HCT investment decisions.

Following the system expansion policy guidelines will enhance support for transit investments, but does not guarantee a regional investment in HCT. The ultimate decision rests with JPACT and the Metro Council. The purpose of this document is to help local jurisdictions and consultants understand and implement recent regional policy and regulatory changes with adoption of the 2035 Regional Transportation Plan, Regional Transportation Functional Plan (RTFP), and amendments to the Urban Growth Management Functional Plan (UGMFP). Additional implementation guidelines have been developed for the changes in the RTFP and UGMFP.

1.0 INTRODUCTION

Transit is necessary to implement the 2040 Growth Concept, which calls for focusing future growth in regional and town centers, station communities, main streets, and 2040 corridors. Investments in transit, particularly high capacity transit (HCT) help the region concentrate development and growth in centers and corridors, achieve local aspirations and serve as the region's most powerful tools for community building. The 2035 Regional Transportation Plan (RTP) lays out the region's transportation concepts and policies that will result in a complete and interconnected transportation system that supports all modes of travel and implementation of the 2040 Growth

[1] Section 6.7.3 of the 2035 RTP, Page 6-29 and is listed in Attachment 1.

Concept. Chapter 2 of the RTP details the policies for the regional transit system aiming to optimize the existing system, attract future riders and ensure transit-supportive land uses are implemented to leverage the region's current and future transit investments.

In 2008 the Metro Council, with guidance from the Metro Policy Advisory Committee (MPAC), agreed that our planning efforts should start with defining the desired outcomes that the residents of this region have consistently expressed when asked. To that end, the Metro Council and our regional partners adopted six desired outcomes to guide regional planning for the future. The 2035 RTP establishes an outcomes-based planning and decision-making framework to ensure transportation decisions support the six desired outcomes.

The ability of this region to grow toward the 2040 Growth Concept vision hinges upon the ability to develop and sustain high capacity transit. However, the number of additional high capacity transit corridors that can be implemented in this region are limited by several factors, including:

- Local funding and community support.
- Competition with other regions for scarce federal funding.
- Institutional and financial capacity to develop, build and operate additional high capacity transit corridors.

WHAT OUTCOMES ARE WE TRYING TO ACCOMPLISH?

VIBRANT COMMUNITIES – People live, work and play in vibrant communities where their everyday needs are easily accessible.

ECONOMIC PROSPERITY – Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

SAFE AND RELIABLE TRANSPORTATION – People have safe and reliable transportation choices that enhance their quality of life.

LEADERSHIP ON CLIMATE CHANGE – The region is a leader in minimizing contributions to global warming.

CLEAN AIR AND WATER – Current and future generations enjoy clean air, clean water and healthy ecosystems.

EQUITY – The benefits and burdens of growth and change are distributed equitably.

As adopted by the Metro Council and MPAC.

Because this region cannot implement all of the desired high capacity transit corridors in the near term and we want to ensure we invest limited resources in the best way possible, it is necessary to prioritize which corridors are completed first. The High Capacity Transit System plan and system expansion policy provide a framework for the region to understand how transit can best deliver on the six outcomes for a successful region and the outcomes-based framework of the 2035 RTP.

1.1 HIGH CAPACITY TRANSIT SYSTEM PLAN

As part of the RTP, the region undertook a comprehensive assessment of the existing and potential future high capacity transit network. In July 2009, the Metro Council adopted the Regional High

Capacity Transit (HCT) System Plan. The HCT Plan identifies corridors where new HCT is desired over the next 30 years. It prioritizes corridors for implementation, based on a set of evaluation criteria, and sets a framework to advance future corridors, consistent with the goals of the RTP and the region's 2040 Growth Concept. The HCT system plan provides the framework for transit investments to be implemented as part of a broad corridor strategy that includes supportive land use and transit-oriented development (TOD), comprehensive parking programs, access systems for pedestrians and cyclists, park and rides and feeder bus networks. It assigned near- and long-term regional HCT priorities one of four priority tiers:

- Near-term regional priority corridors: Corridors most viable for Federal Transit Administration (FTA) alternatives analysis in the next four years (2010-2014).
- Next phase regional priority corridors: Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented.
- Developing regional priority corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- Regional vision corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

To help simplify future analyses, the *next phase regional priority corridors* and *developing regional priority corridors* have been consolidated into *Emerging Corridors*. The HCT System Plan corridors are shown in **Table 1** and on the map in **Attachment 2.**

Table 1 – HCT System Plan Corridors	
Tier	**Corridors**[2]
Near-term regional priority corridors	10 – Portland Central City to Gresham (in general Powell Boulevard corridor) 11 – SW Corridor 34 - Beaverton to Wilsonville (in general WES commuter rail corridor)[3]
Emerging Corridors (Next Phase and Developing Regional Priority Corridors)	8 - Clackamas Town Center to Oregon City Transit Center via I-205 9 - Milwaukie to Oregon City TC via McLoughlin Boulevard 12 - Hillsboro to Forest Grove 13 - Gresham to Troutdale extension 17 – Sunset Transit Center to Hillsboro 17D - Red Line extension to Tanasbourne 28 - Washington Square Transit Center to Clackamas Town Center (via I- 205) 29 - Washington Square Transit Center to Clackamas Town Center (via abandoned railroad) 32 - Hillsboro to Hillsdale
Regional vision corridors	13D - Troutdale to Damascus 16 - Clackamas TC to Damascus 38S - Tualatin to Sherwood

1.2 SYSTEM EXPANSION POLICY OVERVIEW

The System Expansion Policy (SEP) provides the framework to advance future regional HCT corridors by establishing performance measures and defining regional and local actions that will guide the selection and advancement of those projects. The SEP framework is designed to provide a transparent process to advance high capacity transit projects and the key objectives are to:

- Promote transit supportive land uses in future HCT corridors
- Promote local policies that increase value of future HCT investments (i.e., parking management, street design and connectivity, Transportation Demand Management, etc)
- Provide local jurisdictions with a fair and measurable process for developing future HCT corridors
- Provide Metro with a tool to allocate limited planning resources to the most supportive, prepared communities
- Ensure that transit serves cost-burdened households

[2] Corridors presented in each tier are sorted by numeric order only; corridor numbers refer to identifications used in the HCT System Plan technical evaluation processes.

[3] Corridor 34: WES frequency improvements to 15-minute all day service are included in the 2035 RTP list of projects. The project as included in the 2035 RTP represents this level of improvement phased in over time, not construction as light rail as evaluated in the HCT System Plan technical evaluation processes.

The SEP is designed to provide clear guidance to local jurisdictions and community partners in identified HCT corridors about the key elements that support high capacity transit system investments. It is designed to protect public investments and ensure limited resources are used to maximize adopted regional transportation and land use outcomes. The SEP is designed to provide:

- *Flexibility* (responsive to local aspirations) – no two communities or corridors in the region face the same set of land use and transportation planning conditions. Nor do any two communities have the same aspirations for future community form and land development. The SEP is flexible and allows communities and corridors an opportunity to promote transit development within the context of local priorities.
- *Local control* – the SEP process provides a framework for local jurisdictions in a corridor to initiate a corridor working group. While no jurisdiction is required to participate, those desiring HCT investments will need to work with local partners to establish a working group and to develop a corridor purpose and needs statement. The SEP creates a new level of transparency in decision making, which provides local jurisdictions a clearer path to project advancement that has been available in the past.
- *Corridor level cooperation* – since most HCT projects cross jurisdictional boundaries and since both HCT itself and HCT-supportive land uses potentially affect State facilities, the SEP requires cooperation between local jurisdictions, TriMet, ODOT and Metro by establishing a Corridor Working Group. By requiring local jurisdictions to work together to meet SEP targets, the policy helps guide local jurisdictions to set joint priorities and balance tradeoffs associated with meeting land use and financial targets. Through the Corridor Working Group, local jurisdictions can take the lead in identifying the extent of a future HCT corridor, identifying possible future stations areas, and revising zoning policies.
- *Simplicity* – the SEP is straightforward and uncomplicated to enable local jurisdictions to work through the process easily.

The SEP is not intended to dramatically increase administrative requirements; rather it provides a fair and flexible process for corridor advancement and prioritization.

1.3 USING THE TRANSIT SEP HANDBOOK

The purpose of this handbook is to provide local jurisdictions that are located within one of the 18 corridors included in the 2009 HCT System Plan (**Figure 1** and **Attachment 2**) a path to move their HCT corridor toward a regionally supported project development and funding process. The handbook is divided into four sections:

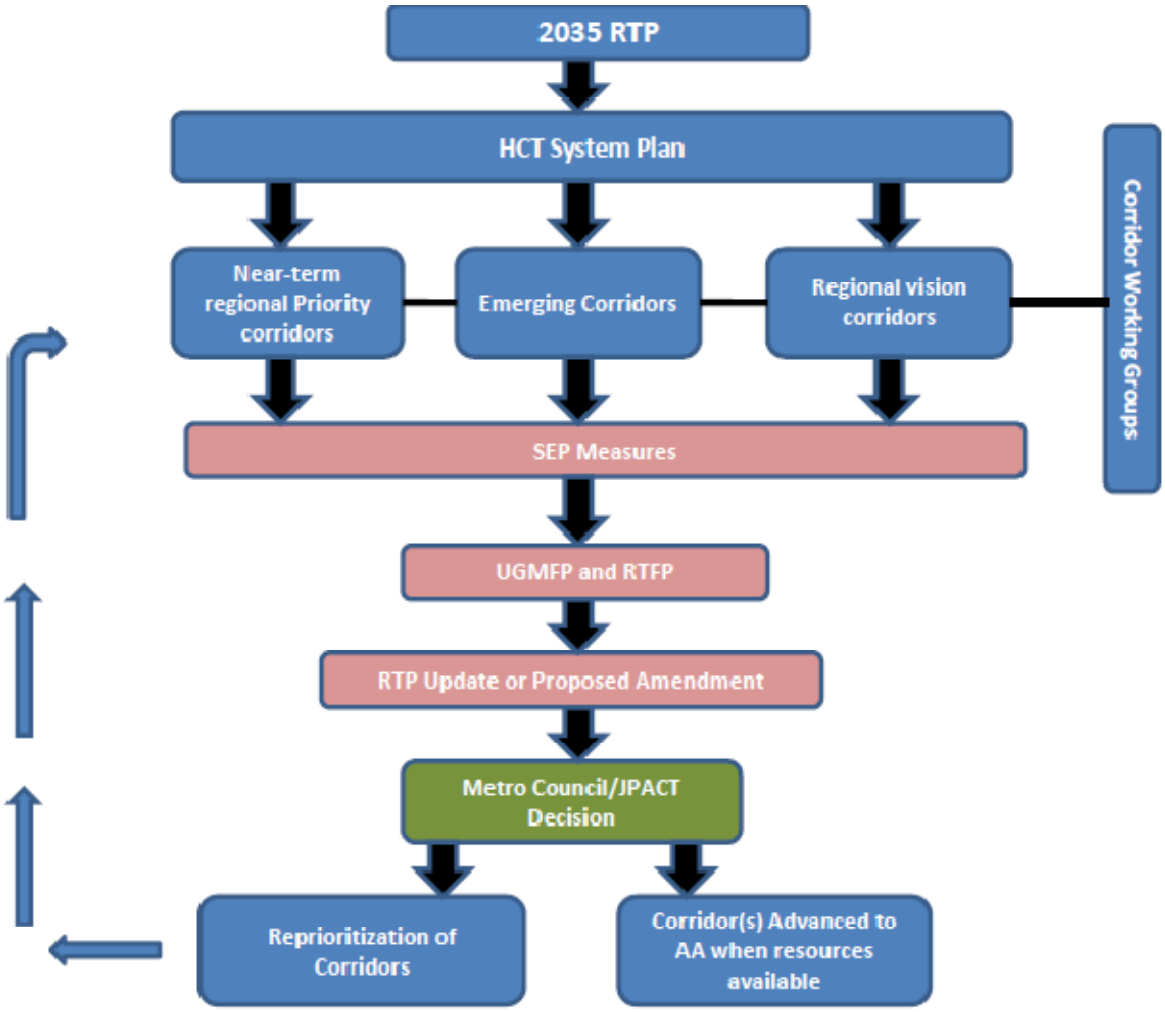
1. SEP Decision-making framework
2. Corridor Working Groups
3. Evaluating performance
4. Updating the 2035 RTP

The handbook also serves as a tool to educate local jurisdiction staff and policymakers about the investments needed to support transit.

1.3.1 SEP Decision-Making Framework

At the foundation of the SEP is a clear and transparent decision-making process for both local land use and transportation planning, and for future RTP amendments. As depicted in **Figure 1** below, the 2035 RTP serves as the umbrella for the HCT System plan and the SEP.

Figure 1 – SEP Decision-Making Framework



All of the HCT corridors will be evaluated using the measures in section 1.3.3 as well as requirements from the Urban Growth Management Functional Plan (UGMFP) and Regional Transportation Functional Plan (RTFP) applied to them as part of the SEP. Every four years as part of RTP updates, Metro will run the multiple account evaluation (MAE) technical analysis that was as part of the HCT System Plan for all of the HCT Corridors. The results of the analysis will be used to inform Metro Council and JPACT's decision on prioritizing and advancing corridors to the FTA

alternatives analysis (AA) process based on available resources. Section 1.3.3 discussed the details of the MAE analysis.

Should additional resources for HCT investment become available between RTP updates, the MAE analysis will be conducted to inform potential RTP amendments. Section 1.3.4 details the process for local governments to propose amendments to the RTP. Corridors that are not selected for advancement will be reprioritized and will continue to work through the SEP for future RTP updates or amendments.

1.3.2 Corridor Working Groups

Corridor Working Groups (CWG) are the core organizational body that will be working to implement the SEP and develop HCT corridors. All local jurisdictions seeking to advance HCT priorities must utilize the following minimum requirements for CWGs:

Formation of a Corridor Working Group

1. All of the local jurisdictions in the HCT corridor as defined in the 2035 RTP and HCT System Plan must be invited to participate in the CWG. Participation of all local jurisdictions is not mandatory.
2. Assembled using the Mobility Corridors framework identified in Chapter 4 of the 2035 RTP. All of the HCT corridors are part of a larger Mobility Corridor and should coordinate with work underway as part of Metro's Congestion Management Process and any Mobility Corridor Refinement Plans.
3. Initiated by the local jurisdictions but must coordinate with staff from Metro, Tri Met and ODOT. This coordination includes, but is not limited to, inclusion on meeting notices and correspondence. The responsibility for organizing, staffing and coordinating CWGs rests with local jurisdictions. Once corridors are selected by Metro Council and JPACT for advancement for a regional investment, Metro will assume staffing and coordination responsibilities. The Southwest Corridor is the most recent example of when Metro will assume staffing responsibility for developing the HCT Corridor.

The following are minimum activities expected to be carried out by CWGs.

A) *Develop HCT Corridor Purpose & Needs Statement* – The CWG is responsible for developing a purpose and needs statement that establishes the purpose and need for the proposed high capacity transit investment (i.e., congestion mitigation, economic development, etc.). It assesses the role of the project in addressing other regional land use and transportation priorities and identifies opportunities for integration with other transportation system improvements in the corridor. It will need to reference how the HCT corridor investment would help the region address multiple desired outcomes.

B) *Develop an IGA or MOU* - This to get agreement on scope of work for the HCT-supportive corridor plan and the necessary state, regional and local actions needed to

advance the HCT corridor. The IGA or MOU would be between the local jurisdictions participating in the CWG.

C) *Recognition from JPACT & Metro Council* – Once local jurisdictions have completed steps A and B of the CWG process, they will need to have their designated elected officials make a presentation to JPACT and Metro Council to discuss their aspirations to develop and advance their HCT Corridor as a regional priority. This will not require a formal resolution, but will allow the CWG to receive regional recognition and acknowledgement of local jurisdiction(s) intent to advance their HCT Corridor.

D) *Identification of High Capacity Transit Focus Areas*. Defining focus areas is important to conduct evaluation against the measures, but also helps local jurisdictions to begin planning for future areas that are highly supportive of a transit investment. It should be recognized that these "focus areas" do not represent a formal decision to site a HCT station, a decision that would be made at a later phase of planning. A basic principle should be to plan for one to two focus areas per mile on average along the corridor.

The CWG structure would carry forward as corridors move into the FTA alternatives analysis process.

1.3.3 Evaluating Corridor Performance

The 2035 RTP emphasizes measurable performance and linking investments in land use and transportation to support local community aspirations. Because of a combination of limiting factors, this region cannot implement all of the desired transit expansion in a short time. The SEP establishes a set of measures for evaluating performance. This analysis will assist in the prioritization of corridors for future high capacity transit expansion by Metro Council and JPACT.

There are two different kinds of performance measures to evaluate the performance of HCT Corridors. The first set of measures was developed as part of the HCT System Plan and will be used to evaluate HCT Corridors as part of each RTP update and with potential RTP amendments. The second set of measures focus more on existing conditions and are intended to help guide local jurisdiction planning and investment decisions to become more transit supportive in the future. The following provides details on both these sets of quantitative and qualitative performance measures.

HCT System Plan and the Multiple Account Evaluation (MAE) Analysis

For the Regional HCT System Plan, Metro and its agency and jurisdictional partners used a Multiple Account Evaluation (MAE) approach to evaluating project potential to deliver desired regional outcomes. Twenty-five evaluation criteria were developed to measure potential HCT corridor attainment across four outcome categories: Community, Environment, Economy and Deliverability. Intensive involvement by regional stakeholders, including local jurisdictions and agencies, was

used to develop the evaluation framework and to guide the evaluation of corridors against the multiple criteria.

The MAE approach was adopted and refined from a standardized methodology employed in the United Kingdom for evaluation of major transportation projects. The approach was chosen for the HCT System Plan because of its ability to provide decision makers with data in a number of key areas, allowing them to assess the cost and benefits of proposed HCT investments. Figure 2 shows how the MAE process aligns closely with the RTP policy framework.

Figure 2: 2035 RTP evaluation approach and deliverability

Figure 3 summarizes the specific criteria under each account: community, environment, economy and deliverability. More detailed description of all of these criteria are available as part of the HCT System Plan available on Metro's website[4].

[4] http://www.oregonmetro.gov/index.cfm/go/by.web/id=25038

Figure 3: Adopted evaluation accounts and criteria

Community	
C1	Supportiveness of Existing Land Uses
C2	Local Aspirations
C3	Placemaking and Urban Form
C4	Ridership Generators
C5	Support of regional 2040 Growth Concept
C6	Integration with Regional Transit System
C7	Integration with Other Road Uses*
C8	Congestion Avoidance Benefit (M)
C9	Equity Benefit
C10	Health (Promotion of Physical Activity) (M)
C11	Safety and Security (*discussed later in this report*)
C12	Housing + Transportation Affordability Benefit
C13	Transportation Efficiency or Travel Time Benefit to Individual User (M)
C14	Transportation Efficiency or Travel Time Benefit to All Corridor Users (M)
Environment	
EN1	Reduction in Emissions and Disturbance (M)
EN2	Risk of Natural Resource Disturbance
EN3	Risk of 4(f) Resource Disturbance (*discussed later in this report*)
Economy	
EC1	Transportation Efficiency (Operator) (M)
EC2	Transportation Efficiency (User) (M)
EC3	Economic Competitiveness
EC4	Rebuilding/ Redevelopment Opportunity
Deliverability	
D1	Total Project Capital Cost (Exclusive & Non-Exclusive ROW Options)
D2	Capital Cost Per Mile (Exclusive & Non-Exclusive ROW Options)
D3	Operating & Maintenance Cost (M)
D4	Ridership (M)
D5	Funding Potential (M)

(M) Denotes criteria which are evaluated, at least in part, using Regional Travel Demand outputs

* Addressed through the Mobility Corridor work in Coordination with ODOT

The MAE measures listed in Figure 3 will analyzed as part of each RTP update to inform JPACT and Metro Council HCT investment decisions. Additionally, if additional HCT resources become available in between RTP updates, these measures will be used to inform JPACT and Metro Council decisions on potential HCT-related RTP amendments.

2040 Context Tool

The MAE analysis conducted as part of the HCT plan was an expensive and resource-intensive process and is currently not easily replicable for evaluating corridor performance over time. As Metro staff started the process of creating this guidance, it was clear that a simpler method was needed to supplement the MAE measures to better inform local jurisdictions planning and investment decisions between RTP cycles. Building on the HCT plan analysis framework, Metro has been exploring new tools to measure *existing conditions* that contribute towards a transit supportive environment. Using Metro's Regional Land Information System (RLIS), Metro's Data Resource Center staff have developed an innovative GIS based analysis tool that measures specific aspects of the built and natural environment to help illustrate the character of a place.

Known as the 2040 Context Tool, the idea came about as Metro staff thought of new ways to engage policy makers, community groups, and others to better understand how to achieve their aspirations using objective measures to evaluate elements that can be controlled with policy. The 2040 Context Tool can be used to measure existing conditions, perform diagnostics on a given area and track change over time. Even more importantly, the RLIS Data used by the 2040 Context Tool is updated region-wide, on a quarterly basis by all subscribers, allowing for the best data to be used in any analysis.

Specifically, the 2040 Context Tool is a walk accessibility model where a one minute walk time is the spatial resolution of the data. This is a simple additive model where each location knows its distance from individual land use, transportation and environmental variables. Taken together, the model gives a quantitative measure of the characteristics of a place based on a defined outcome. This analysis was developed as part of the TOD Strategic Plan to help prioritize station areas for future TOD investment that can best leverage additional private investment to increase land use efficiency and increase transit ridership. **Table 2** below shows the2040 Context Tool measures.

Table 2 – SEP 2040 Context Tool Measures

Measure	Description (within distance of HCT Corridor)
Density of People	Current households and jobs per net acre within ½ mile
Density of ULI Businesses	Number of ULI Businesses within ½ mile
Transit Oriented Zoning	Assigning values to regional zoning classifications within ½ mile
Average Block Size	Density of acres of blocks within ½ mile
Sidewalk Coverage	Completeness of sidewalk infrastructure within ½ mile
Bicycle Facility Coverage	Access to bicycle infrastructure measured as distance to nearest existing bicycle facility within ½ mile
Transit Frequency	Transit frequency within ½ mile of corridor

Household and employment density is a primary determinant of transit ridership and have been combined as *density of people*.[5] As demonstrated in Metro's State of the Centers Report, there is a basic relationship between the number of people living and working in a district and the number of urban amenities. The Urban Living Infrastructure (ULI) amenities are a set of land use amenities that together comprise an active urban environment and are captured in *density of ULI businesses*. To measure the transit supportive land use that is currently adopted by local governments, Metro's TOD group developed a *transit-oriented zoning* measure. The methodology behind each quantitative measure and the 2040 Context Tool can be found in Attachment X [under development].

As part of the UGMFP and RTFP there are also a number of qualitative measures that will need to be considered as part of the development of HCT Corridors. A list of qualitative measures is provided in **Table 3**.

Table 3 – Qualitative SEP Measures

Measure	Description
Housing & Transportation Affordability	Demonstrating that potential transit investment will serve communities with high rate of cost burdened households
Parking Requirements	Implement parking requirements in corridor that meet or exceeds Title 4 of the RTFP.
Local Funding Mechanisms	Implement funding mechanisms in corridor communities that could help fund capital or operations to support transit investment and station area development, including urban renewal, tax increment financing, local improvement district, parking fees, or other proven funding mechanisms.
Equity	Improving options for serving low-income, minority, senior and disabled populations within corridor.

The measures in Table 3 are of equal importance to the quantitative measures in Table 2. However, at this time, the region does not have a documented process for evaluating these measures. Work is

[5] Here in the Portland region, a 1995 study by Nelson\Nygaard Consulting Associates found that 93 percent of the variation of transit demand is explained by employment and housing density. These findings were the result of a regression analysis that controlled for 40 land use and socio-demographic variables. A study of 129 San Francisco Bay Area rail stations found that the commute mode split was 24.3 percent in neighborhoods with densities of 10 housing units per gross acre. This figure jumps to 43.4 percent and 66.6 percent, respectively, in station areas with densities of 20 and 40 housing units per gross acre.

currently underway to better define how to measure equity and affordability. Once this work is completed, the SEP guidance will need to be updated to reflect these changes. CWGs will need to document changes to each of these measures and work with Metro, ODOT, and TriMet to track changes over time..

The intent of this group of quantitative and qualitative measures is to ensure that a minimum level of density, pedestrian and bicycle connectivity, urban form, zoning and urban living infrastructure is in place or planned for proposed corridors/station areas. The measures from the 2040 Context Tool are to be used as a regional yardstick for a relative comparison of all of the HCT corridors. Local governments can use the results of each measure to prioritize different elements requiring local investment. Improving the 2040 Context Tool measures is likely to improve a corridor's MAE score because they are strongly linked with the MAE outcome categories of Community, Environment, and Economy.

1.3.4 RTP Updates and Initiating an RTP Amendment

The RTP establishes a comprehensive policy direction for the regional transportation system and recommends a balanced program of transportation investments to implement that policy direction. However, the recommended investments do not solve all transportation problems and are not intended to be the definitive capital improvement program on the local transportation system for the next 20 years.

Rather, the RTP identifies the projects, programs, refinement plans, and project development activities required to adequately meet regional transportation system needs during the planning period based on known available funding levels. The RTP is updated every four years to comply with federal and state regulations. As part of each RTP update all of the HCT corridors will be evaluated using the MAE performance measures. The analysis will be considered for potential action by Metro Council and JPACT as part of the RTP update.

If between RTP updates additional HCT resources become available or a CWG wishes to advance a HCT corridor it can request an RTP amendment. The CWG will need to draft a written application to Metro that demonstrates a set of actions adopted and work performed that would improve performance against both the MAE and 2040 Context Tool evaluation measures.

Metro staff would conduct a reevaluation of the HCT corridor using the MAE evaluation measures, as well as schedule consideration of the proposed amendment by resolution using the Metro advisory committee process. A Metro staff report would be prepared including a ridership forecast, land use forecast and input from TriMet. Metro Council and JPACT would then decide whether or not to take action and reprioritize and/or advance the corridor for alternatives analysis. Requests for RTP amendments and reevaluation using the SEP may be done no more than once a year or during an RTP update.

The following is excerpted from Chapter 6 of the 2035 RTP that was adopted in June 2010. This language can be found on pages 6-29 and 6-30 of the RTP.

6.7.3 High Capacity Transit System Expansion Policy (SEP) Guidebook

In June and July 2009, the Joint Policy Advisory Committee on Transportation and the Metro Council adopted the Regional High Capacity Transit (HCT) System Plan. The HCT Plan identifies corridors where new HCT is desired over the next 30 years. It prioritizes corridors for implementation, based on a set of evaluation criteria, and sets a system expansion policy (SEP) framework to advance future corridors by setting targets and defining regional and local actions, consistent with the goals of the Regional Transportation Plan (RTP) and the region's 2040 Growth Concept.

More work is needed to define how the SEP policy will be implemented. This work is underway and will be brought forward for future policy discussion by JPACT, MPAC and the Metro Council.

The SEP is intended to provide policy direction on the range of factors that should be considered when determining the next high capacity transit corridor to pursue, including:

- Community factors that center on local land use aspirations, transit-supportive land uses, building-orientation and block sizes, transportation infrastructure (e.g., sidewalks, bicycle facilities and street connectivity) parking and demand management policies, and design factors that will leverage HCT investments and increase ridership potential within a particular corridor. Generally, these factors are under the control of local governments and are implemented through local land use and transportation plans. If successfully implemented, these factors would bring a given HCT corridor and the communities connected by that corridor closer to the 2040 Growth Concept vision.

- Readiness factors such as political commitment, community support and partnerships needed to pursue the long and sometimes difficult process that even the most popular transportation investments must work through.

- Regional factors such as financial capacity and regional consensus on the appropriate next corridor.

To aid this decision-making, the HCT Plan focuses on technical factors. It will be updated with each RTP update, though the specific measures and methodologies are expected to evolve over time through a collaborative regional decision-making process. Potential HCT corridors can move closer to implementation, advancing from one tier to the next through a set of coordinated TriMet, Metro, ODOT and local jurisdiction actions that address the remaining factors.

More work is needed to define how the SEP policy will be implemented. This work is underway and will be brought forward for future policy discussion by JPACT, MPAC and the Metro Council. This section and the Regional Transportation Functional Plan will include guidance to help local jurisdictions, Metro and TriMet work together to achieve the community, readiness and regional factors listed above. This can include Memorandum of Understandings (MOUs) and eventually Intergovernmental Agreements (IGAs) that harness the synergy between community aspirations, the ability to develop high capacity transit to further those aspirations and other needed local, regional and state actions. It will also include specific targets to measure corridor readiness and contribution to regional goals.

The factors are complex and stem from the interactions of private individuals and businesses, local jurisdictions, and regional agencies. The intention of the guidance is that those jurisdictions which are achieving positive outcomes in these factors and/or have the aspiration to create the most improvement on these factors are simultaneously improving their own communities, creating more transit-friendly environments, and also may be able to pursue a near-term high capacity transit project along with the other jurisdictions in the corridor.

Exhibit A

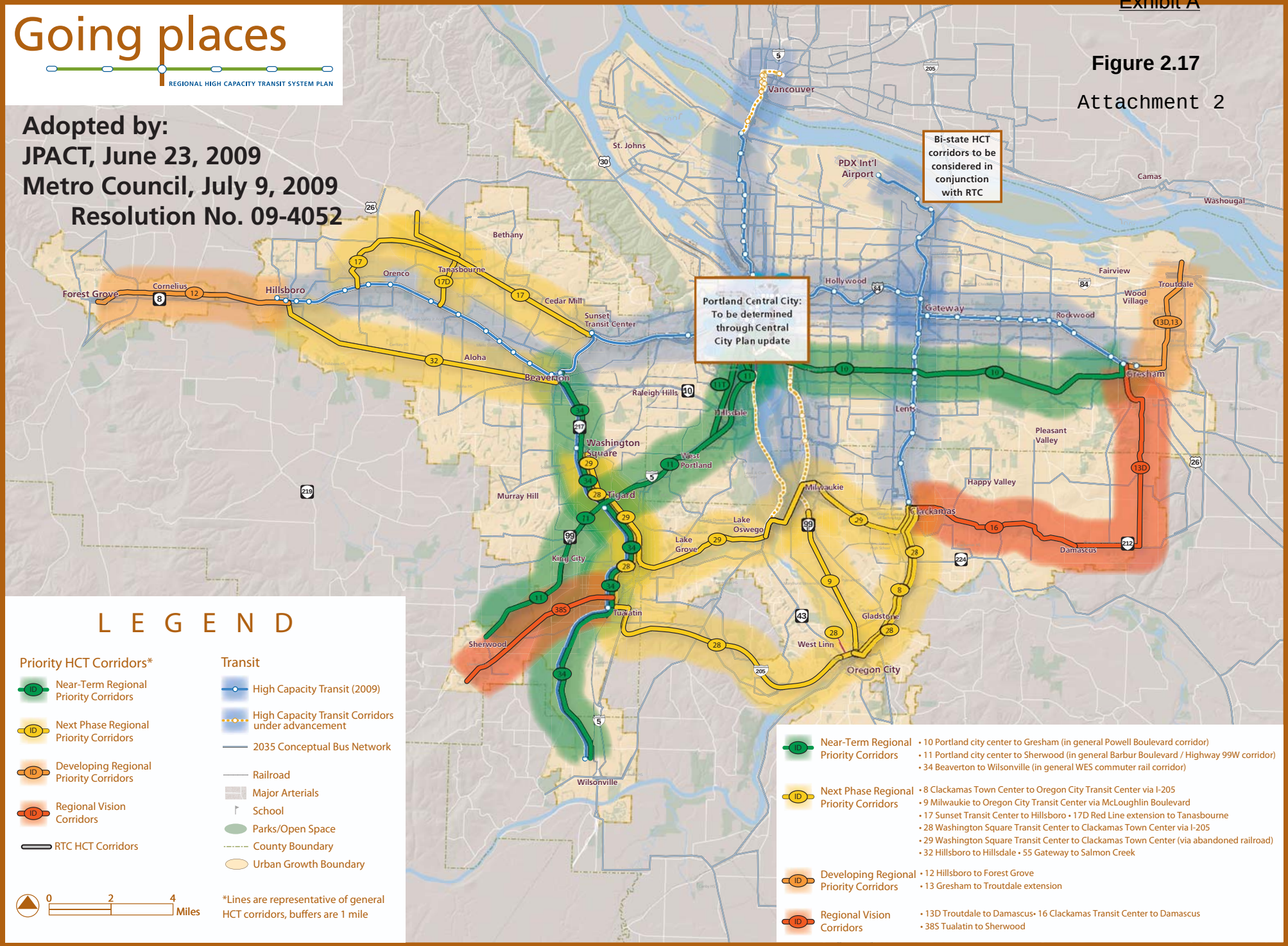
Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

Figure 2.17

Attachment 2

Adopted by:
JPACT, June 23, 2009
Metro Council, July 9, 2009
Resolution No. 09-4052



LEGEND

Priority HCT Corridors*

- Near-Term Regional Priority Corridors
- Next Phase Regional Priority Corridors
- Developing Regional Priority Corridors
- Regional Vision Corridors
- RTC HCT Corridors

Transit

- High Capacity Transit (2009)
- High Capacity Transit Corridors under advancement
- 2035 Conceptual Bus Network
- Railroad
- Major Arterials
- School
- Parks/Open Space
- County Boundary
- Urban Growth Boundary

0 2 4 Miles

*Lines are representative of general HCT corridors, buffers are 1 mile

Near-Term Regional Priority Corridors
- 10 Portland city center to Gresham (in general Powell Boulevard corridor)
- 11 Portland city center to Sherwood (in general Barbur Boulevard / Highway 99W corridor)
- 34 Beaverton to Wilsonville (in general WES commuter rail corridor)

Next Phase Regional Priority Corridors
- 8 Clackamas Town Center to Oregon City Transit Center via I-205
- 9 Milwaukie to Oregon City Transit Center via McLoughlin Boulevard
- 17 Sunset Transit Center to Hillsboro • 17D Red Line extension to Tanasbourne
- 28 Washington Square Transit Center to Clackamas Town Center via I-205
- 29 Washington Square Transit Center to Clackamas Town Center (via abandoned railroad)
- 32 Hillsboro to Hillsdale • 55 Gateway to Salmon Creek

Developing Regional Priority Corridors
- 12 Hillsboro to Forest Grove
- 13 Gresham to Troutdale extension

Regional Vision Corridors
- 13D Troutdale to Damascus• 16 Clackamas Transit Center to Damascus
- 38S Tualatin to Sherwood

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4265 FOR THE PURPOSE OF ADOPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM EXPANSION POLICY IMPLEMENTATION GUIDANCE.

Date: June 1, 2011 Prepared by: Josh Naramore 503-797-1825

BACKGROUND

The Regional High Capacity Transit (HCT) System Plan was developed as a component of the 2035 Regional Transportation Plan (RTP) and serves as the foundation for prioritizing future HCT investments. The Regional HCT System Plan identifies the best locations for major transit capital investments based on evaluation criteria derived from the 2035 RTP. These adopted evaluation criteria will provide the basis to inform MPAC, JPACT and Metro Council's regional decisions on HCT investments as part of future RTP updates.

The 2035 RTP adopted in June 2010 included an outline for developing a HCT system expansion policy (SEP). The SEP emphasizes fiscal responsibility by ensuring that limited resources for new HCT are spent where local jurisdictions have committed supportive land uses, high quality pedestrian and bicycle access, management of parking resources and demonstrated broad-based financial and political support. Chapter 6 of the RTP calls for developing regional guidance for the system expansion policy. With adoption of the 2035 RTP, Metro committed to developing guidance and bringing it forward for discussion to JPACT, MPAC and the Metro Council.

This resolution adopts the HCT SEP Implementation Guidance in Exhibit A and is the first post-adoption 2035 RTP implementation activity to be completed. It builds upon the SEP policy framework that was adopted as part of the 2035 RTP by:

1) Clearly articulating the decision-making process by which future HCT corridors will be advanced for regional investment;
2) Establishing minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT;
3) Defining quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions; and
4) Outlining the process for updating the 2035 RTP, including potential future RTP amendments, for future HCT investment decisions.

Following the SEP guidelines will enhance support for transit investments, but does not guarantee a regional investment in HCT. The ultimate decision rests with JPACT and the Metro Council, both as part of RTP updates, or with potential RTP amendments should additional HCT resources become available in the interim. The implementation guidance is intended to help local jurisdictions understand and implement recent regional policy and regulatory changes with adoption of the 2035 Regional Transportation Plan, Regional Transportation Functional Plan (RTFP), and amendments to the Urban Growth Management Functional Plan (UGMFP). It also provides new analytical tools to help inform local jurisdiction planning and investment decisions to become more transit-supportive.

Any changes to the HCT SEP implementation guidance will be addressed as part of each RTP update. With adoption of this resolution, changes to the HCT SEP implementation that arise between RTP updates will need to come before MPAC, JPACT and Metro Council.

TPAC recommended approval of this resolution to JPACT at its May 27 meeting. Similarly, MTAC recommended approval of this resolution at its June 1 meeting. Both TPAC and MTAC approved the guidebook with a few changes. The changes included adding language to clarify that participation of all local governments in a corridor working group is not mandatory, but all the jurisdictions must be invited to participate. The HCT SEP implementation guidance included in Exhibit A reflects both the TPAC and MTAC changes. It is scheduled for adoption at the June 8 MPAC meeting and the July 14 JPACT meeting.

ANALYSIS/INFORMATION

1. **Known Opposition** – No known opposition
2. **Legal Antecedents** –

   Metro Council Ordinance No. 10-1241B FOR THE PURPOSE OF AMENDING THE 2035 REGIONAL TRANSPORTATION PLAN (FEDERAL COMPONENT) AND THE 2004 REGIONAL TRANSPORTATION PLAN TO COMPLY WITH FEDERAL AND STATE LAW; TO ADD THE REGIONAL TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS ACTION PLAN, THE REGIONAL FREIGHT PLAN AND THE HIGH CAPACITY TRANSIT SYSTEM PLAN; TO AMEND THE REGIONAL TRANSPORTATION FUNCTIONAL PLAN AND ADD IT TO THE METRO CODE; TO AMEND THE REGIONAL FRAMEWORK PLAN; AND TO AMEND THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN, adopted by the Metro Council June 10, 2010.

   Metro Council Resolution No. 09-4052 FOR THE PURPOSE OF ACCEPTING THE REGIONAL HIGH CAPACITY TRANSIT SYSTEM TIERS AND CORRIDORS, SYSTEM EXPANSION POLICY FRAMEWORK AND POLICY AMENDMENTS, adopted by the Metro Council July 9, 2009.
3. **Anticipated Effects** – None Anticipated.
4. **Budget Impacts** – None Anticipated.

RECOMMENDED ACTION

Approve Resolution No. 11-4265 and adopt the High Capacity Transit System Expansion Policy Implementation Guidance.

A collaborative approach to building livable, prosperous, equitable and climate smart communities using scenarios

June 1, 2011



www.oregonmetro.gov

The purpose of this document is to provide guidance to a work group of Metro, state and local agency staff. The document describes the evaluation approach and analytic framework to be used in Phase 1 of the Climate Smart Communities Scenarios effort. Included is a process overview, a statement of guiding principles, and specific direction on the strategies and outcomes to be evaluated. The approach and framework will be updated for Phase 2 to reflect lessons learned and recommendations from Phase 1.

DESIRED OUTCOME The goal of the Climate Smart Communities scenarios effort is to collaborate across different levels of government and public and private sectors to target investments to generate maximum local and regional benefits, and identify and implement programs and policies that help build prosperous, vibrant, equitable and climate smart communities.

WHERE HAVE WE BEEN AND WHERE ARE WE HEADED More than a decade ago, the region set a course for growth with the adoption of the 2040 Growth Concept. Over the years, Metro and its partners have collaborated to help communities realize their local aspirations while moving the region toward its goals for vibrant, prosperous, equitable and climate smart communities.

In 2007, the Legislature established statewide goals for greenhouse gas emissions (GHGs) – calling for stopping increases in emissions by 2010; a 10 percent reduction below 1990 levels by 2020 and a 75 percent reduction below 1990 levels by 2050. The targets apply to all emission sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Legislature passed House Bill 2001, directing Metro to "develop two or more alternative land use and transportation scenarios" by January 2012 that are designed to reduce greenhouse gas emissions from light-duty vehicles. The legislation also mandated adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. A variety of different strategies are available, many of which are already being implemented in the region to realize the 2040 Growth Concept and local plans.

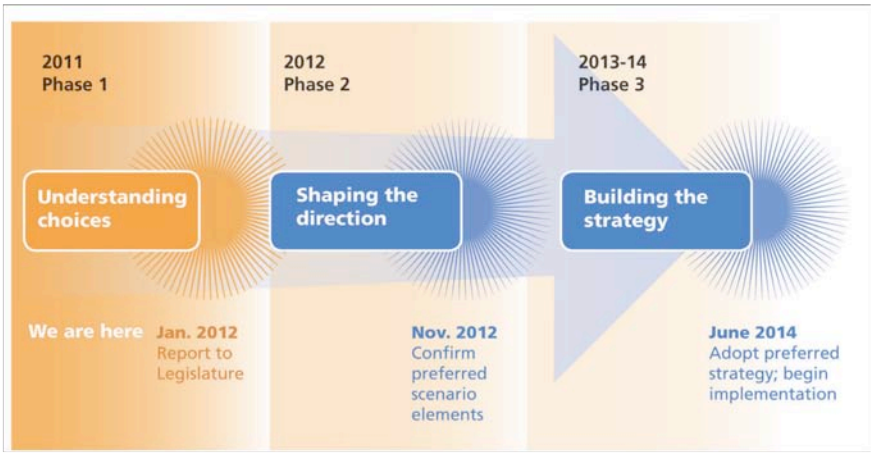
In 2010, Metro, its technical and policy committees and local elected officials continued to support the 2040 vision for the region by adopting an outcomes-based blueprint for the future – the Community Investment Strategy - through updates to the Regional Transportation Plan, Regional Freight Plan, High Capacity Transit Plan, Transportation System Management and Operations Plan, Capacity Ordinance, Urban Growth Report, urban growth boundary process and designating urban and rural reserves.

In May 2011, the Land Conservation and Development Commission (LCDC) adopted GHG emissions reduction targets for the Portland region. The State calls for the Portland region to reduce per capita GHG emissions from cars, small trucks and sport utility vehicles (SUVs) by 20 percent below 2005 levels. This means the region needs to build a transportation and land use strategy that will reduce GHG emissions an additional 20 percent below what we can anticipate from technology and fleet improvements. Concerns have been raised that the technology and fleet changes assumed in the targets may be too aggressive and difficult to reach and that the region should not rely on state or federal actions to meet the targets. Instead, the region should prepare itself to reduce emissions by more than 20 percent in case the technology and fleet improvements do not come to fruition as quickly as anticipated.

MEETING STATE CLIMATE GOALS AND ACHIEVING THE REGION'S SIX DESIRED OUTCOMES Now it's time to focus on the investments needed to collaboratively realize those local aspirations and shared regional goals, and address state climate goals. While reducing greenhouse gas emissions is important to the health of the region and the planet, the Climate Smart Communities scenario work provides an opportunity to demonstrate that the region can progress toward the GHG reduction goals set by the state within the context of achieving outcomes of equal importance to residents: a healthy economy, clean air and water, and access to good jobs, affordable housing, transportation options, and nature, trails and recreation. For now, this effort will focus on mitigation of greenhouse gas emissions from cars, small trucks and SUVs; preparation for and adaption to a changing climate will addressed in future phases and through other efforts already underway in the region and state.

HOW WE GET THERE This is a multi-year collaborative decision-making effort designed to help communities realize their local aspirations and maximize achievement of the region's six desired outcomes and state climate goals.

CLIMATE SMART COMMUNITIES SCENARIO PLANNING TIMELINE



PHASE 1 TESTING POLICY OPTIONS TO UNDERSTAND CHOICES (JAN. - DEC. 2011) In 2011, the region will use scenario planning and other research to determine the combinations of land use and transportation strategies that are most promising for meeting the region's carbon emissions reduction target for cars, small trucks and SUVs in the Portland metropolitan region. The analysis will include development of a "Strategy Toolbox" that synthesizes existing research on different strategies in terms of their carbon reduction potential, potential co-benefits and synergies, and implementation feasibility. Potential impacts and benefits will be evaluated against the region's six desired outcomes, local aspirations and feasibility of implementation using a combination of qualitative and quantitative indicators.

The analysis will be used to identify 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 during Fall 2011. The regional policy discussion will shape the findings and potential packages of strategies recommended for further evaluation in 2012.

PHASE 2 TURNING POLICY OPTIONS INTO A REGIONAL STRATEGY TO SHAPE THE DIRECTION (JAN. - DEC. 2012) In 2012, the region will apply the most promising strategies in ~~explore additional scenarios~~ in communities around the region in a more customized way, examining the potential to pursue different strategies that support distinct community goals across the region in recognition that implementation ~~will~~ may be different in each community. This phase will also identify the benefits, impacts and costs (and cost savings) associated with different scenarios across environmental, economic and equity goals, and use case studies to illustrate effects in communities around the region.

~~Ultimately,~~ **PHASE 3 BUILDING THE STRATEGY AND IMPLEMENTATION (JAN. 2013 - JUNE 2014)** ~~of the Climate Smart Communities Scenarios effort~~ In 2013 and 2014, the region will collaboratively build and adopt a preferred scenario that recognizes community values and local differences while moving toward regional and state goals. This will entail selecting a preferred set of land use and transportation strategies to be~~and~~ implemented~~ing the policies~~ through state, local and regional plans, policies and investments. Effective implementation of the preferred strategy will likely require substantial financial resources at the federal, state, local and regional levels, and the participation and cooperation of an array of Federal, State regional and local government agencies and the private sector and community organizations. This work will include development of a finance strategy because many of the strategies will be implemented locally and regionally.

Selecting strategies will involve policy 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 throughout the process, this summer's research can serve as a basis for continuing a regional policy dialogue on how to confront the threat of global climate change through state, regional and local actions while advancing the region's efforts to build livable, prosperous and equitable communities.

Key products A number of products will be developed throughout the project that will support current and future planning and implementation efforts in communities throughout the region, including:

- **Resources, research and technical support** to help regional partners produce climate communications materials that inform communities, connect actions to outcomes and inspire residents to act at the neighborhood level.

- **Case studies from the Portland area** to illustrate on-the-ground examples of how local actions can achieve community aspirations and other desired outcomes. Many of the strategies being considered are already being implemented in the region to realize the 2040 Growth Concept and local plans.

- User-friendly **visualization tools** that bring local case studies and other technical information to life for decision-makers and the public by illustrating existing conditions and future choices.

- Enhanced and new **state-of-the-art analytic tools** for local and regional land use and transportation system planning efforts, available in FY 11-12. The tools help policy- and decision-makers evaluate **market feasibility** of development alternatives, housing and transportation **affordability**, **fiscal**, **economic**, **equity**, **environmental** and **public health** impacts, and **energy consumption** of buildings and transportation. New **pedestrian and bike models** will better account for walking and biking, and access to transit in the region.

- **Alternative growth scenarios** that build on community aspirations and support the 2040 Growth Concept.

- **Locally-developed preferred scenario recommendations** for land use and transportation **investment priorities**, **programs** and **actions** to be implemented in downtowns, main streets and employment areas across the region. This will include a **financing strategy** to fund investments in transportation systems and projects that support the development of great communities.

- Updated **Regional Transportation Plan**, **air quality conformity determination**, **Regional Framework Plan**, **Urban Growth Report**, **functional plans** and other growth management activities that support local elected officials and decision-makers in achieving local aspirations and meeting regional goals.

Phase 1 Scenario Evaluation Framework (June – December 2011)

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[1] 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 and well-grounded**: Explore a range of futures that may be difficult to achieve but are possible in terms of market feasibility, public acceptance and local aspirations.

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

- **Be fact-based and make relevant, understandable and tangible:** Develop and organize information so decision-makers and stakeholders can understand the choices, consequences (intended and unintended) and tradeoffs. Use case studies, visualization and illustration tools to communicate results and make the choices real.
- **Meet state climate goals:** Demonstrate what is required to meet state carbon emissions reduction targets for cars, small trucks and SUVs, recognizing reductions from other emissions sources must also be addressed in a comprehensive manner.

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~~ This information will be used to demonstrate how well the strategies support local plans and the region's desired outcomes, and communicate the relationship of these strategies to carbon emissions reductions in other sectors beyond light duty vehicles.
- Identify the potential challenges, opportunities and tradeoffs associated with different strategies and the fiscal, social equity, economic and environmental 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. This should include identifying the strategies that are needed if technology advancements do not come to fruition.
- Report findings and make recommendations to the 2012 Legislature and Phase 2 (Jan. - Dec. 2012) ~~future project phases~~.

[1] 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.

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 or less aggressive assumptions for deployment of electric vehicle and hybrid vehicles.
- **Develop complementary packages of strategies to test policy options.** 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.
- **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.

Table 1 summarizes the strategies ~~and assumptions~~ to be tested through ~~regional-level scenarios~~ during the summer of 2011. The ~~scenario~~ evaluation will be supplemented with national and local research findings, past regional model runs and scenarios work, and localized case studies from current planning efforts and the Envision Tomorrow scenario tool.

- 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.

Scenario is a term that is used to describe a possible future, representing a hypothetical set of strategies or sequence of events.

Scenario planning is a way to test and experiment with different actions and policies to see their affect on GHG emissions reduction and other quality of life indicators without actually implementing the policies. This effort will use a 2-step scenario evaluation process.

In **Phase 1 (June – Dec. 2011), policy options** will be tested using different combinations of strategies and levels of implementation to determine the most promising strategies for meeting the state climate goals, considering cost, economic, equity and environmental implications.

In **Phase 2 (Jan. - Dec. 2012), alternative scenarios** will test the most promising combinations of strategies in a more customized manner ~~to~~ across the region ~~to determine the best course of action to achieve the region's desired outcomes and state climate goals~~. This will reflect lessons learned from Phase 1 and include examining the potential to pursue different strategies that support distinct community goals in recognition that implementation ~~will~~ may be different in each community. The alternative scenario evaluation will be used to determine the best course of action to achieve the region's desired outcomes and state climate goals.

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.

The table is for research purposes only, and does not represent a Metro Council, JPACT or MPAC endorsed policy proposal.

Table 1. Policies, programs and investment strategies to be tested in Phase 1 and Phase 2

	Key Strategies to be Tested (indicated in bold)	Phase 1 & 2 GreenSTEP	Phase 2 Envision Tomorrow
COMMUNITY DESIGN	**Urban growth boundary** (rate of expansion relative to rate of population growth)	X	
	Households located in **mixed-use areas and neighborhoods with public amenities** [2] (percent)	X	X
	Pedestrian travel (in GreenSTEP, this is accounted for in the mixed-use areas strategy)	X	X
	Bicycle travel (share of all trips)	X	
	Household with access to transit (percent)		X
	Road capacity (lane miles of arterial and freeway capacity)	X	
	Bus and rail transit service levels (revenue miles growth)	X	
PRICING	**Workers that pay for parkin**g (percent and cost in 2005$)	X	
	Non-work trips that pay for parking (percent and cost in 2005$)	X	
	Pay-as-you drive insurance (cost per mile driven)	X	
	Emissions pricing [3] (cost per mile driven)	X	
	Fuel pricing [4] (cost per mile driven)	X	
	Vehicle travel pricing [5] (cost per mile driven)	X	
MANAGE -MENT	System management strategies such as traffic signal timing, **incident management** (percent of delay addressed)	X	

[2] Forecasted population and employment held constant across all scenarios. This policy lever links several strategies to account for the effect of density (people and jobs), design, diversity of uses, destinations and distance to transit on vehicle miles traveled. Examples of amenities include pedestrian-friendly street designs, well-connected network of streets, sidewalks and biking facilities, and good transit.

[3] Increased gas tax, or other instruments could be used.

[4] Carbon fee or other instruments could be used.

[5] Vehicle miles traveled fee or other instruments could be used.

	Key Strategies to be Tested (indicated in bold)	Phase 1 & 2 GreenSTEP	Phase 2 Envision Tomorrow
MARKETING & INCENTIVES	Households participating in **individualized marking programs** (percent)	X	X
	Workers participating in **employer-based commute options programs** [6] (percent)	X	
	Individuals participating in **carsharing** (target participation rate per carshare vehicle)	X	
	Households participating in **ecodriving** [7] (percent)	X	
FLEET	**Auto/truck vehicle proportions** (light truck percent)	X	
	Fleet turnover rate/ages	X	
TECHNOLOGY	**Fuel economy** (average of auto and light trucks)	X	
	Carbon intensity of fuels	X	
	Electric vehicles and plug-in hybrids market shares	X	

[6] Examples include transit fare reduction, carpool matching and other carpool programs, and compressed work week.

[7] Educating motorists on how to drive in order to reduce fuel consumption and cut emissions. Examples avoiding rapid starts and stops, matching driving speeds to synchronized traffic signals, and avoiding idling.

OUTCOMES TO BE EVALUATED:

The policy options will be tested using a metropolitan GreenSTEP[8] model. The evaluation will be supplemented with national research, past regional model runs and scenarios work, and localized case studies from current planning efforts and the Envision Tomorrow[9] scenario planning tool. 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 next phase of the process and the 2012 Legislature.

While the primary objective of the ~~scenarios~~ Phase 1 analysis (June - Dec. 2011) is to ~~determine~~ estimate 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** – Evaluate the costs, benefits and impacts across environmental, economic, and equity goals from a business, individual/household, local government and regional perspective ~~will be evaluated~~ to clearly illustrate the policy choices and tradeoffs and political, community, social equity, and economic implications of different strategies. There are many choices – the first phase should clearly pose the consequences (intended and unintended) of different choices, including the consequences of no action and current plans and policies. Evaluation methods and criteria will be clearly explained and available.

- **Effectiveness and Cost** – A full cost-benefit analysis cannot be conducted. Carbon emissions reduction potential will be evaluated**,** along with the costs and cost effectiveness of different strategies. The analysis will use a "triple bottom line" approach ~~to apply generalized cost factors to develop relative cost comparisons~~ to show the cost implications and tradeoffs across economic, environmental and equity goals. The evaluation will identify potential public and private costs (and savings) associated with different strategies and the potential costs of inaction. The information provided must be well-grounded and fact-based ~~reasonable from~~ to inform a variety of backgrounds and interests~~, and consider that there are public and private costs associated with different strategies and costs of inaction~~.
- **Implementation opportunities and challenges** – The feasibility of implementing different strategies, potential financing strategies and the timeframe required will be assessed to inform next steps and recommendations for Phase 2 (Jan. – Dec. 2012). Recommended solutions should not put the state, region or local governments at an economic disadvantage, but rather should boost economic competitiveness and provide greater economic opportunity.

~~• **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.~~

[8] 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 GHG 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 (June - Dec. 2011).

[9] 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 (Jan. – Dec. 2012).

- ~~**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~~ transportation disadvantaged ~~dependent~~ communities ~~and places~~ in the region that do not have well-connected street systems, transit, sidewalks, and bicycle facilities, or households of modest means that may not have access to lower carbon vehicle options (e.g., electric vehicles, more fuel-efficient vehicles).

- **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.

Table 2 identifies the outcomes-based indicators that are readily available to evaluate the Phase 1 scenarios using the metropolitan-scale GreenSTEP model. The indicators will be used to evaluate the costs, benefits and impacts across environmental, economic, and equity goals from a business, individual/household, and regional perspective.

Table 2. **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)** & **travel time** per capita ~~and~~ for all income groups	**Carbon** emissions
Freight **truck travel costs**	**Housing and transportation cost** per household by income group	**Air quality** emissions
Freight **truck travel time**	People living in **areas with a range of affordable housing choices and access to ~~good mix of homes,~~ jobs and services** by income group	Transportation and building **energy** consumption
Private costs	**Physical activity**/Walking, biking and transit per capita	**Land** consumption
	Fuel consumption per capita and by income group	**Public infrastructure costs** (capital and operations)
	Water consumption per capita	Investment **revenues generated**
	Transit service levels per capita	~~**Public services costs**~~

The indicators will continue to be refined in Phase 2 (Jan. - Dec. 2012) ~~of the process~~ as the evaluation effort transitions to using Envision Tomorrow in combination with the metropolitan GreenSTEP model. ~~which~~ These tools will ~~provide~~ expand the region's spatial analysis capabilities allowing for a more robust analysis of economic development, public/private costs, accessibility, public health and environmental justice indicators.

Climate Smart Communities Scenarios Project

PROJECT GOALS

- **Build on existing efforts and aspirations:** Start with local plans and 2010 regional actions to develop a preferred land use and transportation strategy that meets state climate goals and advances the 2040 Growth Concept, community aspirations and the region's six desired outcomes.
- **Focus on outcomes and co-benefits:** Consider the economic, equity, environmental and community benefits and impacts to demonstrate how strategies may affect realization of the region's six desired outcomes. These outcomes may be realized by the potential for strategies to save money for individuals, local governments and the private sector, grow local businesses, create jobs and build healthy, livable communities.
- **Engage and educate:** Actively engage and inform the region's decision-makers, public agencies and business and community leaders on land use and transportation strategies needed to achieve the state carbon emissions reduction target for cars, small trucks and sport utility vehicles in the Portland metropolitan region.
- **Collaborate:** Work together to build ownership and support for the preferred land use and transportation strategy and policies, investments, and actions that will be recommended by the region.

KEY TASKS

	Phase I **Understanding Choices** *Jan. – Dec. 2011*	Phase II **Shaping the Direction** *Jan. – Dec. 2012*	Phase III **Building the Strategy** *Jan. 2013 – Dec. 2014*
TECHNICAL WORK AND POLICY DEVELOPMENT	▪ Participate in development of Statewide Transportation Strategy and transportation-related carbon emissions reduction target for the region *(LCDC adoption by June 2011)* ▪ Develop tools and enhance regional data, tools and methods ▪ Define outcomes-based indicators and 2040 development typologies ▪ Research local and regional climate strategies to frame policy choices ▪ Evaluate "broad-level" scenarios to learn "what it will take" to meet state target and understand the potential challenges, opportunities, tradeoffs and effectiveness of different strategies ▪ Prepare Toolbox Report and case studies to illustrate research findings ▪ Prepare findings and recommendations for regional policy discussion	▪ Evaluate more tailored alternative scenarios with an integrated suite of tools, applying the lessons learned from Phase I and incorporating strategies identified in local and regional planning efforts that are underway ▪ Continue to develop and enhance regional data, tools and methods; refine evaluation indicators, as needed ▪ Prepare the region's findings and recommendations for narrowing the range of alternatives, and prioritizing and phasing strategies to be included in the preferred scenario ▪ Consider amending the 2035 RTP	▪ Evaluate the preferred scenario with regional models ▪ Prepare the region's findings and implementation recommendations ▪ Recommend a preferred land use and transportation strategy and needed changes to regional and local plans to support implementation o Regional Framework Plan and 2040 Growth Concept o Regional Transportation Plan o Regional Functional Plans o Local transportation system plans, comprehensive plans and land use regulations
ENGAGEMENT	▪ Conduct focus groups, public opinion research and targeted stakeholder outreach on values, beliefs and climate strategies *(Jan. - March 2011)* ▪ Convene region's elected officials and community leaders on policy choices and tradeoffs *(Spring and Fall 2011)* ▪ Conduct stakeholder outreach on preliminary findings *(Fall 2011)*	▪ Continue stakeholder outreach on findings and recommendations *(Winter 2012, Fall 2012)* ▪ Convene subarea scenario planning workshops *(Spring-Summer 2012)* ▪ Conduct focus groups on choices and tradeoffs *(Spring 2012)* ▪ Convene region's elected officials and community leaders to provide input on preferred scenario *(Fall 2012)*	▪ Conduct stakeholder outreach on findings and recommendations *(Spring 2013)* ▪ Convene region's elected officials and community leaders to provide input on preferred scenario *(Fall 2013)* ▪ Conduct stakeholder outreach and public review of preferred strategy as part of RTP update *(Spring 2014)*
MILESTONE	▪ Confirm scenario evaluation approach *(MPAC, JPACT and Council in June 2011)* ▪ Approve findings and recommendations report for consideration by the 2012 Legislature and Phase II *(MPAC, JPACT and Council in Dec. 2011/Jan. 2012)*	▪ Report findings and make recommendations to the 2012 Legislature (*by Feb. 2012*) ▪ Approve policy recommendations to direct development and evaluation of preferred scenario *(MPAC, JPACT and Council by Dec. 2012)*	▪ Release preferred land use and transportation strategy for public and stakeholder review *(March 2014)* ▪ Approve preferred land use and transportation strategy *(June 2014)* ▪ Approve updated regional plans and policies, and new local government implementation requirements *(Dec. 2015)*
RELATED METRO ACTIONS	▪ Portland-Vancouver Greater Indicators, June 2011 ▪ Regional Flexible Fund Allocation, Dec. 2011 ▪ Draft East Metro Connections Plan Investment Strategy, Dec. 2011 ▪ Urban Growth Boundary decision, Oct. 2011	▪ 2040 regional growth forecast, Jan. 2012 ▪ East Metro Connections Plan Investment Strategy, March 2012 ▪ Active Transportation Action Plan, June 2012 ▪ Regional Transportation Plan Update Work Plan, Dec. 2012 ▪ Draft SW Corridor Plan Investment Strategy, Dec. 2012	▪ SW Corridor Plan Investment Strategy, June 2013 ▪ Federal Regional Transportation Plan, June 2014 ▪ Urban Growth Report, Dec. 2014 ▪ *State Regional Transportation Plan, Dec. 2015* ▪ *Functional plans, Regional Framework Plan and 2040 Growth Concept amended, Dec. 2015*

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONCLUDING THAT THE CONCERNS AND CONSIDERATIONS RAISED ABOUT THE COLUMBIA RIVER CROSSING PROJECT IN EXHIBIT A TO RESOLUTION NO. 08-3960B HAVE BEEN ADDRESSED SATISFACTORILY	)))	RESOLUTION NO. 11-4264 Introduced by Councilor Rex Burkholder

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) recommended and the Metro Council endorsed the Locally Preferred Alternative (LPA) for the Columbia River Crossing Project by Resolution No. 08-3960B (For the Purposes of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions); and

WHEREAS, Resolution No. 08-3960B supported a Columbia River Crossing Project that includes a replacement bridge with three northbound and three southbound through lanes plus auxiliary lanes for merging and weaving, using tolls for both finance and for demand management and selecting light rail transit to Vancouver as the preferred transit mode; and

WHEREAS, among the conditions of Council endorsement of the LPA was a list of concerns and considerations, contained in Exhibit A to Resolution No. 08-3960B as reflected in Exhibit A to this resolution, to be addressed before the Council would approve a land use final order (LUFO) for the project; and

WHEREAS, Resolution No. 08-3960B indicated that the Metro Council will invite public review and discussion on the issues raised in Exhibit A; and

WHEREAS, the Columbia River Crossing Project Team in cooperation with the Integrated Project Staff and Project Sponsors Council responded to the concerns and considerations adopted by the Metro council as well as by the governing bodies of the other partner jurisdictions and agencies; and

WHEREAS, the Governors of Oregon and Washington commissioned an Independent Review Panel and a Bridge Review Panel to provide independent expert evaluation and recommendation; and

WHEREAS, the Project Team presented its assessment to JPACT on June 9, 2011, and JPACT voted to recommend that the Metro Council accept the responses as satisfactory; now, therefore,

BE IT RESOLVED THAT the Metro Council:

1. Accepts the responses to the concerns and considerations set forth in Exhibit A to Resolution No. 08-3960B and attached to this resolution as Exhibit A, also, as satisfactory, based upon the assessment contained in the documentation attached to this Resolution as Exhibit B and supports completion of a Final Environmental Impact Statement for the project consistent with changes documented in this Exhibit.

~~1.~~2. Acknowledges further refinements and decisions will be made and will include effective engagement with the Metro Council.

~~2.~~3. Directs the Chief Operating Officer to send a copy of this resolution to the Columbia River Crossing Project.

ADOPTED by the Metro Council this 9th day of June, 2011

Tom Hughes, Council President

Approved as to form:

Alison Kean Campbell, Acting Metro Attorney

RESOLUTION O8-3960B
Exhibit A

Metro Council Concerns and Considerations
Columbia River Crossing "Locally Preferred Alternative"

The Metro Council recognizes that endorsement of a "Locally Preferred Alternative" is one important narrowing step that enables the project management team to proceed with further analysis of a reduced range of alternatives. The Council is cognizant that many important issues are generally still unresolved at the time of endorsement of an LPA, but that clear articulation of concerns is required to make sure that such unresolved issues are appropriately resolved during the next phase of design, engineering, and financial planning, with proper participation by the local community and its elected representatives. If those sorts of outstanding issues are not satisfactorily resolved during that post-LPA selection phase, then the project risks failing to win the approval of necessary governing bodies at subsequent steps of the process.

While the Metro Council endorses the LPA, Replacement Bridge with Light Rail and Tolls, as described in Resolution 08-3960A, the Metro Council simultaneously finds that the following issues will need to be satisfactorily addressed in the upcoming refinement of design, engineering and financial planning:

FORMATION OF A LOCAL OVERSIGHT COMMITTEE TO SUCCEED THE TASK FORCE

The Metro Council concluded on June 5, 2008 through Resolution 08-3938B that further oversight of the project is needed once the Task Force's work is concluded. The Council suggested that the Governors of Oregon and Washington convene such a local oversight group. On June 19, 2008, the Governors issued a joint letter that concluded there is a need to reconvene the CRC Project Sponsor's Council as the oversight committee to succeed the Task Force, including representatives from Washington State Department of Transportation, the Oregon Department of Transportation, cities of Portland and Vancouver, Metro, the Southwest Washington RTC, TriMet and CTRAN. The Governors charged the committee with advising the two departments of transportation and two transit agencies on a consensus basis to the greatest extent possible regarding the major issues requiring further oversight and resolution.

PROJECT ISSUES REQUIRING LOCAL OVERSIGHT DURING PLANNING, DESIGN, ENGINEERING, FINANCE AND CONSTRUCTION

The Governors have charged the Project Sponsors Council with project oversight on the following issues, milestones and decision points:

1) Completion of the Environmental Impact Statement (EIS),
2) Project design, including, but not limited to: examining ways to provide an efficient solution that meets safety, transportation and environmental goals,
3) Timelines associated with project development,
4) Development and use of sustainable construction methods,
5) Ensuring the project is consistent with Oregon and Washington's statutory reduction goals for green house gas emissions, and
6) A finance plan that balances revenue generation and demand management, including the project capital and operating costs, the sources of revenue, impact to the funds required for other potential expenditures in the region.

The Metro Council has identified additional areas of concern that need to be addressed by the Project Sponsors Council as the project moves forward:

A. TOLLING
Implementation of tolls on the existing I-5 Bridge should be undertaken as soon as legally and practically permissible. Consideration should be given to potential diversion of traffic to I-205 and potential tolling I-5 and I-205 with those revenues potentially used for projects on these two facilities in the Portland-Vancouver metropolitan area.

B. NUMBER OF AUXILIARY LANES
Determine the number of auxiliary lanes in addition to the three through lanes in each direction on the replacement bridge across the Columbia River and throughout the bridge influence area.

C. IMPACT MITIGATION AND COMMUNITY ENHANCEMENT
Identify proposed mitigation for any potential adverse human health impacts related to the project and existing human health impacts in the project area, including community enhancement projects that address environmental justice.

D. DEMAND MANAGEMENT
Develop of state-of-the-art demand management techniques in addition to tolls that would influence travel behavior and reduce greenhouse gas emissions.

E. FINANCING PLAN
A detailed financing plan showing costs and sources of revenue must be proposed and presented to the partner agencies and to the public. The proposed financing plan should indicate how the federal, state and local (if any) sources of revenue proposed to be dedicated to this project would impact, or could be compared to, the funds required for other potential expenditures in the region.

F. CAPACITY CONSIDERATIONS, INDUCED DEMAND AND GREENHOUSE GASES
Further analysis is required of the greenhouse gas and induced automobile demand forecasts for this project. The results of the analysis must be prominently displayed in the Final Environmental Impact Statement. The analysis should include comparisons related to the purpose and function of the so-called "'auxiliary" lanes. A reduction in vehicle miles traveled should be pursued to support stated greenhouse gas reduction targets as expressed by legislation in Oregon and Washington and by the Governors.

G. PRESERVATION OF FREIGHT ACCESS
The design and finance phase of the CRC project will need to describe specifically what physical and fiscal (tolling) methods will be employed to ensure that trucks are granted a priority which is commensurate with their contributions to the project and their important role in the economy relative to single-occupancy automobile commuting. Ensure that freight capacity at interchanges is not diminished by industrial land use conversion.

H. LIGHT RAIL
As indicated in the Item 2 "resolved" in the body of the resolution, the Metro Council's endorsement of the LPA categorically stipulates that light rail must be included in any phasing package that may move forward for construction.

I. DESIGN OF BICYCLE AND PEDESTRIAN FACILITIES

More detailed design of bicycle and pedestrian facilities is required to inform the decisions of the local oversight panel described above. The project should design "world class" bicycle and pedestrian facilities on the replacement bridge, bridge approaches and throughout the bridge influence area that meet or exceed standards and are adequate to meet the demand generated by tolls or other demand management techniques.

J. URBAN DEVELOPMENT IMPACTS AT RE-DESIGNED INTERCHANGES

More design of the interchanges related to the CRC is required to fully evaluate their community impact. The design of interchanges within the bridge influence area must take into account their impact on urban development potential. The Metro Council is also concerned that the Marine Drive access points preserve and improve the functionality of the Expo Center.

K. BRIDGE DESIGN

The bridge type and aesthetics of the final design should be an important consideration in the phase of study that follows approval of the LPA and precedes consideration of the final decision.

Metro Conditions from Exhibit A to Resolution No. 08-3960B

Overall Status Classification:

- Issue is settled or on track to be settled with the conclusion of the FEIS and ROD
- Issue is settled or on track to be settled with the conclusion of the FEIS and ROD but further refinement and decision-making after the FEIS/ROD will be required
- Conflict or inconsistency between jurisdictions; or issue is unresolved; or issue needs additional work

OVERALL STATUS CATEGORY	NUMBER	ISSUE	EXPLANATION OF STATUS
	A	Tolling – Implement tolling on I-5 as soon as legally and practically permissible; consider diversion to I-205 and tolling of that facility with revenues used for projects in the region.	The project has undertaken various analyses of tolls and the impact of tolling, though additional studies and analysis will need to be undertaken as the project advances. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction. At this point, tolling of I-5 is an essential element of the project, both to manage congestion and as part of the funding package for the CRC project along with federal and state funding. Tolling of interstate facilities must be consistent with the provisions of Title 23 U.S.C. Section 129, the federal law that specifies the circumstances under which interstate facilities may be tolled. The CRC project qualifies, though tolling of I-205 does not because federal regulations allow tolling of existing facilities only if a project involves reconstruction or replacement of that facility. Reconstruction or replacement of I-205 is not being proposed as part of the CRC project nor is tolling being proposed for I-205 in connection with the CRC project. At this time, tolling is not being considered to fund other projects in the region. Further information on federal requirements can be found at: http://www.ops.fhwa.dot.gov/tolling_pricing/toll_agreements.htm Tolling of I-5 during construction of a new facility is permissible under federal statutes, but no recommendations or decisions about tolling during construction have been made. Tolling during construction could serve as a demand reduction measure to reduce traffic during the construction phase. An aggressive construction phase Transportation Demand Management (TDM) program has been developed and tolling during construction is still a possibility. Specific decisions on tolling, including the possibility of advance tolling as well as toll rates and toll structure, will be made by the appropriate bodies after consultation with the project's local partners (including the Metro Council) and a public outreach and education process. Under current statutory authority, the Washington Transportation Commission and the Oregon Transportation Commission have tolling authority in their respective states. In Washington, the legislature reserves the authority to impose tolls on any state route or facility. The issues of tolling and tolling authority may also be explored in the forthcoming discussions on governance related to the project. If the decision is made to implement tolling during construction, this condition will be satisfied. If the project is considering not implement tolling during construction, the project will engage the Metro Council prior to the tolling decision.

			Analyses conducted for the CRC project included using the regional traffic forecasting model to assess the impact of various tolls on total traffic and diversion to I-205. The Tolling Study Report, released in January 2010, included analyses of a no-build scenario, a no-toll build scenario, and ten other scenarios with varying toll structures and some with tolling of the I-205 and I-5 bridges. Key findings from the analysis undertaken for the CRC project included: • The regional travel forecasting models project that under the base tolling scenario, the CRC project will reduce auto travel on I-5 across the Columbia River, as compared to the No Build. The CRC project will also reduce overall person trips on I-5, as compared to the No Build due to the effect tolls have on shifting some cross river trip origins and destinations. • When looking at the tolled vs. no toll scenarios, tolling and transit improvements reduce auto travel across the river on I-5 by approximately 40,000 trips per day for the base tolling scenario (the numbers of trips vary by tolling scenario). • At the Columbia River, there is an approximate 4.5% shift of auto trips on an all day basis from I-5 to I-205 as compared to the Build No-Toll scenario. More diversion to I-205 is predicted in the off-peak hours when capacity is available than during peak hours. On I-205 south of I-84, the models estimate that diversion will be approximately 1% on an all day basis as compared to the no build. The Tolling Study Report had three principal conclusions about diversion: • For most of the I-5 only toll scenarios, the majority of drivers would not change their travel patterns. Some would choose a new destination or a non-tolled route. Additional diversion to transit is minimal due to the already significantly increased ridership associated with project improvements. • Higher tolls on I-5 would cause more route diversion; however, the percentage of diversion tends to be lower during peak periods when travelers' willingness to pay tolls may be higher and/or alternative routes are congested, and thus, time-consuming and diversion during off-peak periods occurs when available capacity can accommodate the diversion. • For scenarios that toll both the I-5 and I-205 bridges, traffic levels would be higher on I-5 and lower on I-205 compared to tolling only the I-5 bridge. However, compared to the No Toll "No Build" project scenario, total cross-river traffic demand would be less on both the I-5 and I-205 bridges as many trips would divert to transit or not be made across the Columbia River. The No Toll "No Build" scenario would result in the most significant congestion in the I-205 corridor due to diversion from the I-5 corridor due to the severe congestion bottleneck in that corridor. Additional information about the impact of tolling and diversion to I-205 can be found in The Tolling Study report at: http://www.columbiarivercrossing.org/FileLibrary/Tolling/CRC_TollingStudyCommitteeReport.pdf
	B	Number of Auxiliary Lanes – Determine the number of auxiliary lanes across the Columbia River.	During summer 2010, additional study was undertaken through the Integrated Project Staff (IPS) and the Project Sponsors Council (PSC). Developing performance measures and a more robust Transportation Demand Management Plan were among the actions considered to reduce the need for auxiliary lanes. The IPS recommendation forwarded to the PSC on August 5, 2010 was for a configuration with three through lanes and two auxiliary lanes in each direction and with standard 12-foot shoulders. The new recommendation results in narrower bridges as a result of reducing the project from 12 to 10 lanes. PSC concurred and forwarded its recommendation to the Governors on August 13, 2010.

			The decision on the number of lanes will be confirmed and finalized with the publication of the Final EIS and the issuance of the Record of Decision. Both are expected in 2011.
	C	Impact Mitigation and Community Enhancement – Mitigate for adverse human health impact of the project or existing health impacts in the project area; implement community enhancement projects that address environmental justice.	The project is committed to providing users and the surrounding neighborhoods with a safe and reliable transportation facility. The project is working with and within the surrounding communities to help build upon and support their community goals. The CRC project has been working with and will continue to work with the community to blend the transportation system enhancements and improvements into the fabric of the community. The project's goals include designing and constructing the project with as little disruption to the community as possible and developing the project such that it enhances the transportation and livability of the community and preserves the environmental, scenic, aesthetic, historic, natural and social resources of the area. The philosophy of the project is to leave the area better off and to provide enhancements within the community as part of the overall project design rather than providing an enhancement fund ~~funding source~~ for future enhancements ~~elements~~ separate and disjointed from the rest of the project. Many enhancements are included in the project, such as improved local street connections in downtown Vancouver and Hayden Island, the provision of light rail transit in the corridor, replacement of substandard facilities for bicyclists and pedestrians with new "world class" facilities, local auto access from North Portland to Hayden Island on a separate arterial bridge and a safer highway network for all users and inclusion of public art in the transit element of the project. In addition to these features that are part of the project's responsibility, there is agreement to continue to explore creation of a community enhancement fund as an on-going responsibility of the Departments of Transportation. This will require consideration of alternative funding mechanisms, establishment of criteria for administration and decision-making and definition of the conditions that support creation of such a fund. Human health issues are embedded in the National Environmental Policy Act's intent and in its implementation. The analyses conducted for the Columbia River Crossing DEIS, and further updates for the FEIS, address all potentially significant human health impacts that could reasonably result from the proposed action. The project, with planned mitigation, would not have adverse health impacts. Key findings leading to the conclusion that the project would not have adverse health impacts include analyses related to air quality, noise and vibration, climate change and greenhouse gases, and water quality. These four areas are highlighted below: • All criteria air pollutants and mobile source air toxins will be lower, in some cases significantly lower, in 2030 than they are today. Some pollutants will be slightly higher in some areas with the project than with the no-build, but emissions will be substantially below today's levels and will be well within relevant standards established to promote public health and welfare. Long-term mitigation for air quality impacts is not proposed. The FEIS will describe measures to reduce impacts from construction emissions. • Noise impacts from highway traffic will be lower with the project than without due to proposed mitigation, primarily sound walls. All light rail noise can be mitigated. • The project will reduce greenhouse gas (GHG) emissions compared to the no-build. The project will implement recommendations from the Governor's Climate Change Integration Group regarding how transportation in Oregon can reduce GHG emissions.

			• Currently, all runoff from the river crossing and most runoff from I-5 in the project area discharges untreated into the Columbia River and other surface waters. The project will provide water quality treatment for 115 percent of the new impervious surface, including the entire river crossing and most of I-5 in the project area that is currently untreated. These changes are beneficial to the health of aquatic species and people. The Draft EIS included and the Final EIS will include more detailed information, including analysis, applicable standards, conclusions, and mitigation where appropriate on the following topics related to human health: · Air Quality · Noise and Vibration · Land Use and Economics · Neighborhoods · Pedestrians and bicycles · Traffic and Transit · Visual and Aesthetics · Parks and recreation · Public services · Environmental justice · Hazardous materials · Water Quality The major steps to the impact analysis that followed or occurred simultaneously with data collection were: neighborhood resource mapping, the completion of displacement surveys, review of potential impacts and benefits from other disciplines (such as air quality), evaluation of potential impacts to low-income housing developments, and a robust outreach and communication program. In response to questions raised by various parties commenting on the DEIS, including the Multnomah County Health Department, the project team did undertake additional analyses including assessing greenhouse gases, additional air quality and noise studies. The Final EIS will include substantially more documentation than the DEIS related to health impacts. The CRC website will provide access to the FEIS and technical reports upon their publication.

	D	Demand Management – Develop state-of-the-art demand management techniques in addition to tolls to influence travel behavior and reduce greenhouse gas emissions.	The TDM Working Group developed both a Construction Phase and a Post-Construction Phase TDM program. The recommended Construction Phase program is a bi-state, multi-pronged approach that seeks to maximize use of alternative modes of travel through targeted marketing and additional services. The IPS has also endorsed a Post-Construction TDM Program with the goal of shifting as much as an additional 11 percent of peak person trips to non-SOV modes above the level assumed in the travel forecasts generated for the project, resulting in a non-SOV mode share that could exceed 50 percent. The Construction Phase TDM Plan was endorsed by the PSC. Additional follow-on work has been recommended to move toward implementation. To facilitate the active management of the corridor, the PSC adopted the concept of a Mobility Council on March 6, 2009. The Mobility Council would regularly assess all aspects of the corridor and the direct and indirect impacts. The PSC vision of the Mobility Council would include active management in four areas: the toll rate structure, the use of through and auxiliary lanes; transit policies; and transportation demand management strategies. During 2009 and 2010, the PSC oversaw the development and endorsed the TDM plans. TDM Plans were presented to and endorsed by the PSC on January 22, 2010 and on August 9, 2010. The PSC also established a Performance Measures Advisory Group to help establish performance measures, targets and strategies to help inform the design of the CRC project and to manage the system after construction. Key performance measures focused on the following goal areas: 1) System Access, Mobility and Reliability, 2) Financial Responsibility and Asset Management, 3) Climate, Energy Security and Health, 4) Safety and Security, 5) Economic Vitality, and 6) Land Use. The Performance Measures Advisory Group recommendations were presented to and endorsed by the PSC on January 22, 2010 and August 9, 2010. The Governance Committee of the IPS is developing recommendations for consideration by the PSC on governance structures to implement the Mobility Council and establish its charge and authority. Further consultation will be required with the Metro Council on coordination of roles and responsibilities of the Mobility Council with Metro transportation and land use policy direction.
	E	Financing Plan – Develop a financing plan for presentation to the project partners and the public that indicates federal, state and local funding and how the project could impact other expenditures in the region.	A Conceptual Finance Plan was developed and shared with the PSC on January 22, 2010. The plan illustrates how the project could be funded using a combination of federal and state funds and toll revenues. On May 14, 2010, the PSC received additional presentations related to tolling and federal funding priorities. The funding plan in the FEIS is based on these concepts and will be updated as appropriate. At the direction of the governors of Oregon and Washington, the project is working with the treasurers and legislators of both states to review and refine the financing plan and toll assumptions to minimize financial risk and provide accountability and oversight as the project moves toward construction. The funding plan will be continually reviewed with the PSC as it evolves and will be finalized prior to the Federal Transit Administration (FTA) approval of entry into final design, which is anticipated in 2012. The federal funding sources being sought for the project are principally those for which no other projects in the region are eligible. The funding contribution from each state is intended as a state contribution in recognition of the statewide significance of the project and is not intended to be the region's share of a broader state funding package. The region's continued support for the project finance plan is predicated on the federal and state funding contributions accordingly. Financing issues will continue to evolve with consultation among the project partners. Additional work remains on the financing plan with each additional step requiring more detailed analyses in accordance with requirements of the Federal Transit Administration and Federal Highway Administration. After the approval of the Final EIS, additional financial analysis and

			commitment will be required before federal agencies authorize entering into final design. An even more detailed financial analysis and a higher level of commitment will be required before federal agencies enter into a full funding grant agreement. Since issuance of bonds for the construction of the project is envisioned, a formal investment grade bond revenue analysis and a determination of bonding capacity will be required in the future. The Tolling Study can be found at: http://www.columbiarivercrossing.org/FileLibrary/Tolling/CRC_TollingStudyCommitteeReport.pdf Information presented to the PSC about funding from federal sources can be found at: http://www.columbiarivercrossing.org/FileLibrary/MeetingMaterials/PSC/PSC_WorkshopMaterials_051410_1of2.pdf
	F	Capacity Considerations, Induced Demand and Greenhouse Gases – Conduct additional analysis of GHG and induced automobile demand; prominently display the results in the FEIS; include comparisons of the auxiliary lanes; pursue reductions in VMT in support of targets established by the states.	In November 2008, the Greenhouse Gas Emissions Expert Review Panel was convened to review the GHG and climate change methodology used in the project's Draft EIS. In its report issued on January 8, 2009, the panel validated the methodology and confirmed the findings in the Draft EIS - that the CRC project would be expected to reduce GHG emissions relative to the No-Build. They made suggestions for future analyses that will be incorporated into the FEIS. This updated analysis has been completed including use of the latest EPA MOVES model, taking into account mode shift to transit, bike and pedestrian, the effect of speeds on emission rates and the reduction of emissions due to crashes and bridge lifts. This analysis shows similar results to the DEIS analysis but with even greater GHG reductions than previously estimated. Additionally, the GHG and Climate Change analysis in the CRC Draft EIS received the 2009 NEPA Excellence Award from the National Association of Environmental Professionals. The Greenhouse Gas Expert Review Panel's report can be found at: http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/GHG_PanelReport_010809.pdf Since release of the DEIS, several groups, including the Transportation Demand Working Group, the Performance Measures Advisory Group, and the IPS, have worked on strategies designed to enhance mobility, especially through promotion of alternative modes of travel that reduce both GHG emissions and VMT. The strategies and plans of each of these groups have been endorsed by PSC. Additional work relating to implementation of these strategies and plans will be needed as the project advances. Further discussion relating to the recommendations and implementation of transportation demand management strategies can be found in Issue D, above. A qualitative analysis of the potential for induced travel demand was conducted by the Travel Demand Expert Review Panel. In its report dated November 25, 2008, the panel concluded that "the CRC project finding that the project would have a low impact to induce growth is reasonable for this corridor because the project is located in a mature urban area." The report can be found at: http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/TravelDemandModelReview_PanelReport.pdf An additional study of induced growth was conducted by Metro during summer 2010 using its Metroscope model. This quantitative study also concluded "that the proposal would have negligible impact on population and employment growth in Clark County, when comparing the projected growth that would occur with the project with the projected growth that would occur even with no change to the existing bridge." According to Metro, the three main conclusions from its summer 2010 analysis using Metroscope were: • The CRC project produces a minor difference in regional growth relative to the no-build alternative and almost no change compared to the No-Build if tolls are imposed on I-5.

			• The results using Metroscope reinforce the previous qualitative analysis with its quantitative approach. • The no-build and build scenarios result in basically the same growth patterns for population and employment and confirm the validity of the approach used for forecasting traffic volumes in the Draft and Final EIS involving holding population and employment forecasts constant between the Build and No-Build scenarios. Results of the Metroscope analysis were summarized by Metro in its news release that can be found at: http://news.oregonmetro.gov/1/post.cfm/metro-finds-columbia-river-crossing-toll-bridge-with-light-rail-would-have-negligible-impact-on-growth
	G	Preservation of Freight Access – Describe the physical improvements and tolling methods that will be used to ensure trucks are granted priority due to their importance relative to single-occupant autos; ensure that freight capacity at interchanges is not diminished by industrial land use conversion.	The importance of freight has been recognized throughout the project. The Freight Working Group provided key input to the design process, including the design of key interchanges such as the Marine Drive interchange. The design standards used for the project seek to accommodate trucks used in commerce. The ramp terminals, ramps, and interchanges have been sized to provide needed capacity for trucks. Freight-only lanes and ramps were considered, but were not recommended by the Freight Working Group. The project's plan for the Marine Drive interchange includes a flyover ramp from eastbound Marine Drive to northbound I-5 and braided ramps on southbound I-5 between the Marine Drive and Interstate/Victory Boulevard interchanges. Analyses conducted for the project indicate that neither of these is required short-term and can be delayed until after year 2030. Both projects, however, are considered part of a long-term solution because of the importance of accommodating freight movements, particularly those associated with the Port of Portland and other industrial uses along Marine Drive. The revised plan for the Hayden Island Interchange includes provision of an arterial bridge across the Portland Harbor, connecting Hayden Island to North Interstate Avenue and Martin Luther King Blvd in lieu of ramp connections through the I-5/Hayden Island interchange complex to the Marine Drive interchange. This has a beneficial impact for freight by removing this auto traffic from the key freight access interchange, the Marine Drive interchange. Electronic tolling is planned for the project. It is currently assumed that trucks will pay more based on number of axles or weight. Both DOTs share the concern about capacity being used up by unplanned non-industrial development, but must rely upon the partners with land use authority to prevent industrial lands from being converted to other uses with unacceptable transportation impacts. One of the relatively new methods of protecting the capacity of interchanges being used in Oregon is an Interchange Area Management Plan (IAMP). An IAMP identifies long-range improvements, access management strategies, and land use tools that are used to protect the interchange. IAMPs are adopted by the local jurisdiction and by the Oregon Department of Transportation. Development of IAMPs is underway for both the Hayden Island and Marine Drive interchanges and will include provisions dealing with limits on conversion of industrially zoned land to commercial. In addition, changes to industrially zoned land is controlled by Metro's Urban Growth Management Functional Plan (Title 4) which limits non-industrial uses in areas designated Regionally Significant Industrial area which applies to significant areas near the interchanges in the CRC bridge influence area. Adoption by the City of Portland and the Oregon Transportation Commission are expected sometime during 2011.

	H	Light Rail Transit – Implement light rail transit as a required element in any plan that moves forward.	Light rail transit was selected as the high capacity transit mode and is being advanced as a key element of the project. Confirmation of the selection of light rail transit as a project element will be with the publication of the Final EIS and the issuance of the Record of Decision. Both actions are expected in 2011. The project will pursue FTA authorization to proceed to final design in 2012 contingent on the FTA's approval of a capital and operating financing plan. In addition, C-TRAN is considering referral of a measure to the voters for operating support for LRT.
	I	Design of Bicycle and Pedestrian Facilities – Undertake additional design to include "world class" bicycle and pedestrian facilities on the bridge, approaches and throughout the bridge influence area; meet or exceed standards; be adequate to meet the demand considering tolls and other transportation demand measures.	A "world class" facility for pedestrians and bicyclists is being advanced. It will feature a facility for bicyclists and pedestrians on the main span with more width than other facilities in the Portland-Vancouver region and far exceeds minimum standards. The capacity of the facility is calculated to be more than adequate for the predicted use. The Pedestrian and Bicycle Advisory Committee (PBAC) spent considerable effort helping develop a complete system that features a river crossing using one of the lower-level sections of the bridge for the main river crossing. PBAC helped develop appropriate connections at both ends of the project and for Hayden Island. PBAC also recommended development of a future maintenance and security plan that has been endorsed by PSC and committed to by the Oregon and Washington DOTs to include reliable funding for maintenance and security, programming of activity space to create "eyes on the pathway," visible and regular monitoring by security personnel with cameras and call boxes, appropriate lighting and posting of laws and ordinances. Connections for bicyclists and pedestrians to the local network in downtown Vancouver, Hayden Island, and streets and multi-use paths in the vicinity of Marine Drive and Delta Park are still undergoing refinement. The project is committed to providing good connections that meet or exceed all applicable standards, such as width and grade, that avoid or minimize conflicts among modes of travel, and that seeks to improve the existing circuitous routing patterns in the area. Many features needed to implement this vision for a world class facility in the corridor, such as the precise locations, widths, grades, etc will be determined in the final design phase including consultation with local agencies and stakeholders.
	J	Urban Development Impacts at Re-designed Interchanges – Undertake additional evaluation of the impact of redesigned interchanges and urban development potential; preserve and improve access to the Expo Center.	Several of the interchanges, especially the Marine Drive and Hayden Island interchanges, have undergone considerable additional analyses. Key participants in these evaluations have been the Marine Drive Stakeholder Group and the Portland Working Group. Several options for the Marine Drive interchange were explored. Key issues considered in the designs for the Marine Drive interchange included the impact on freight movements, access to existing industrial uses in the area, access to the Expo Center, and the creation of parcels that could be put to beneficial uses. The Hayden Island interchange also underwent additional study designed to further the Hayden Island Plan and implement features that are supportive of transit, seek to implement a "main street" for Tomahawk Island Drive, and minimize the footprint of the project on Hayden Island. Additional analyses led to a new concept (known as Concept D) utilizing an arterial bridge to provide access between Hayden Island and N. Expo Road with a corresponding elimination of direct freeway ramps within the project design between Hayden Island and the Marine Drive interchange. Efforts are currently underway to incorporate this into a design that will be included as the preferred option in the Final EIS. Additional refinement work addressing urban design characteristics will continue as the project advances toward construction. The Portland Working Group and other stakeholders will be consulted as the project seeks to advance the design and final design details for the local streets, trails, sidewalks and crosswalks are subject to approval by the City of Portland. Overall, the combination of improvements at and around the Marine Drive and Hayden Island interchanges substantially improves local connectivity and access apart from the freeway improvements and the resulting removal of the congestion bottleneck.

			Access to/from Expo is substantially improved and representatives from Expo have been involved in the process.
	K	Bridge Design – Consider bridge type and aesthetics before the final design.	In seeking to achieve a quality design meeting aesthetic values, the project has made extensive use of advisory groups including the Urban Design Advisory Committee (UDAG), a Sustainability Working Group, the Independent Review Panel (IRP), the Hayden Island Design Group, and a constructability working group. The Urban Design Advisory Committee (UDAG) developed design guidelines and recommended a two-level, two-bridge concept that is being advanced. Overall guidance has been provided by the IPS and PSC to meet these objectives. UDAG's recommended guidelines are currently being developed into "architectural standards" to be adopted by WSDOT and CRC staff to use as the project moves into final design. These standards will be shared with UDAG, the cities of Portland and Vancouver, Metro, and other stakeholders and will be used for the bridge and other elements of the project. Beginning on November 3, 2010, the Bridge Expert Review Panel began reassessing bridge types, and constraints. In its final report on February 3, 2011, the Panel offered three more feasible bridge type alternatives for consideration, a tied arch, cable-stayed and deck truss. The panel found all three options less expensive and more suitable for the crossing over the Columbia River than the open web box bridge type that had been advanced. At the direction of the governors of Oregon and Washington, the two state DOTs reviewed the Panel's recommendation and reported back to the governors with project findings on February 25, 2011. On April 25, 2011, the governors of Oregon and Washington announced the selection of the deck truss bridge type for the replacement bridge. The governors cited several reasons for the selection including reducing and eliminating risks to schedule and budget; affordability; and the ability to secure funding. The Bridge Panel's final report can be found at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/BRP_Report.pdf The Washington and Oregon DOT's findings can be found at: http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/DOTs_Draft%20Recommendation.pdf The Governors' announcement can be found at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/DeliverCRC_GovPR.pdf The governors recognized the importance of design and aesthetic considerations and committed to specific actions. They committed to engaging the design community and stakeholders in the design process. They directed the project to add an architect to the project team and establish architectural specifications for the contractor to follow. Details of these actions are being developed and will be announced and advertised by the project. The Governors' April 25, 2011 announcement of the "Next Steps" can be found at: http://www.columbiarivercrossing.org/FileLibrary/GeneralProjectDocs/Gov_BridgeRecommend.pdf

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4264, for the purpose of CONCLUDING THAT THE CONCERNS AND CONSIDERATIONS RAISED ABOUT THE COLUMBIA RIVER CROSSING PROJECT IN EXHIBIT A TO RESOLUTION NO. 08-3960b HAVE BEEN ADDRESSED SATISFACTORILY

Date: May 23, 2011

Prepared by: Andy Cotugno
503-797-1763

BACKGROUND

Overview

The Columbia River Crossing (CRC) is a proposed multimodal bridge, transit, highway, bicycle and pedestrian improvement project sponsored by the Oregon and Washington transportation departments in coordination with Metro, TriMet and the City of Portland as well as the Regional Transportation Council of Southwest Washington, CTRAN and the City of Vancouver, Washington. (More detailed project information may be found at: http://www.columbiarivercrossing.org/).

The CRC project is designed to improve mobility and address safety problems along a five-mile corridor between State Route 500 in Vancouver, Washington, to approximately Columbia Boulevard in Portland, Oregon, including the Interstate Bridge across the Columbia River.

The project would be funded by a combination of Federal Transit Administration (FTA) New Starts funding for the transit component, Federal Highway Administration (FHWA) funding for highway, freight, bicycle and pedestrian improvements, with local match being provided by the states of Oregon and Washington through toll credits and other funding. Tolls are also proposed for a new I-5 bridge to pay for a portion of the capital project and manage transportation demand.

Locally Preferred Alternative Approval

In July, 2008 the Metro Council adopted Resolution No. 09-3960B endorsing the Locally Preferred Alternative (LPA) consisting of replacement of the I-5 Interstate Bridge with three through lanes each direction plus auxiliary merging and weaving lanes, extension of light rail transit to Vancouver, Washington, provision of bike and pedestrian facilities on the bridge and connecting to the regional network and implementation of congestion pricing as both a demand management and revenue tool.

However, that resolution also raised a number of concerns and considerations needing to be addressed prior to finalizing the project through publication of a Final Environmental Impact Statement. Some of the concerns and considerations dealt with issues that could potentially change specific aspects of the project design (such as the number of lanes or the design of the Hayden Island Interchange) while other concerns dealt with development of further information about the potential impacts of the project (such as the impact on traffic on I-205).

This staff report and Exhibit B to this resolution provide information relating to those concerns and considerations and analyses and conclusions reached since that action. The overall purpose of this resolution is to provide sufficient information to demonstrate that all of the concerns and considerations have been adequately addressed, thereby allowing the project development to be completed.

The underlying policy direction calling for the project in the first place is laid out in the Regional Transportation Plan adopted and periodically updated by Metro. In addition the staff report for Resolution No. 08-3960B approving the Locally Preferred Alternative provides considerable background on the alternatives considered, impacts evaluated and process followed to arrive at that decision, much of which is also published in the Draft Environmental impact Statement for the project.

Adoption of concerns and considerations to be addressed further

While the Metro Council expressed their support for this LPA, they also expressed concern about a number of issues they felt needed to be addressed before the project development is completed. As such the resolution also identified those concerns and considerations, calling for them to be addressed by the CRC project. Of particular concern were the following:

1. Assessment of tolling including timing of implementation and whether to extend tolls to I-205 and the traffic impacts if tolls are not extended to I-205;
2. Evaluation of the number of auxiliary lanes in addition to the three through lanes each direction;
3. Consideration of mitigation for any potential adverse human health impacts including community enhancements that address environmental justice;
4. Development of state of the art demand management techniques in addition to tolls;
5. Development of a financing plan with particular attention to how the revenue sources impact other projects in the region;
6. Assessment of greenhouse gases and the potential for induced growth and travel demand;
7. Preservation of the priority for freight access including ensuring that interchange capacity is not diminished by industrial land conversion;
8. Inclusion of light rail as part of any phasing plan that is developed;
9. Development of the bike/pedestrian facilities throughout the bridge influence area as "world-class" facilities;
10. Re-examination of interchange designs to minimize community impacts and maximize LRT station-area development opportunities. Particular attention should be paid to revisiting the Hayden Island Interchange and ensuring adequate access to the Expo Center;
11. Consideration of the bridge type and design to ensure aesthetic considerations are reflected in the final design.

CRC Response to concerns and conditions

In response to the conditions adopted by the Metro Council, as well as numerous other concerns raised by the other participating jurisdictions, the CRC Project responded through a multi-pronged approach:

1. The Project Sponsors Council (PSC) met on a much more frequent basis to review analyses and develop agreements on changes to incorporate into the project or reasons with better support documentation if changes were not warranted.
2. An Integrated Project Staff (IPS) working group was created co-chaired by the PSC co-chairs to carry-out the analyses commissioned to respond to the conditions.
3. Subcommittees of the IPS with participation by multiple partners were convened to focus on the following topics:
    a. Hayden Island Interchange re-design or removal;
    b. Vancouver City Center Interchange removal;
    c. Number of auxiliary lanes;
    d. Induced growth;
    e. Application of performance measures to the project scope decisions;
    f. Definition of construction mitigation travel demand management program;
    g. Definition of post-construction travel demand management program;

h. Post-construction governance and the role of a Mobility Council;
i. Phasing strategies.

4. The Governors of Oregon and Washington commissioned an Independent Review Panel which met from April to July of 2010. It was comprised of eight nationally recognized experts in developing, financing and implementing large complex multi-modal projects to do a thorough independent review of the project. They made recommendations for changes, and actions to be taken to reduce risk. The full recommendation report can be accessed at: http://crcreview.columbiarivercrossing.org/documents/IRP_report.pdf
5. In response to one of the recommendations of the Independent Review Panel, the Governors of Oregon and Washington commissioned a Bridge Review Panel which met from September 2010 to February 2011. It was comprised of 11 internationally recognized bridge experts plus the state bridge engineers for the states of Oregon and Washington and representatives from TriMet and C-TRAN. They were charged with evaluating the viability of the bridge type being pursued and recommend whether to proceed with the current bridge type proposal or an alternate bridge type, including consideration of whether some of the constraints that have controlled key aspects of the bridge design could be altered. The full report from the Bridge Panel can be accessed at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/BRP_Report.pdf
The decision of the Governors on the recommendation of the bridge panel can be accessed at: http://www.columbiarivercrossing.com/FileLibrary/GeneralProjectDocs/DeliverCRC_GovPR.pdf
6. The City of Portland contracted with the engineering consulting firm URS to provide independent expertise in examining design options to remove or revise the Hayden Island Interchange and traffic operations and engineering analysis of 8, 10 and 12 lane bridge options.

Satisfaction of Concerns and Considerations

Exhibit B to this resolution provides documentation on how each condition has been satisfied. Presented in the table is a brief restatement of the condition being addressed and a synopsis of the conclusions and recommendations about each condition. In addition, in most cases there is an electronic link to the CRC web-site providing direct access to the full report on that subject. In this manner, the reader can review the overall conclusion but also access greater detail if desired. Also presented as part of Exhibit B is an assessment by the Project Sponsors Council and the Independent Project Staff of whether the concern is fully and finally decided and will be reflected as such in the Final Environmental Impact Statement or whether there is agreement in principle with further decisions still pending later in the process. For example, there is agreement in principle about the parameters for tolling although the specific toll rates will not be made until much closer to opening day. In each case where a future decision will be necessary, the character of that future process is provided.

The conditions and conclusions presented in Exhibit B are as follows:

A. Tolling
B. Number of Auxiliary lanes
C. Impact Mitigation and Community Enhancement
D. Demand Management
E. Financing Plan
F. Greenhouse Gases and Induced Demand
G. Preservation of Freight Access
H. Light Rail Transit
I. Bike/Pedestrian Facilities
J. Interchange redesign and urban development impacts
K. Bridge Design

Next Steps

The effect of adoption of this resolution is to concur that the concerns and considerations are sufficiently addressed to proceed with finalizing the Final Environmental Impact Statement (FEIS). Certain aspects are direct changes to the design, such as the number of lanes and the configuration of the Hayden Island and Marine Drive interchanges accompanied with a local access bridge across North Portland Harbor that will be reflected accordingly in the FEIS document itself. Other concerns and considerations represent an agreement in principle with a recognition that Metro will be engaged in future decision-making on project details as they develop, including the setting of toll rates, the timing of toll implementation, the specific design of demand management programs and the Mobility Council, implementation of the finance plan, development of a community enhancement fund, bike, pedestrian and local street design details, station area development and aesthetic treatment of the bridge itself. Of particular concern to the Metro Council are certain issues that require further attention as the project proceeds:

- Finalizing whether to implement tolls during construction to serve as a demand management tool to mitigate traffic impacts during construction and provide an important contribution to the financing plan.
- Further consideration of establishment of a community enhancement fund, including purpose, amount, administrative and selection criteria and source of funding.
- Ensuring the state contribution to the project recognizes the statewide significance of the project and is not at the expense of other regional priorities.

ANALYSIS/INFORMATION

1. **Known Opposition**

   The CRC is a very large and complex transportation project. There are strong feelings – pro and con – associated with the project. Opposition to the project includes concerns raised regarding the need for the project, greenhouse gas emissions that could be generated by the project, costs, tolls, the light rail extension to Vancouver, Washington and the aesthetic qualities of the bridge type. Opposition to tolls and light rail in Clark County has been well organized and aggressive. Opposition on the Oregon side has included concern that the project will simply worsen the bottleneck on I-5 in the vicinity of the Fremont Bridge and I-84 interchange. While it does not worsen that bottleneck, there remains criticism that the project shouldn't be built if it doesn't address an equally severe bottleneck just downstream.

   Support for the project includes addressing the severe bottleneck and safety issues, the impact on freight movement and the opportunity to significantly improve transit service to Vancouver.

2. **Legal Antecedents**

   Federal
   - National Environmental Policy Act
   - Clean Air Act
   - SAFETEA-LU
   - FTA New Starts Process

   State
   - Statewide Planning Goals
   - State Transportation Planning Rule
   - Oregon Transportation Plan
   - Oregon Highway Plan
   - Oregon Public Transportation Plan

• Oregon Bicycle and Pedestrian Plan

Metro

- Resolution No. 02-3237A, "For the Purpose of Endorsing the I-5 Transportation and Trade Study Recommendations," adopted on November 14, 2002.
- Resolution No. 07-3782B, "For the Purpose of Establishing Metro Council Recommendations Concerning the Range of Alternatives to Be Advanced to a Draft Environmental Impact Statement For the Columbia River Crossing Project," adopted on February 22, 2007.
- Resolution No. 07-3831B, "For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis," adopted on December 13, 2007.
- Resolution No. 08-3911, "For the Purpose of Approving the Air Quality Conformity Determination for the Federal Component of the 2035 Regional Transportation Plan and Reconforming the 2008-2011 Metropolitan Transportation Improvement Program," adopted on February 28, 2008.
- Resolution No. 08-3938B, "For the Purpose of Providing Metro Council Direction to its Delegate Concerning Key Preliminary Decisions Leading to a Future Locally Preferred Alternative Decision for the Proposed Columbia River Crossing Project," adopted on June 5, 2008.
- Resolution No. 08-3960B "For the Purpose of Endorsing the Locally Preferred Alternative for the Columbia River Crossing Project and Amending the Metro 2035 Regional Transportation Plan with Conditions." adopted July 17, 2008.
- Ordinance 10-1241B "For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply With Federal and State Law; to Add the Regional Transportation Systems Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan." Adopted on June 10, 2010.

3. **Anticipated Effects**

The approval of this resolution would be to "perfect" the endorsement of the Locally Preferred Alternative and remove the conditions imposed by Resolution No. 08-3960B. This would allow the project scope to be finalized through the Final Environmental Impact Statement, would allow Metro to consider approval of the Land Use Final Order and allow the Federal Highway Administration and Federal Transit Administration to issue a Record of Decision. With these actions in place, the project can proceed from the current development stage into final design.

4. **Budget Impacts**

If there is a role for Metro to play, the CRC project would reimburse Metro for any costs incurred for such work (this could be additional updated travel forecasting and updated rating information for the New Starts submission, for example).

RECOMMENDED ACTION

Adopt Resolution No. 11-4264 For the Purpose of Concluding that the Concerns and Considerations Raised About the Columbia River Crossing Project in Exhibit A to Resolution No. 08-3960B have been Addressed Satisfactorily.

Materials following this page were distributed at the meeting.

Oregon
John A. Kitzhaber, M.D., Governor

Department of Transportation
Region 1 Headquarters
123 NW Flanders
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Fax: (503) 731-8259

FILE CODE:

Date: May 26, 2011

To: Region 1 STIP Stakeholders

From: Jeff Flowers
Region 1, Program and Funding Services Manager

Subject: 2014-2015 Draft STIP Outreach

Region 1 currently finalized preparations for the public outreach of the 2014-2015 Draft STIP. The public comment period will last from June 1 through July 31. We will be holding three public meetings in June and July.

The scheduled meetings are:

Meeting #1:
Date: June 22
Location: Powell's Bookstore at Cedar Hills Crossing in Beaverton
Time: 5pm – 8pm

Meeting #2:
Date: June 29
Location: Region 1 Headquarters
Time: 5pm – 8pm

Meeting #3:
Date: July 9
Location: Sandy Mountain Festival
Time: 10am – 2pm

In addition, Region 1 is adding a new website for STIP outreach. The website will provide some overall STIP development information, maps and specific project information for the proposed projects in the 2014-2015 Draft STIP, and allow public comments via web form. The information can be found at the following website:

http://www.oregon.gov/ODOT/HWY/REGION1/STIP

If you have any questions, please feel free to contact me.

Thank you

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JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION
May 12, 2011
Metro Regional Center, Council Chambers

MEMBERS PRESENT	AFFILIATION
Carlotta Collette, Chair	Metro Council
Rex Burkholder	Metro Council
Jack Burkman	City of Vancouver
Shirley Craddick	Metro Council
Craig Dirksen	City of Tigard, representing Cities of Washington Co.
Donna Jordan	City of Lake Oswego, representing Cities of Clackamas Co.
Ann Lininger	Clackamas County
Neil McFarlane	TriMet
Roy Rogers	Washington County
Jason Tell	Oregon Department of Transportation, Region 1

MEMBERS EXCUSED	AFFILIATION.
Sam Adams	City of Portland
Shane Bemis	City of Gresham, representing Cities of Multnomah Co.
Nina DeConcini	Oregon Department of Environmental Quality
Deborah Kafoury	Multnomah County
Steve Stuart	Clark County
Don Wagner	Washington State Department of Transportation
Bill Wyatt	Port of Portland

ALTERNATES PRESENT	AFFILIATION
Bart Gernhart	Washington State Department of Transportation
Andy Ginsburg	Oregon Department of Environmental Quality
Susie Lahsene	Port of Portland

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 7:30 a.m.

2. INTRODUCTIONS

There were none.

3. CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There were none.

4. COMMENTS FROM THE CHAIR AND COMMITTEE MEMBERS

Mr. Jason Tell of the Oregon Department of Transportation (ODOT) updated the committee on congestion pricing pilot projects. ODOT is working on multiple congestion pricing projects with a wide range of pricing applications. Three potential pilot projects were chosen and a more detailed analysis has been completed on those three. Three main findings:

- Traffic diversion is a major challenge; tolling one road creates a major diversion to alternate roads.
- Second, the net revenue was less than what had been planned.
- The third finding is that there is strong skepticism from the public around congestion pricing as well as a strong public response that now is not the time for congestion pricing.

Due to these findings ODOT will not be moving forward with congestions pricing however they will move forward with Portland's parking plan with variable rates based on time of day.

Further briefings from Mr. Tell referred to three specific areas:

- Greenhouse gas analysis, ODOT wants to make sure we capture a system of what a pricing structure might look like.
- Oregon Transportation Commission started a series of white papers regarding tolling roadways, primarily to raise understanding of tolls.
- A road user fee; ODOT would like to make sure pricing is an option or at least looked at as an option.

The final update from Mr. Tell was to share a letter written by the governors of Oregon and Washington regarding the Columbia River Crossing (CRC). The letter specifically addressed the final decision on bridge design for the CRC and the extensive feedback taken into account prior to making a decision.

Mr. Bart Gernhart of Washington State Department of Transportation updated the committee on Governor Gregoire's appointments of Nancy Boyd as the new Chair of the CRC and the new Deputy Chair Chris Strickler.

Chair Carlotta Collette of Metro, briefed the committee on the Regional Flexible Fund Allocation (RFFA). Chair Collette met with local government agencies to kick off the process. Counties are working with local municipalities prior to the August 29, 2011 deadline.

Chair Collette also updated the committee on the Urban Growth Boundary study areas. A letter went to Mayors within the region outlining a set of study areas; on May 24 metro will determine which of those areas will be studied.

Councilor Shirley Craddick of Metro briefed the committee on the East Metro Connections plan study which kicked off on April 22nd. The first meeting was held to discuss timelines, milestones, and serve as an introductory meeting and to discuss what transportation improvements are needed and wanted as a means of improving economic development in the East Metro area. The meeting included mayors, Clackamas County Commissioners, and representatives from influence areas such as ODOT, TriMet, Metro, and the Port of Portland.

5. CONSENT AGENDA

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

MOTION: Mayor Craig Dirksen moved, Councilor Donna Jordan seconded, to approve the consent agenda.

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

6. Climate Smart Communities Scenarios Evaluation – INFORMATION/DIRECTION

Mr. Andy Cotugno of Metro, briefed the committee on greenhouse gas emission reduction scenarios and targets. Vehicle technology will reduce greenhouse gas emissions by 69% which is the majority of the regional goal of 74%. A concern for emissions reductions is that the region will continue to have growth and therefore increases in vehicle miles traveled. Taking growth into account, the target set by the state for greenhouse gas reduction is 20%. The region will need to examine a series of tools to reach this target. The 2040 growth plan is a regional framework that will help define the appropriate transportation tools that don't move the region away from the 2040 plan. This coming summer and fall will be the time to sort through hundreds of different tools and identify two or three different scenarios that represent packages of these tools. Work groups from most jurisdictions will help refine the direction and seek JPACT approval next month to move forward.

Ms. Kim Ellis of Metro updated the committee on the Climate Smart Communities Scenarios Evaluation approach and role of JPACT. This briefing is intended to gather input on the evaluation framework and strategies to be tested in regional scenarios. The evaluation framework provides a set of instructions to staff that will direct the development and evaluation of scenarios

and other research to be conducted in summer 2011. The evaluation framework has been an important piece of work to figure out the scenarios and strategies as well as understanding which combination of strategies will be used. The analysis will include development of a "Strategy Toolbox" that synthesizes existing research on different strategies in terms of their carbon reduction potential, potential co-benefits and synergies, and implementation feasibility. Evaluation will be based on all six desired outcomes throughout the region. While reducing greenhouse gas emissions from light vehicles is important, the scenarios will be used to demonstrate how the region can progress toward the GHG reduction goals set by the state and achieve other outcomes of importance to the region: a healthy economy, clean air and water, and access to good jobs, affordable housing, transportation options, and nature, trails and recreation.

Committee member discussed the potential for overlap within the indicators, the challenges to figuring out public health benefits, possibly separating traditional air quality emissions from air toxics, and the benefit of evaluating the costs to the user by income group.

6.1 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 – ACTION REQUESTED

Mr.Ted Leybold of Metro discussed amending 2010-2013 MTIP to fund on-going management of the Regional Mobility program. This would ensure continued support of key regional programs. TSMO capital infrastructure projects are not impacted. Activities include Grant management, committee management, project management, and performance management. Federal funding has run out on this program and Metro has been using planning funds to backfill.

Mr. Peter Koonce of Portland Bureau of Transportation briefed the committee on the importance of the Metropolitan Transportation Improvement Program (MTIP) resources will allow project groups to know and understand what other project teams are doing which will allow for further connection of applicable projects and example of this collaboration is traffic signal timing between cities throughout the region. We need these funds in order to share with other areas within the region and create these types of collaborations. This will help agencies to use the same language and operate with consistent information.

Committee members asked for clarification on the reductions in FTEs, whether the funding reductions will allow for delivery of the same products, clarification on why there is a reduction in funding, where the money is coming from, and whether bicycling information will be included. Committee members expressed that this is an efficient way to tackle these problems in a limited funds environment. Committee members also expressed the need to minimize administrative costs, if there is a need for FTE to manage this program consideration should be given to the talented planners already employed within local agencies.

Committee members expressed a desire to have more information regarding the impacts of this resolution and would therefore like to postpone a vote until that time.

MOTION: Councilor Rex Burkholder moved, Councilor Donna Jordan seconded, to table Resolution No. 11-4246 to a later date.

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

7. ADJOURN

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

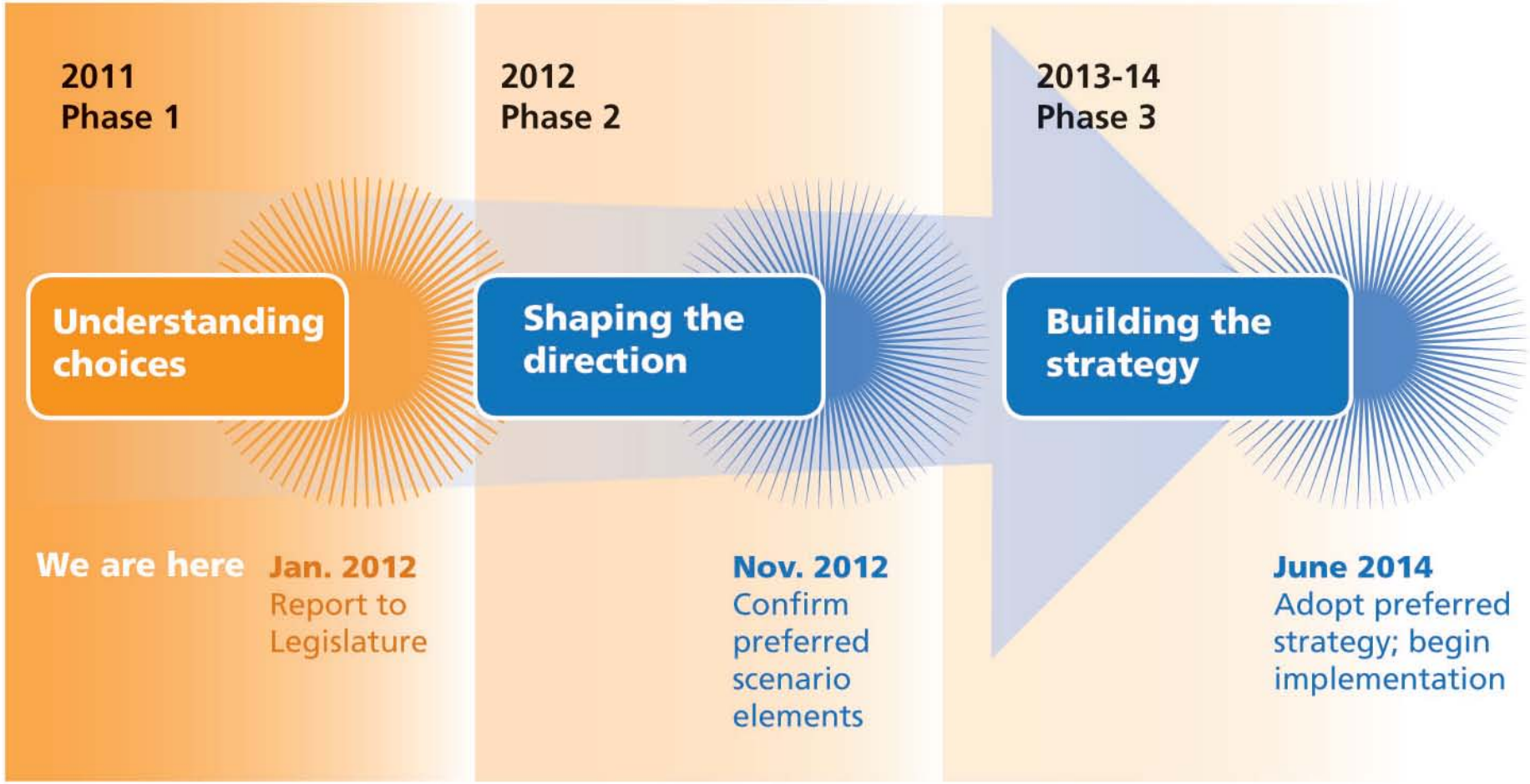
Respectfully submitted,

Chris Myers
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR MAY 12, 2011
The following have been included as part of the official public record:

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
6.0	Handout	5/11/11	Strategies for Reducing Carbon Emissions from Light Vehicles	051211j-01
6.0	PowerPoint	n/a	Scenarios Timeline	051211j-02

Scenarios Timeline



We are here.

Action requested

Direct staff to move forward with recommended approach and report back to MPAC and JPACT in September

CITY OF

PORTLAND, OREGON

June 7, 2011

Metro Policy Advisory Committee Members
600 NE Grand Avenue
Portland, OR 97232

RE: Climate Scenario Planning

Dear Colleagues:

Our region's response to climate change has long been an important issue to me and to the City of Portland. I regret that I am unable to attend the June 8 Climate Smart Communities discussion at MPAC, and appreciate your consideration of some written comments regarding the importance of this work.

First, we have not given sufficient consideration to the ways in which early and successful planning for climate change can create a global competitive advantage for our region. Although we cannot precisely predict the pace of change, the world marketplace is valuing clean energy and moving away from carbon dependence. Regions that act strategically to preserve a high quality of life, cultivate green technologies, and provide rapid, fuel-efficient freight transport will be increasingly attractive locations for new and expanding businesses. Such regions will also benefit by exporting their knowledge, technologies, and products.

Second, we must acknowledge that planning for climate change serves the long-term wellbeing of our citizens. When communities provide convenient access to local businesses and services as well as a growing job base, equity rises and we are all better off. Reduced oil dependence will also help households manage rising fuel prices and expected price shocks; spending less at the pump will keep more dollars circulating in the local economy. We can also achieve a human and financial "health dividend" from active transportation.

Our leadership on climate change can build on our tradition of innovation. Bold decisions made decades ago have already given us a head start over other American cities and regions. For example, Multnomah County per capita carbon dioxide emissions have fallen by 20 percent since 1990. This is unprecedented in the United States, and a measure of the success we can achieve if we continue to act with purpose and resolve. Continuing to lead in climate change planning will influence priorities in transportation, development, and land use planning. Clear commitments will help ensure our success and consequent economic advantage. These steps are not free, but the best economic study of climate change to date, the Stern Review on the Economics of Climate Change, supports the view that the benefits of action far outweigh the costs.

Climate planning is an investment in the long-term success of our region, advancing the goals of prosperity and equity, as well as demonstrating responsibility to our planet and to future generations. I look forward to continuing to work with you towards these aims.

Mayor Sam Adams

cc: Joint Policy Advisory Committee on Transportation

Columbia River CROSSING

A long-term, comprehensive solution

JPACT/Metro Council: Status of LPA Conditions

Andy Cotugno

June 9, 2011




Oregon Department of Transportation

Washington State Department of Transportation

Federal Transit Administration • Federal Highway Administration
City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet

I-5 Transportation/Trade Partnership Recommendations for BIA

- **Fix three I-5 bottlenecks:**
  - I-5 Salmon Creek in Clark County **- Completed 2006**
  - Delta Park in Portland **- Completed 2010**
  - Interstate Bridge and nearby interchanges **- FEIS to be submitted 2011**

Portland / Vancouver I-5 Transportation and Trade Partnership

Purpose and Need: Address Six Problems

- **Congestion**
  Growing travel demand exceeds capacity
- **Public transit**
  Service and reliability are limited by congestion
- **Freight**
  Mobility through the area is impaired
- **Safety**
  Crash rates are too high
- **Bicyclists and pedestrians**
  Paths and connections are inadequate
- **Earthquake safety**
  Bridges don't meet current seismic standards

70 Ideas to Solve Transportation Problems

- **Six categories:**
  - River Crossing – 23 ideas
  - Transit – 14 ideas
  - Bicycle and Pedestrian – 6 ideas
  - Freight – 5 ideas
  - Transportation Demand/System Management – 18 ideas
  - Roadways North and South – 2 ideas

Alternatives in Draft Environmental Impact Statement published May 2008

1. **No build**
2. **Replacement bridge with bus rapid transit**
3. **Replacement bridge with light rail**
4. **Supplemental bridge with bus rapid transit**
5. **Supplemental bridge with light rail**

All “build” alternatives include peak tolling, interchanges, freight, and pedestrian/bicycle improvements between SR-500 and Delta Park.

LPA Endorsement with Conditions

- **July 2008 - All 6 local sponsor agencies vote in favor of LPA resolutions**
- **Some sponsor agency leaders had questions for the FEIS process, including:**
  - Need independent review of travel demand analysis
  - Need independent review of GHG analysis
  - Can tolling or other TDM strategies further reduce demand?
  - Can increasing transit service further reduce demand?
  - Raised concern over induced growth and costs
  - Consider specific design changes, including number of lanes and interchange designs
  - Interest in community enhancement fund
- **Adopted into MTP and RTP in July 2008**

Locally Preferred Alternative

- **Replacement I-5 bridge**
  - 3 through lanes with up to 3 auxiliary lanes; now decided upon 2 auxiliary lanes
  - 2 or 3 bridge structures; now decided upon 2 bridges
- **Improvements to closely-spaced highway interchanges**
- **Light rail extension to Clark College**
- **Pedestrian and bicycle facility improvements**
- **Tolling as a finance and demand management tool**

Columbia River CROSSING

Status report on Metro's LPA conditions

Oregon Department of Transportation

Washington State Department of Transportation

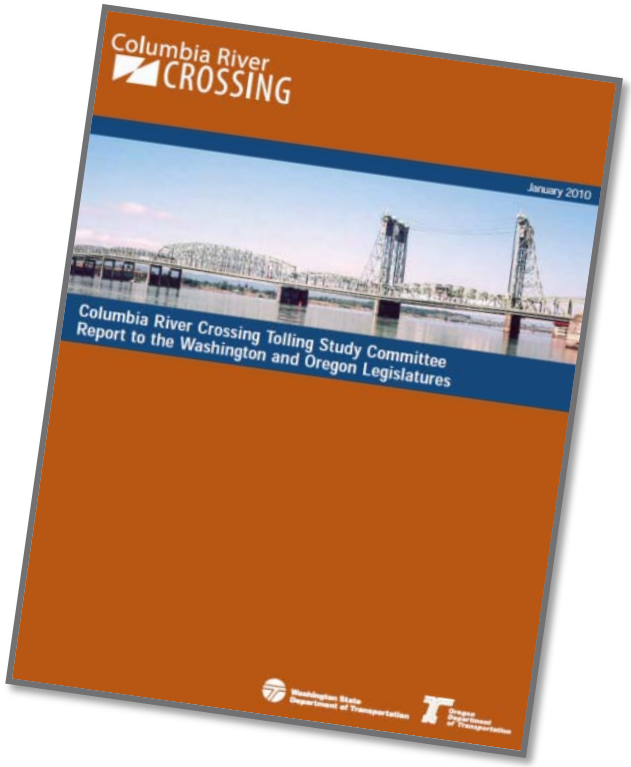
Federal Transit Administration • Federal Highway Administration
City of Vancouver • City of Portland • SW Washington Regional Transportation Council • Metro • C-TRAN • TriMet

Metro's Conditions (from Resolution 08-3960B)

A. Tolling
B. Number of Auxiliary Lanes
C. Impact Mitigation and Community Enhancement
D. Demand Management
E. Financing Plan
F. Capacity Considerations, Induced Demand and Greenhouse Gases
G. Preservation of Freight Access
H. Light Rail
I. Design of Bicycle and Pedestrian Facilities
J. Urban Development Impacts at Redesigned Interchanges
K. Bridge Design

A. Tolling

- **Analyses of Tolling**
  - Tolling analysis for DEIS/FEIS (2008 – 2011)
  - Tolling Study Report to the Legislatures (2009 – 2010)
  - Oregon Treasurer's Analysis (Underway)
  - Investment Grade Analysis (Future)



Tolling Study Scenarios

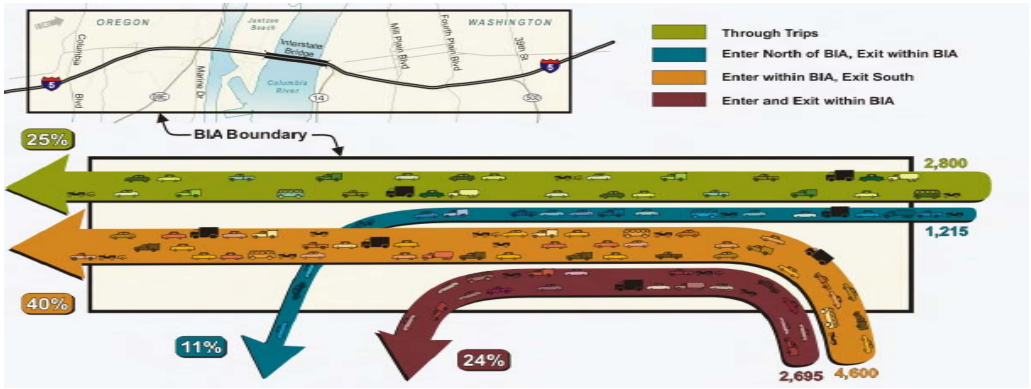
	Scenarios Analyzed	Min/Max Toll Rate (2006$)	Min/Max Toll Rate (2018$)	Tolls Collected	Toll Schedule Type	Tolling Start Date
Tolling I-5 Only	**Scenario 1A** *DEIS Toll Rate*	$1.00 / $2.00	$1.34 / $2.69	Each Way	Symmetric Variable Toll Schedule	July 1, 2018 (FY 2019)
	Scenario 1B *Lower than DEIS Toll Rate*	$1.00 / $1.50	$1.34 / $2.02			
	Scenario 1C *Flat Toll Rate*	$1.65	$2.22		Symmetric Fixed Toll Schedule	
	Scenario 1D *Additional Price Points*	$1.00 / $2.50	$1.34 / $3.36		Symmetric Variable Toll Schedule	
	Scenario 1E *1.5x DEIS Toll Rate*	$1.50 / $3.00	$2.02 / $4.03			
	Scenario 1F *2x DEIS Toll Rate*	$2.00 / $4.00	$2.69 / $5.38			
	Scenario 1G *3x DEIS Toll Rate*	$3.00 / $6.00	$4.03 / $8.07			
	Pre-Completion Tolling[1] *DEIS Toll Rate*	$1.00 / $2.00	$1.34 / $2.69	Each Way	Symmetric Variable Toll Schedule	July 1, 2013 (FY 2014)
Tolling I-5 and I-205	**Scenario 2A** *DEIS Toll Rate*	$2.00 / $4.00	$2.69 / $5.38	Southbound Only[2]	Symmetric Variable Toll Schedule	July 1, 2018 (FY 2019)
	Scenario 2B *Lower than DEIS Toll Rate*	$2.00 / $3.00	$2.69 / $4.03			
	Scenario 2C *Lower I-205 Toll*	I-5: $2.00 / $4.00 I-205: $2.00 / $3.00	I-5: $2.69 / $5.38 I-205: $2.69 / $4.03			

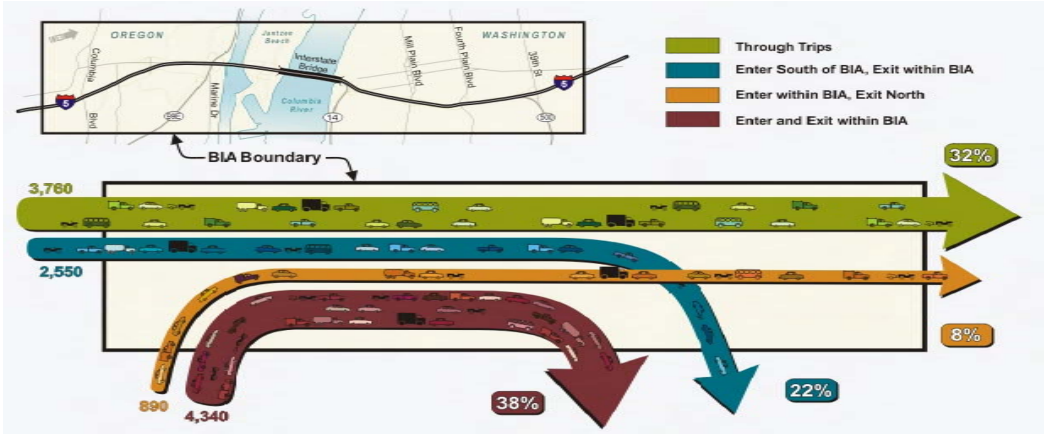
[1] Pre-Completion Tolling to be added to any other scenario

[2] A round-trip toll is collected on scenarios tolling Southbound only

B. Number of Auxiliary Lanes

- **Closely spaced interchanges and high volumes of traffic entering and exiting the corridor complicate operations and design.**





Columbia River CROSSING

Number of auxiliary lanes recommendation and decision

- Additional study during summer 2010 through Integrated Project Staff (IPS) and Project Sponsors Council (PSC) and included 8, 10, and 12 lane scenarios.
- Recommendation for three through lanes and two auxiliary lanes across the bridge.
- Results in a narrower bridge section and two fewer lanes than studied in DEIS.

C. Conclusions related to health impacts

- **Project increases opportunities for physical activity:**
  - Improved pedestrian and bicycle facilities
  - Transit Oriented Development
- **Noise impact from highway traffic will be lower than no-build due to mitigation, including sound walls. All light rail transit noise can be mitigated.**
- **Currently, all runoff from river crossing and much of I-5 is untreated. Project will treat all runoff from river crossing plus much of I-5.**
- **All criteria air pollutants and mobile source air toxins will be lower in 2030 than today. Long-term mitigation for air quality is not proposed.**

C. Community enhancements

- **Project will provide multi-modal transportation improvements and enhancements for the community within the project area:**
  - Light rail transit in the corridor
  - A safer system for all users
  - Local street improvements, including Tomahawk Island Dr.
  - Separate arterial bridge from north Portland to Hayden Island
  - Public art component of transit element
  - Significantly improved bicycle and pedestrian pathways and connections

- **Will continue to examine setting up a Community Enhancement Fund**

D. Transportation Demand Management

TDM Working Group developed a comprehensive program with:

- **Construction phase – focused on "saving vehicle trips" in the corridor to reduce possible capacity losses resulting from construction**
- **Post-construction phase – to be implemented by the Mobility Council**

Post-construction TDM programs

- **The Mobility Council could direct the post-construction TDM program to achieve desired results based on the framework developed by the Performance Measures Advisory Group (PMAG).**
- **PMAG's goal areas covered:**
  - System access, mobility, and reliability
  - Financial responsibility and asset management
  - Climate, energy security, and health
  - Safety and security
  - Economic vitality
  - Land use

Post-construction TDM programs

- **PMAG's identified a need to coordinate:**
  - Traditional transportation actions under state DOT jurisdiction (tolls, freeway operations)
  - Other agencies' transportation actions (arterial operations, transit service and fares)
  - Other agencies' indirect policies and actions (land use, parking policies)

E. Finance plan

Conceptual Financing Plan presented to PSC in January 2010

New Starts Assumes full FTA New Starts request granted. CRC may fulfill FTA local match requirements using local highway expenditures, per Congressional action.	**$850 million**
Projects of National Significance Additional funding above and beyond existing allocations. Assumed likely based on scope of CRC project and historical success in securing Federal discretionary funding.	**$400 million**
Additional WSDOT/ODOT Funding Assumes additional funding generated from both DOTs.	**$900 million**
Toll Bond Proceeds	**$1.1 - $1.4 billion**

Status of finance plan activities

- Updated financial element for Final EIS is being prepared.
- At the direction of the Oregon governor, the state treasurer is currently conducting an independent review.
- An investment grade study will be conducted prior to bonding.
- Request for state and federal funds intended to not be at the expense of other regional priorities

F. Capacity considerations, induced demand and greenhouse gases

Capacity Considerations and Induced Demand

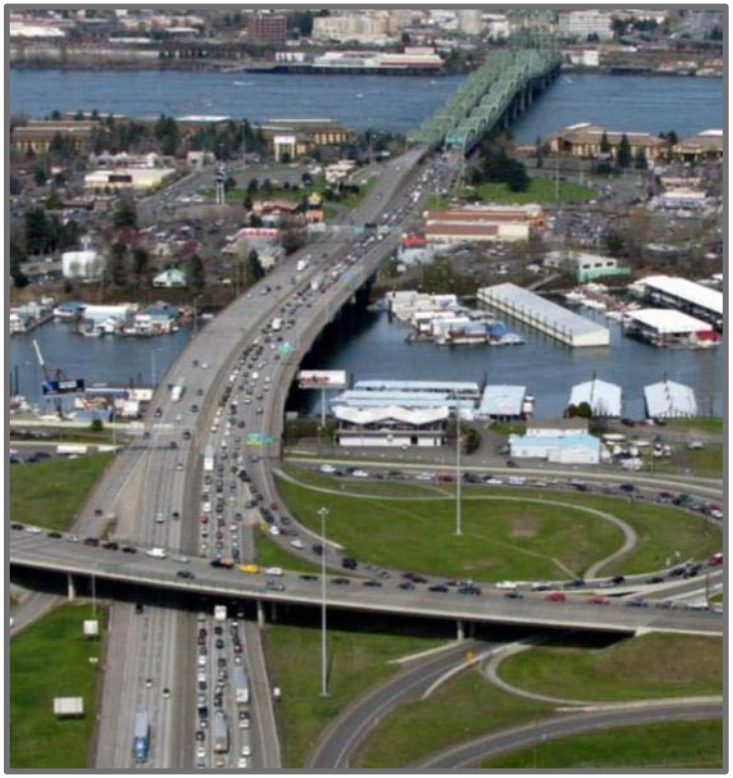
- Strategies to enhance mobility and reduce traffic volumes were developed by the Transportation Demand Management Working Group, the Performance Measures Advisory Group and Integrated Project Staff (IPS).
- Metro conducted a quantitative study using Metroscope and concluded the project would have negligible impact on population and employment growth in Clark County.

Capacity considerations, induced demand and greenhouse gases

- **Greenhouse Gases**
  - DEIS analysis showed that the project would reduce GHG emissions relative to no-build.
  - Greenhouse Gas Emissions Analysis Expert Review Panel, convened in 2008, validated methodology and findings in DEIS and recommended refinements.
  - Updated analysis using latest EPA model (MOVES) showed greater emission reductions than previously estimated.
  - The GHG and Climate Change analysis was recognized with a 2009 NEPA Excellence Award from National Association of Environmental Professionals.

G. Preservation of freight access

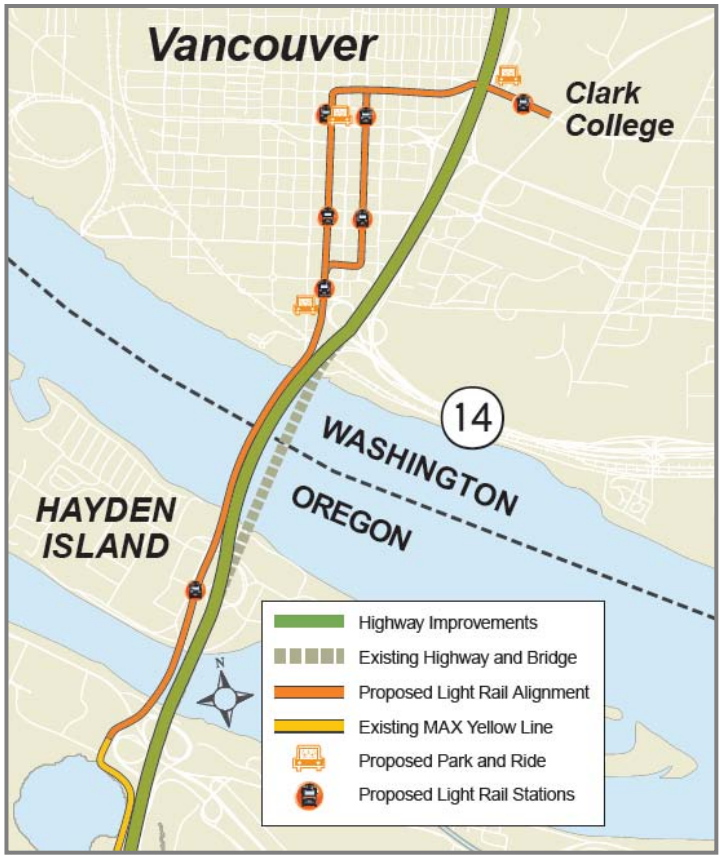
- The Freight Working Group has been a key participant, especially with regard to the Marine Drive interchange.
- A flyover ramp to further improve freight access could be constructed later at the Marine Drive interchange.



- An arterial bridge connect to Hayden Island, instead of additional ramp connections to I-5, frees capacity for freight movements at the Marine Drive and Hayden Island interchanges.
- Interchange Area Management Plans for Marine Drive and Hayden Island interchanges use access management strategies and land use tools to help protect the interchanges.

H. Light rail transit

- **Light rail transit is being advanced as a key element of the project.**
- **The terminus selected is near Clark College.**
- **The route through Vancouver and station locations have been identified and are included in the project.**
- **Three park-and-ride facilities have been identified for Vancouver and are included in the project.**



I. Bicycle and pedestrian facilities

- The project is seeking to implement a “world class” facility.
- The width on the main span will be greater than other crossings in the region and far exceed minimum standards.
- Connections will be provided to north Portland, Hayden Island and Vancouver.
- Special efforts are being made to improve upon the existing, circuitous routing.

Columbia River CROSSING

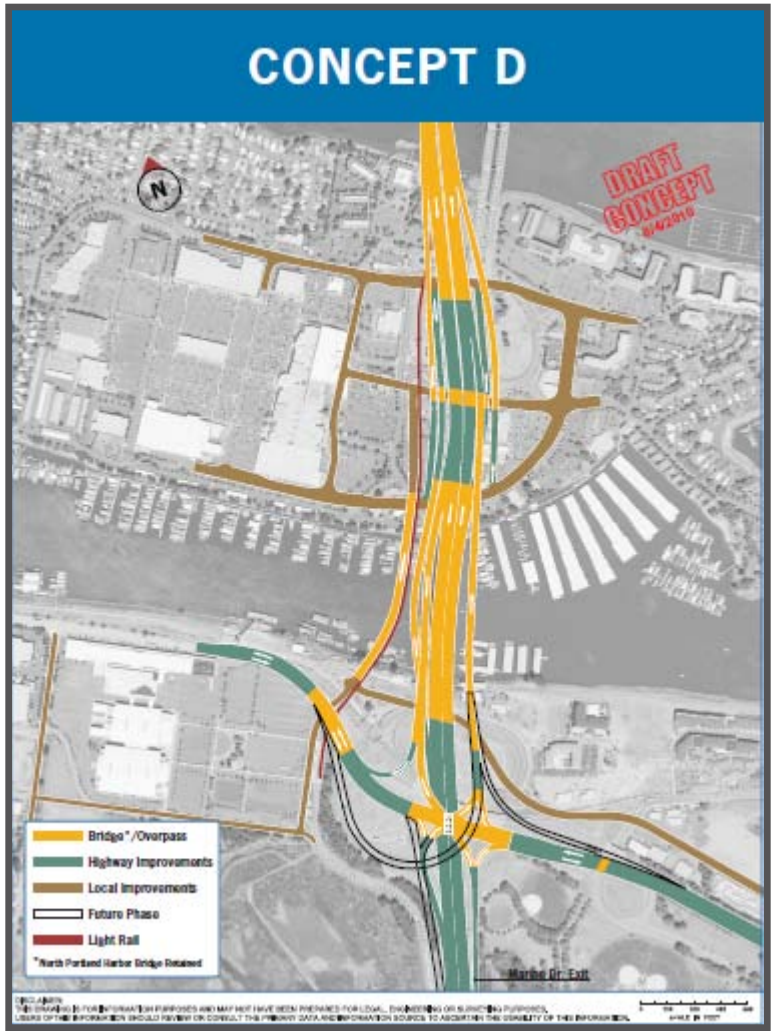
PBAC Recommendations: Maintenance and Security Program Summary

- Reliable funding for maintenance and security
- Programming of activity space for “eyes on the pathway”
- Visible and regular monitoring by security personnel with cameras, and call boxes
- Appropriate lighting
- Posting of laws and ordinances
- Citizen and volunteer participation for maintenance, operations and programming

J. Urban development impacts at redesigned interchanges

- The Marine Drive Stakeholder Group and Portland Working Group have been key participants in redesign efforts.
- The Hayden Island interchange was redesigned to further the Hayden Island Plan, to support transit, and implement a “main street” concept for Tomahawk Island Drive.
- The Hayden Island and Marine Drive interchange designs are matched with the arterial bridge connecting Hayden Island to a better connected local street system to access north Portland.

Hayden Island interchange examples – refined LPA vs Concept D



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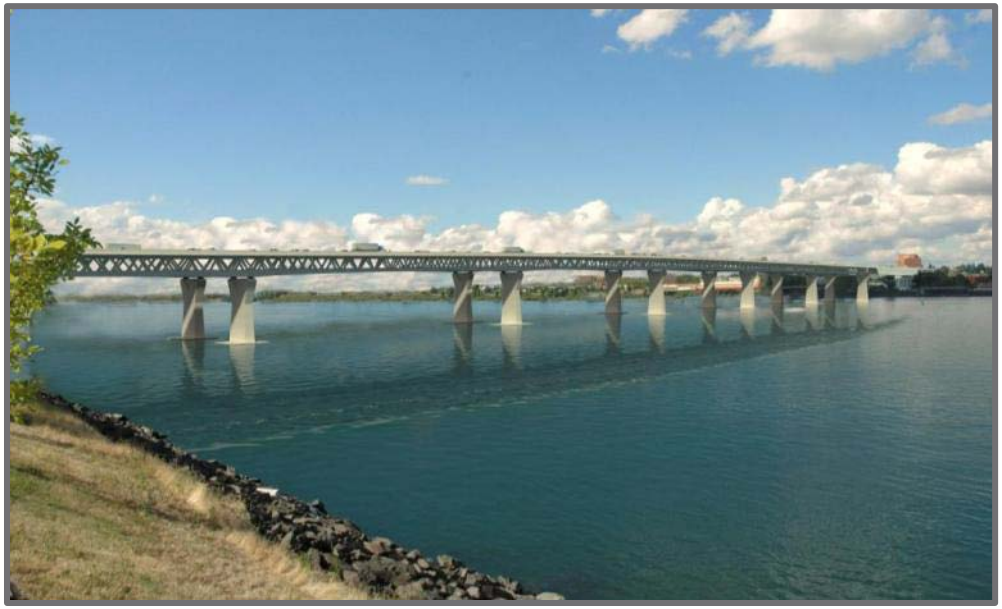
K. Bridge design

- **Beginning in November 2010, the Bridge Review Panel reviewed project constraints (marine and aviation) and the bridge type.**
- **The Bridge Review Panel identified three bridge types more suitable than the open web truss design that had been advanced: cable-stayed, tied-arch and composite truss.**
- **The governors of Oregon and Washington selected a bridge type on April 25, 2011 and directed that the project add a bridge architect to the project.**

Bridge design

- **The Governors' decision to select the bridge truss type was based on:**
  - Reducing and eliminating risks to schedule and budget
  - Affordability
  - Securing funding



Columbia River CROSSING

Status of Metro's LPA conditions

- Resolved or will be resolved with FEIS/ROD
- On track, but requires additional actions/decisions beyond FEIS/ROD
- Unresolved

- A. Tolling
- B. Number of Auxiliary Lanes
- C. Impact Mitigation and Community Enhancement
- D. Demand Management
- E. Financing Plan
- F. Capacity Considerations, Induced Demand and Greenhouse Gases
- G. Preservation of Freight Access
- H. Light Rail
- I. Design of Bicycle and Pedestrian Facilities
- J. Urban Development Impacts at Redesigned Interchanges
- K. Bridge Design

Metro Resolution No. 11-4264

- Accepts responses to the concerns and considerations from LPA resolution
- Supports proceeding with publishing FEIS
- Acknowledges further refinements and decisions will be made and Metro will be involved

June 8, 2011

JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT)
Metro Council

Re: Hayden Island Livability Project – Ongoing CRC Concerns

Dear Metro Council,

On behalf of the Hayden Island Livability Project (HILP), we are writing to urge you to reject the current iteration of the Locally Preferred Alternative (LPA) for the Columbia River Crossing (CRC) Project, and/or condition your support on the successful resolution of our continued concerns around livability, equity and environmental justice.

HILP is comprised of Hayden Island residents and friends interested in protecting and promoting the livability of our community. HILP is a grassroots effort that was established to empower the 1,400 residents of the Hayden Island Manufactured Home Community. We are a diverse community, primarily low-income seniors with a range of health concerns, limited-mobility and fixed-incomes, as well as working-class families of color with young children. Our community is an environmental justice community, and we are concerned that the current CRC plan does not address the disproportionate impacts that we will bear as a result of this project. We are aware of the regional significance of this project, and yet it is our community that will bear the majority of impacts – both during and after construction. We are the fenceline community to the construction, and we live in closest proximity to the Interstate Bridge.

While our two-plus years of advocacy has been successful in achieving a compromise design proposal for the Hayden Island freeway interchange and a slight reduction in the number of freeway lanes crossing our community, too many questions remain unanswered at this time to move forward with the plan in good conscience. Fundamental to these concerns is the continued failure of the CRC agency to acknowledge our community as an environmental justice community. This critical oversight perpetuates errors throughout the design and impact analysis process that will result in a flawed Final EIS, and as such, an unjust project. Given Metro's commitment to regional equity, this Council must lead by example and condition approval of the LPA on CRC's recognition of our socioeconomic circumstances and hardships. The following issues represent some of the ongoing concerns that have yet to be addressed by CRC.

1. Construction Staging

The revised LPA includes the community's priority of a local access bridge to connect our community to Portland. It is essential that this local access bridge be designated a top priority in the construction staging for two primary reasons: (1) to ensure government accountability to deliver on a community priority, lest this bridge fail to materialize later in the process on account of fiscal or transportation shifts; and (2) to

ensure that our community, comprised of a disproportionate amount of seniors with medical concerns, are not trapped on the island once principal bridge construction begins. Any mobility restrictions for our residents would represent an unacceptable burden. Associated with this demand is the need for continuous emergency vehicle access for community residents.

2. Grocery and Pharmacy Availability

The current LPA requires a complete taking of the Safeway store on Hayden Island, which is the only local source of fresh food and prescription medication for our community. Given the age, health conditions and limited mobility of many of our residents, this represents an unacceptable and unlawful impact for our community. Although we have clearly stated our need for local access to food and medication, CRC has yet to provide a well-defined plan for doing so. Until there is a commitment to mitigating the impacts of the Safeway taking, the LPA presents an unconscionable burden for our community.

3. Air Toxics and Air Quality

Although mitigation of community impacts is not a part of LPA design itself, the Metro Council should be extremely cautious in approving a proposal that would significantly threaten the air quality of local communities. Our community will be severely burdened in two primary ways: from diesel pollution and dust due to bridge/freeway construction, and from increased vehicle emissions after the project is complete. The current LPA sites the staging ground for construction at the vacant Thunderbird Motel, which sits at the fenceline of our community. We will be dealing with the immediate impacts from construction, as well as the brunt of emissions from increased freeway traffic. We ask the Metro Council to condition their approval of the LPA on CRC's commitment to air quality mitigation measures: on-site air quality monitoring, low-sulfur diesel in all construction equipment, dust mitigation and a 1% community enhancement fund.

This project represents an opportunity for the Portland Metro region to uphold equity principles and put them into action. We are a low-income vulnerable community bearing the disproportionate burden of this massive public works project while realizing few if any of the benefits.

We call on the Metro Council to uphold environmental justice values in rejecting any project plan that does not consider and protect our community needs.

Donna Murphy
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COLUMBIA CORRIDOR
ASSOCIATION

8 June 2011

Metro Council
600 NE Grand Ave.
Portland, OR 97232

Dear Metro Council,

I'm writing in support of Resolution 11-4264 as Executive Director of the Columbia Corridor Association, Chair of the Portland Freight Committee and a member of the Columbia River Crossing (CRC) Freight Working Group.

The CRC project has had an extraordinary amount of local oversight. A 39 member Task Force, an independent review panel, three active working groups, and a project sponsors council. In addition, a variety of reviews have resulted in a Metroscope analysis and a national award for greenhouse gas analysis. Our region can be proud of the comprehensive, albeit expensive, public process this project continues to go through.

With so much local oversight comes an increase in opinions voiced. The additional critiques can help us build a better project. But when it comes to a vote, such as the case with Resolution 11-4264, it behooves us to note that the increased cacophony of voices has not led to more disagreement. Approximately 70% of our region's population wants the project to be built. 37 of the 39 members of the Task Force want the project to be built. The Independent Review Panel concluded the project is worthy. The CRC working groups support the project. The Project Sponsors Council supports it and the governors of both states are firmly behind it. Most pertinently, Metro's own well-written analysis recommends adoption of the resolution before you. If all this support is the result of a conspiracy of myths, the ringleader must be an extremely capable villain.

As the Metro analysis makes clear, there are still topics we must keep an eye on. This project is an excellent opportunity to make even more progress on environmental justice. Tolls need to be tied firmly to objective demand management criteria. Bicycle access needs to be safe and convenient. However, there is no indication that these unfinished concerns are being ignored.

Please cast a strong vote for this resolution a send a message to our federal partners that we have put more consideration into this project than perhaps any other they have seen. Please remain committed to the need for light rail to Vancouver, excellent bicycle access, and safety improvements.

Respectfully submitted,

Corky Collier
Executive Director

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