

Metro | Agenda

Meeting: Metro Policy Advisory Committee (MPAC)
Date: Wednesday, April 10, 2013
Time: 5 to 7 p.m.
Place: Metro, Council Chamber

- | | | | |
|---------|-----|--|----------------------|
| 5 PM | 1. | <u>CALL TO ORDER</u> | Loretta Smith, Chair |
| 5:02 PM | 2. | <u>SELF INTRODUCTIONS & COMMUNICATIONS</u> | Loretta Smith, Chair |
| 5:05 PM | 3. | <u>CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS</u> | |
| 5:10 PM | 4. | <u>COUNCIL UPDATE</u> | |
| 5:15 PM | 5. | * <u>CONSIDERATION OF THE MARCH 13, 2013 MINUTES</u> | |
| | 6. | <u>INFORMATION / DISCUSSION ITEMS</u> | |
| 5:20 PM | 6.1 | Legislative Update – <u>INFORMATION</u> <ul style="list-style-type: none">• <i>Outcome:</i> Provide an update on the 2013 legislative session. | |
| 5:25 PM | 6.2 | Update from MPAC Members Who Attended the National League of Cities Conference – <u>DISCUSSION</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC updated on hot topics and best practices from cities around the country. | |
| 5:40 PM | 6.3 | * 2035 Regional Transportation Plan Amendments – <u>INFORMATION</u> <ul style="list-style-type: none">• <i>Outcome:</i> MPAC is informed of proposed amendments to the 2035 RTP in preparation for making a recommendation to Metro Council at the April 24 MPAC meeting. | John Mermin, Metro |

Continued on back...

5:55 PM **6.4** * Climate Smart Communities Scenarios Project: MPAC Input on Evaluation Criteria – INFORMATION /DISCUSSION

Kim Ellis, Metro

The evaluation criteria have been informed by:

- Public health workshop
 - Environmental workshop
 - Equity and environmental justice workshop
 - Business focus groups
- Outcome: MPAC members are provided with information from workshops and focus groups to help them identify what questions they need to have answered in the further evaluation of the scenarios.

MPAC will be requested to make a recommendation on moving forward with the evaluation at the May 8 committee meeting.

6:45 PM **7.** **MPAC MEMBER COMMUNICATION**

7 PM **8.** **ADJOURN**

Loretta Smith, Chair

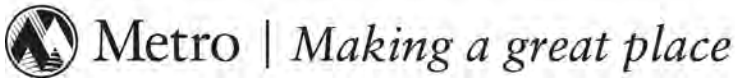
* Material included in the packet.

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.

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2013 MPAC Tentative Agendas

As of 4/3/13

*Items in italics are tentative; **bold** denotes required items*

<p><u>MPAC Meeting – Canceled</u> Wednesday, March 27, 2013</p>	<p><u>MPAC Meeting</u> Wednesday, April 10, 2013</p> <ul style="list-style-type: none">• Legislative Update –Information• Update from MPAC members who attended the National League of Cities conference – Discussion• 2035 RTP Amendments – Information• Climate Smart Communities Scenarios project: presentation on the scorecard workshops – Information/discussion <p><u>FYI: Best Practices Trip – Atlanta, GA</u> April 9 to 12, 2013</p>
<p><u>MPAC Meeting</u> Wednesday, April 24, 2013</p> <ul style="list-style-type: none">• <i>Update from MPAC members who attended the Atlanta Best Practices trip – Discussion</i>• <i>2035 RTP Amendments – Action</i>• <i>Eco-Efficient Employment – Information/Discussion</i>• 2014 Urban Growth Report and growth management decision – present draft timeline	<p><u>MPAC Meeting</u> Wednesday, May 8, 2013</p> <ul style="list-style-type: none">• Legislative Update –Information• Climate Smart Communities Scenarios project – Recommendation to the Metro Council requested• <i>Community Investment Initiative strategic direction, accomplishments, and next steps around fostering development-ready communities and school facility planning processes – Information</i>• <i>Brownfields – presentation by City of Portland, continued MPAC discussion of policy recommendations to advance brownfields remediation in region.</i>

<p><u>MPAC Meeting</u> Wednesday, May 22, 2013</p> <ul style="list-style-type: none"> • <i>Presentation on health & land use featuring local projects from around the region</i> • <i>Community Investment Initiative Development – Readiness Pilot Program, preliminary results – Information</i> • <i>TriMet: Priorities</i> 	<p><u>MPAC Meeting</u> Wednesday, June 12, 2013</p> <ul style="list-style-type: none"> • <i>Legislative Update –Information</i> • <i>Presentation on the final draft of the Regional Active Transportation Plan – Information</i> • <i>Community Investment Initiative update</i> • <i>Metro Planning & Development grants update</i>
<p><u>MPAC Meeting</u> Wednesday, June 26, 2013</p> <ul style="list-style-type: none"> • <i>Large site industrial site readiness – further discussion of policy recommendations and update on 2013 state legislation.</i> • <i>2040 Regional Transportation Plan Update – Information</i> • <i>Institutional Food Buying Alliance – presentation by Multnomah County, Clackamas County, private sector representatives – Information/ Discussion</i> • <i>Affordable Housing Opportunities, tools and strategies-discussion</i> 	<p><u>MPAC Meeting</u> Wednesday, July 10, 2013</p> <ul style="list-style-type: none"> • <i>MPAC field trip</i>
<p><u>MPAC Meeting</u> Wednesday, July 24, 2013</p> <ul style="list-style-type: none"> • <i>Consider cancellation</i> 	<p><u>MPAC Meeting</u> Wednesday, Aug. 14, 2013</p> <ul style="list-style-type: none"> • <i>Metropolitan Export Initiative</i> • <i>SW Corridor Plan</i> • <i>Climate Adaptation Presentation (building community resilience to future climate impacts (Kent Snyder – ACSI; Tim Lynch – Multnomah County Office of Sustainability; Kari Lyons-Eubanks – Multnomah County Environmental Health; Vivek Shandas – PSU</i>

<u>MPAC Meeting</u> Wednesday, Sept. 11, 2013 <ul style="list-style-type: none"> • <i>Discuss next steps on brownfields/large site industrial if needed</i> 	<u>MPAC Meeting</u> Wednesday, Sept. 25, 2013 <ul style="list-style-type: none"> • <i>2040 Regional Transportation Plan – Project Solicitation</i>
<u>MPAC Meeting</u> Wednesday, Oct. 9, 2013 <ul style="list-style-type: none"> • <i>20-year population and employment forecasts</i> • <i>Climate Smart Communities: Phase II Findings– update/discussion</i> 	<u>MPAC Meeting</u> Wednesday, Oct. 23, 2012 <ul style="list-style-type: none"> • <i>Topics TBD</i>
<u>MPAC Meeting</u> Wednesday, Nov. 13, 2012 <ul style="list-style-type: none"> • <i>Topics TBD</i> 	<u>MPAC Meeting</u> Wednesday, Dec. 11, 2012 <ul style="list-style-type: none"> • <i>Climate Smart Communities: Final check-in for 2013 – update/discussion</i>

Parking Lot:

- Equitable distribution of transit services in the region
- Presentation on Metro Council work plan for 2013
- Equity indicators in the region
- Apartments without parking
- Equity Atlas
- Oregon Energy Plan
- Statewide Transportation Strategy



Metro Policy Advisory Committee
March 13, 2013
Metro Regional Center, Council Chambers

MEMBERS PRESENT

Amanda Fritz
Andy Duyck
Annette Mattson
Bill Turlay
Bob Grover
Bob Stacey
Charlynn Newton
Craig Dirksen
Craig Prosser
Denny Doyle
Doug Neeley
Jody Carson, *1st Vice Chair*
Josh Fuhrer
Kent Studebaker
Loretta Smith, *Chair*
Marilyn McWilliams
Sam Chase
Wilda Parks

AFFILIATION

City of Portland
Washington County
David Douglas School Board, Governing Body of School Districts
City of Vancouver
Citizen, Washington Co. Citizen
Metro Council
City of North Plains, City in Washington Co. Outside the UGB
Metro Council
TriMet
City of Beaverton, Washington Co. 2nd Largest City
City of Oregon City, Clackamas Co. 2nd Largest City
City of West Linn, Clackamas Co. Other Cities
City of Gresham, Multnomah Co. 2nd Largest City
City of Lake Oswego, Clackamas Co. Largest City
Multnomah County
Tualatin Valley Water District, Washington Co. Special Districts
Metro Council
Citizen, Representing Clackamas Co. Citizen

MEMBERS EXCUSED

Charlie Hales
Jerry Willey
Martha Schrader
Maxine Fitzpatrick
Norm Thomas
Peter Truax, *2nd Vice Chair*
Steve Clark
Steve Stuart
William Wild

AFFILIATION

City of Portland
City of Hillsboro, Washington Co. Largest City
Clackamas County
Citizen, Representing Multnomah Co. Citizen
City of Troutdale, Multnomah Co. Other Cities
City of Forest Grove, Washington Co. Other Cities
TriMet Board of Directors
Clark County
Boring Fire District, Clackamas Co. Special Districts

ALTERNATES PRESENT

Jennifer Donnelly
Susie Lahsene

AFFILIATION

Oregon Dept. of Land Conservation and Development
Port of Portland

STAFF: Joe Montanez, Ina Zucker, Robin McArthur, Nikolai Ursin, Andy Cotugno, Kim Ellis, Jonathan Jubera, Patty Unfred, Grace Cho, Ray Valone, Bob Foster, Councilor Shirley Craddick, Councilor Kathryn Harrington

1. CALL TO ORDER AND DECLARATION OF A QUORUM

Chair Loretta Smith called the meeting to order and declared a quorum at 5:07p.m.

2. SELF INTODUCTIONS & COMMUNICATIONS

All attendees introduced themselves.

3. CITEZEN COMMUNICATION ON NON-AGENDA ITEMS

No citizen communication or non-agenda items were discussed.

4. COUNCIL UPDATE

Councilor Bob Stacey provided an update on the following items:

- On Feb. 28 the Metro Council adopted the master plan for the 22-mile-long Ice Age Tonquin Trail which will connect the cities of Sherwood, Tualatin, and Wilsonville. Five miles of the trail has already been completed and the next phase consists of constructing the Cedar Creek Greenway through the City of Sherwood.
- House Bill 3067, the Area 93 land transfer from Multnomah Co. into Washington Co., has received unanimous support in the Oregon Legislature House Land Use Committee. The bill will be voted upon in the Oregon House this week.

5. CONSENT AGENDA

- **Consideration of the Feb. 27, 2013 minutes**

MOTION: Councilor Jody Carson moved, Ms. Wilda Parks seconded, to approve the consent agenda.

ACTION: With all in favor, the motion passed.

6. INFORMATION & DISCUSSION ITEMS

6.1 Legislative Update

Councilor Craig Dirksen provided an update on the following items:

- The I-5 Replacement Bridge Project;
- Paint Stewardship;
- Willamette Falls Legacy Project;
- Industrial site readiness;
- Property tax reform;
- Area 93;
- TriMet collective bargaining;
- Clean Fuels Program;
- Affordable Housing.

Mayor Doug Neeley, City of Oregon City, wanted to go on record in expressing his support of the Willamette Falls site.

6.2 **Climate Smart Communities Scenarios Project: Investment Choices**

Councilor Craig Dirksen introduced Kim Ellis as well as provided a brief introduction to Climate Smart Communities.

The Climate Smart Communities Scenarios Project will help the region's cities and counties define their goals for the next 20 years. It will show how those goals might help the region reduce carbon emissions. There are many ways we can reduce pollution, create healthy, more equitable communities and nurture the economy, too.

A one-size-fits-all approach won't meet the needs of our diverse communities. Instead, a combination of many local approaches, woven together, will create a diverse yet shared vision for how we can keep this a great place for years to come. With many options available to the region, the next step is to test three potential future ways the region could grow and invest, called scenarios, to see what might work best. Since community investment is such a powerful tool for helping grow jobs and protecting our clean air, the region will consider a range of investment levels - low, medium and high - to demonstrate what communities and the region can accomplish on our current path with existing resources and tools, and what could be accomplished with more.

Ms. Ellis reviewed project accomplishments to date and the 3 investment-based scenarios that will be tested this summer. Staff convened a series of workshops with community leaders on public health, the environment and equity to share information about the project and gather input on the strategies being considered as well as the outcomes that are a priority for the evaluation. The workshops were convened in partnership with Oregon Health Authority, 1000 Friends, Oregon Environmental Council, Coalition for Communities of Color and the Coalition for a Livable Future.

Ms. Ellis explained staff is mid-way through conducting a series of business focus groups in different parts of the region in partnership with the different business alliances and chambers. Similar to the 2012 workshops, the purpose is to share information about the project, hear what businesses are already doing to reduce costs and be more sustainable. In addition, staff worked with local government staff to confirm their locally adopted land use visions using envision tomorrow. Those adopted visions for growth will be the foundation for the scenarios evaluation moving forward. Staff also conducted additional sensitivity testing of the phase 1 scenarios, which showed the top strategies from a GHG reduction perspective are advancements in clean fuels and technology, transit and increases in the cost to drive. All of these activities informed development of the three scenarios presented today.

She reminded members that the purpose of scenario planning is to test a range of potential futures that reflect choices policymakers, businesses and individuals might make to compare and contrast the effects of different levels of investment and policy implementation on public health, economy, environment, equity and GHG emissions. She emphasized that the preferred scenario developed in 2014 may not be 1 of the 3 tested, and is likely to include elements from all three scenarios. All will be tested in the summer of 2013, so cities, counties and community partners can decide which elements of the three should go forward into one scenario for the region to adopt in 2014.

Ms. Ellis explained the three scenarios are being introduced to MPAC and JPACT this month to build understanding and support among policy makers for the evaluation work ahead. Staff will also begin working in earnest with the technical work group to define the specific modeling assumptions for each scenario – examples are proposed assumptions were included in the meeting materials. A key objective of MPAC and JPACT discussions between now and May is for members to tell staff what information they need from the evaluation to develop a preferred scenario concept next fall. The input provided will help direct the evaluation over the summer.

For more information, visit www.oregonmetro.gov/climatescenarios.

Member discussion included:

- Mr. Bob Grover inquired if Metro will choose the scenario that is status quo, or a scenario that is more balanced. Ms. Kim Ellis responded by stating that the chosen scenario will be a variation of local approaches, designed for the best possible outcome;
- Ms. Robin McArthur stated that communities should look at the various scenarios to see how different levels of investments produce the best outcomes;
- Members asked if the given scenarios incorporated equity issues. Ms. Ellis stated that in terms of access, all scenarios take medical services, transit, sidewalks, and other equity affected issues into account. She noted that communities of color, walk, bike, and take public transit more than any other socioeconomic demographic;
- Members asked if low-income maps exist. Ms. Ellis stated that socioeconomic mapping is taking place now and is scheduled to roll out in the fall. She stated that Metro will look to this work to incorporate it into the final scenario;
- Members expressed concerns with “food deserts” – areas that do not have easy access to grocery stores or medical services. Ms. Ellis stated that this issue could be looked at through analysis. Councilor Craig Dirksen also stated that in addressing this issue, communities have to realize that not all of these areas are subject to change;
- Members stated that statistics of the economic affects should also be reported for each scenario;
- Members suggested that including a cost benefit analysis of each scenario might be helpful in making a final decision;
- Members stated that reporting on the effects of small business in each scenario would be helpful information as well;
- Members asked if choosing a scenario would require a significant amount of regulatory changes. Ms. Ellis stated that the evaluation will also identify what is required to implement each scenario. This information will inform next fall’s regional discussion on choices and tradeoffs available to us. For the preferred scenario, MPAC and JPACT will make recommendations to the Metro Council about the policies and funding needed to support the outcomes and choices that the region has agreed upon.

6.3 Climate Smart Communities Scenarios Project: Phase 1 Health Impact Assessment

Ms. Jae Douglas and Ms. Andrea Hamberg from Oregon Health Authority presented a Health Impact Assessment (HIA) of Phase 1 of the CSC Scenarios project, and provided their recommendation of which strategies would achieve the best health outcomes.

The OHA recommendations apply to the selection of the three Phase Two scenarios to be further tested in 2013, as well as the development and adoption of a preferred scenario in 2014. The HIA

will help to support Metro in their consideration of public health and health equity in the selection and implementation of transportation and land use decisions related to GHG reduction policy in the Portland metro region.

All of the policy combinations under consideration in the CSCS project are intended to reduce greenhouse gas (GHG) levels, and may also reduce other air pollutants. Any reduction in air pollution may have positive impacts on health, including reductions in chronic diseases such as asthma or cancer, and acute conditions such as heart attack or stroke.

OHA found that almost all of the policies under consideration could be positive for health, and that certain policies were more beneficial than others. The majority of the health benefits result from increased physical activity, followed by reductions in road traffic crashes and lower exposure to particulate air pollution. Strategies that meet GHG reduction goals by decreasing vehicle miles traveled (VMT) will have the most positive impact on human health by increasing physical activity through active transportation and reducing injuries and fatalities from collisions. Strategies supporting the highest increases in active transportation may also be the most successful in decreasing air toxics emissions and related exposures that result from lower VMT.

OHA strongly recommends the development and implementation of a preferred scenario that meets or surpasses GHG reduction levels set in 2011. For more information, contact Jae Douglas at jae.p.douglas@state.or.us.

Member discussion included:

- Members asked if the number of the scenario reported in the HIA was directly related to the scenario levels tested in Phase 1. Ms. Kim Ellis noted that it is the case;
- Members asked how partners participated in this project. Ms. Douglas stated that partners helped define the scope of the impact assessment through a one-day workshop and they provided further technical assistance to support the literature review and a review of the draft HIA;
- Mr. Bob Grover argued that his health should not be the concern or responsibility of anyone but his own self. Ms. Douglas stated that there is a growing body of knowledge about the social determinates of health. She stated that humans are not distinct from the environment in which they live and what we contribute out is what we take in from our environment. She also noted that our personal behavior plays a key element in our health and that we should be focused on healthy choices that are affordable and accessible;
- Members stated that our personal choices do affect the society around us and that how we treat our environment does, in fact, impact our health.

7. MPAC MEMBER COMMUNICATION

The following items were discussed in member communication:

- Mr. Bob Grover, on the issue of industrial land use, stated that he believes the process is cumbersome and expensive. He believes the process should be simplified by being made cheaper and easier;
- Councilor Bob Stacey stated that the leadership council is currently working with Urban Land Institute on the Community Investment Initiative.

- Councilor Jody Carson inquired if members would be interested in attending an MPAC 101 session;
- Commissioner Andy Duyck and Mayor Doug Neeley both spoke in support of the work being conducted at the Blue Heron Paper Mill Facility in Oregon City. Commissioner Loretta Smith stated that MPAC would be taking a field trip to the facility this spring;
- Councilor Bob Stacey, hearing overwhelming support for the Blue Heron facility, prompted MPAC for a motion to send a letter of support and a request that \$5 million be allocated to the facility for project expenses, to the Governor's office.

MOTION: Councilor Jody Carson moved, Ms. Marylin McWilliams seconded, to send a letter in support of the Blue Heron Paper Mill facility to Governor Kitzhaber.

ACTION: With all in favor, the motion passed.

8. ADJOURN

Chair Loretta Smith adjourned the meeting at 6:44 p.m.

Respectfully Submitted,



Joe Montanez
Recording Secretary

ATTACHMENTS TO THE PUBLIC RECORD FOR FEBRUARY 27, 2013

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

<u>Item</u>	<u>Doc. Type</u>	<u>Doc. Date</u>	<u>Doc. Description</u>	<u>Doc. Number</u>
6.2	Power Point	N/A	CSC Investment Choices	31313m-01
6.3	Handout	N/A	CSC HIA Summary	31313m-02
6.3	PowerPoint	N/A	CSC HIA	31313m-03



Metro | Memo

Date: March 27, 2013
To: MPAC
From: John Mermin, Senior Transportation Planner
Re: 2035 Regional Transportation Plan (RTP) Amendments

Background

In late 2012, Washington County staff inquired about an RTP amendment for a Scholls Ferry Rd project for which they would like to begin construction in Spring 2013. The County's inquiry presented an opportunity for other local jurisdictions to request potential RTP amendments that have been *identified through planning processes* completed since June 2010. RTP amendments typically take several months to complete, given the required air quality analysis, public comment period and approval process through the regional committees. Given the significant amount of staff time and resources both from Metro and affected local jurisdictions, Metro staff recommended that proposed RTP amendments be submitted in a single window for consideration by JPACT and the Metro Council. These requests were instructed to be limited to amendments that are *needed immediately* and cannot wait until the next RTP update is completed in June 2014.

At the November 30 TPAC meeting, Metro staff made a request for potential amendments to the 2035 RTP to be submitted by December 20. A summary of the proposed amendments are listed below. See attached letters for more detail.

- **Attachment 1. Washington County** has requested to add the Scholls Ferry Rd: Roy Rogers Rd to Teal Blvd project to the 2035 RTP Financially Constrained list and remove project # 10547, a proposed 174th/173rd undercrossing of US 26. The Scholls project would add eastbound and westbound through lanes and a continuous center turn lane.
- **Attachment 2. The City of Beaverton** has requested a minor change to the extent of the Crescent St multimodal extension project on the 2035 RTP Financially Constrained list. The terminus will now be Westgate Dr, instead of Cedar Hills Blvd.
- **Attachment 3. The City of Hillsboro** has requested to add six projects to the 2035 RTP financially constrained list, and remove project #10547 a proposed 174th/173rd undercrossing of US 26. The projects to be added include:
 - Gibbs Dr - a new 3-lane street with cycle tracks and sidewalks in AmberGlen Regional Center
 - 253rd - a new 3-lane street with bike lanes and sidewalks near the US 26/Brookwood Pkwy area, recently recommended for funding as part of the Regional Economic Opportunity Fund
 - Road widenings in the US 26/Brookwood Parkway area to support planned Intel expansions:
 - Brookwood Pkwy (7-lanes with bike lanes and sidewalks)
 - Butler Dr (5-lanes with bike lanes and sidewalks)
 - Cornelius Pass Rd (7-lanes with bike lanes and sidewalks)
 - US 26 westbound off-ramp at Cornelius Pas Rd (add second lane on westbound off-ramp and third southbound approach lane on Cornelius Pass Rd).

- **Attachment 4. Metro** (on behalf of the **East Metro Connections Plan (EMCP)** partners) has requested to add the EMCP's top priority project, NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements, to the 2035 RTP Financially Constrained list and remove projects #11074 - East Buttes Loop trail and #10409 - Beaver Creek trail. The EMCP has also recommended several changes to RTP policy maps, e.g. modifying the maps that currently designate the 242nd right-of-way as a future part of the regional transportation system (moving that designation to the existing 238th/242nd), designating the existing North/South arterials in the EMCP study area to be of equal significance for motor vehicle and freight movement, and adding a future trail connection between the Sandy River and Springwater trail.
- **Attachment 5. The Oregon Department of Transportation** has requested to add three projects to the 2035 RTP Financially Constrained list:
 - Extending existing auxiliary lane on I-205 Southbound from I-84 Eastbound entrance-ramp to Stark/Washington St
 - Extending existing acceleration-lane on I-205 Northbound from Powell entrance ramp to match with existing auxiliary lane from Division St entrance ramp to Stark/Washington St exit ramp, and provide two lane exit at Stark/Washington.
 - Extending I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-rampFinancial Constraint is maintained through a reduction in cost of an existing ODOT project in the RTP.
- **Attachment 6. The City of Portland** has requested to add to the 2035 RTP Financially Constrained list the N. Williams Traffic Safety operations project, (N Winning Way to N Killingsworth St) and to reduce the cost of project #11191 – Citywide bicycle boulevards. The Williams project is composed of pedestrian and bicycle traffic safety and operational improvements, including enhanced crossings, buffered bike lane, traffic calming, a new traffic signal and modifications at existing signals on N. Williams, and neighborhood greenway improvements on a low-traffic parallel street - NE Rodney. Financial Constraint is maintained through a reduction in cost of an existing PBOT project in the RTP.

Time line / Next Steps

Metro has completed modeling demonstrating that if all of the proposed projects were built, the region would still meet federal and state air quality requirements. The public comment period on the amendments and air quality analysis will finish on April 8th. The calendar below shows upcoming meetings that are part of the adoption process. The amendments that come before MPAC, TPAC, JPACT and Metro Council for action will come in the form of five resolutions (one per jurisdiction) and one ordinance. The EMCP amendments will be in ordinance form since they include changes to RTP policy maps which are considered to be land use decisions per state law.

April 24 - MPAC Recommendation

April 26 - TPAC Recommendation

May 9 - JPACT Adoption

May 9 - Metro Council First reading

May 16 - Metro Council Adoption

For more information, contact John Mermin at 503-797-1747 or john.mermin@oregonmetro.gov



WASHINGTON COUNTY OREGON

December 19, 2012

John Mermin, Senior Transportation Planner
Metro Planning & Development
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. ^{John}Mermin:

Washington County requests an amendment to add the *Scholls Ferry Road: Roy Rogers Road to Teal Boulevard* project to the 2035 RTP Financially Constrained project list. This project will result in a widening of Scholls Ferry Road from Teal Boulevard to Roy Rogers Road as shown on the attached location map. The project will consist of adding eastbound and westbound through-lanes and a continuous center turn lane. The attached cross-section diagram depicts general design features of the project including the following: 11.5-12 foot wide travel lanes, a 13 foot-wide continuous center-turn lane, a four foot-wide planter strip, five foot wide bike lanes and sidewalks and dark sky friendly lighting. The project will be constructed on 98 feet of right-of-way with an arterial road design speed of 45 miles per hour.

To meet our scheduled bid advertizing opening date of April 1, 2013, we request that a decision on our RTP amendment be made prior to this date. Contract awards are scheduled for April or May with construction starting in June 2013. The project is funded for an estimated \$12 million through Washington County's MSTIP. To add the Scholls Ferry project to the Financially Constrained list, Washington County is proposing to drop RTP #10547, the proposed 173rd/174th undercrossing of Hwy. 26 from the Financially Constrained list. This project is slotted into the RTP's 2018-2025 time period and has an estimated cost of \$58.6 million.

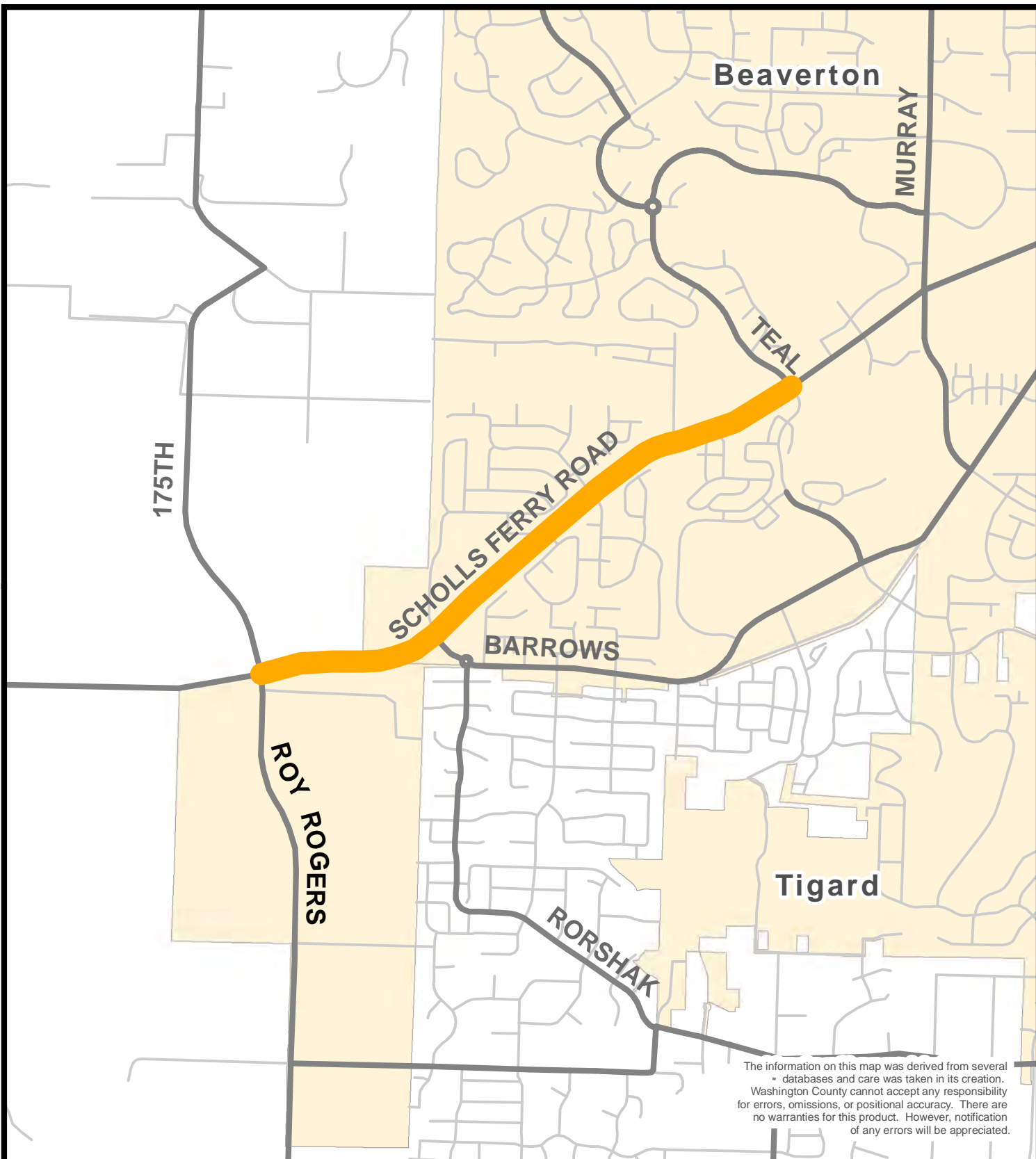
Please don't hesitate to contact me if you have questions or concerns about this request, and thanks for all the help in addressing this issue.

Sincerely,

Clark F. Berry, Senior Planner

Attachments

cc: Andrew Singelakis, Director
Andy Back, Manager
Joe Younkins, Principal Engineer
Bill Ihly, Project Manager

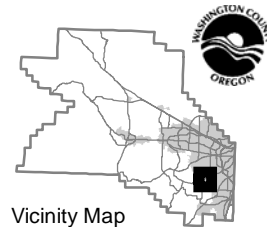
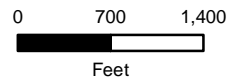


The information on this map was derived from several databases and care was taken in its creation. Washington County cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties for this product. However, notification of any errors will be appreciated.

WASHINGTON COUNTY - LONG RANGE PLANNING

Scholls Ferry Road - From Roy Rogers to Teal

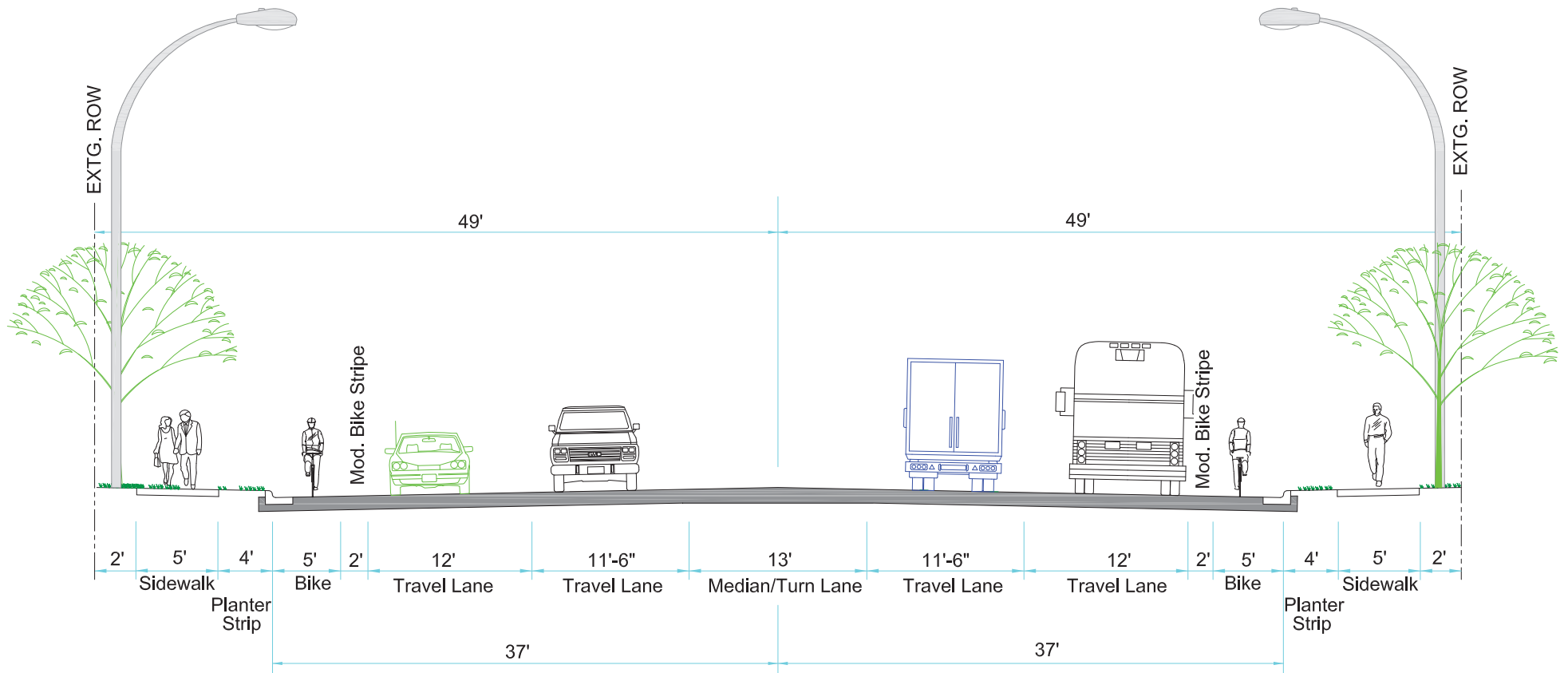
- Project Area
- Cities



Attachment 1.

S.W. SCHOLLS FERRY ROAD - TYPICAL 5 LANE SECTION

S.W. ROY ROGERS ROAD TO S.W. TEAL BLVD.



TYPICAL CROSS SECTION - MAY VARY IN SOME LOCATIONS



December 17, 2012

Mr. John Mermin
Metro
600 NE Grand Avenue
Portland OR 97232-2736

Dear Mr. Mermin,

The City of Beaverton requests that the 2035 Regional Transportation Plan (RTP) Financially Constrained scenario be amended to acknowledge the adopted refined alignment for the Crescent Street multimodal extension (Rose Biggi Ave. – Westgate Drive [previously Cedar Hills Blvd.]). The project is included in Metro's adopted 2035 Regional Transportation Plan as project 10619. The City's Comprehensive Plan Amendment to revise the alignment is expected to be adopted on January 15, 2013, and will be effective 30 days later. The City applied for STIP "Enhance" funds to design and construct the project, so this opportunity to refine the description is very timely. Waiting until the next full RTP update leaves uncertainty in the interim and is not advisable given the redevelopment potential created by the amended alignment.

The project was originally identified and listed in the Beaverton Downtown Connectivity Plan and subsequent 2015 and 2020 Transportation System Plans. It is most currently listed as Project #25 in the City's adopted 2035 Transportation System Plan and Comprehensive Plan Transportation Element (page IV-34). It is Project 5080 in the City's adopted Capital Improvements Plan, and is included as a critical multimodal connection in the Beaverton Civic Plan. The cost of the project remains the same.

A map and cross section are attached as requested. Please let me know if you have any questions or concerns.

Sincerely,

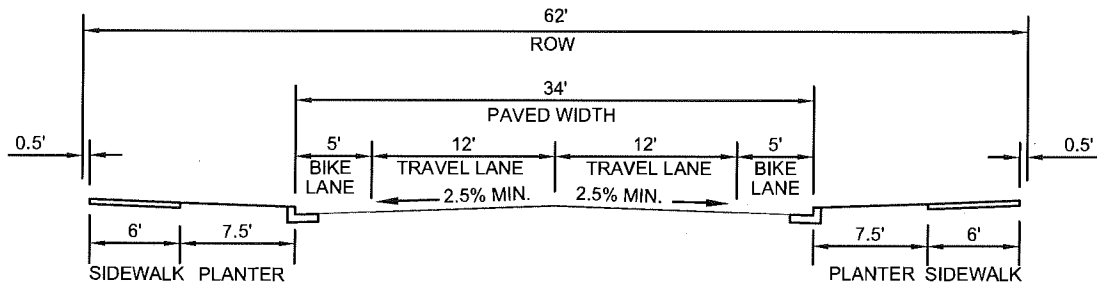
A handwritten signature in blue ink that reads "Margaret A. Middleton".

Margaret A. Middleton
Principal Transportation Planner

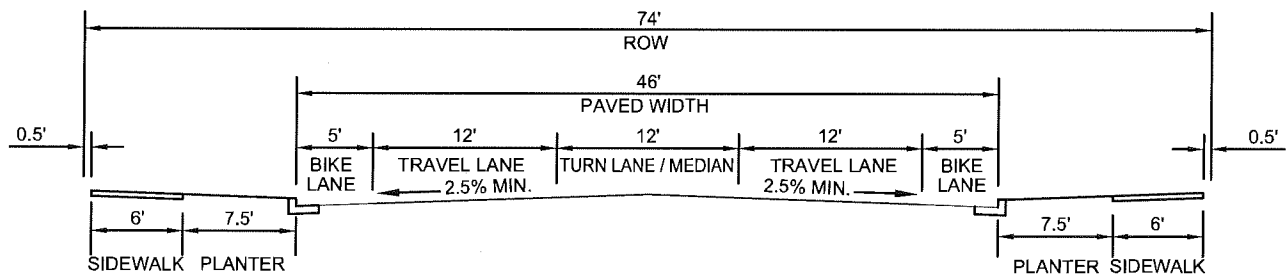
cc: Clark Berry, Washington County DLUT



Attachment 2.



2 LANES



3 LANES

NOTES:

1. A planter strip is required on all Collectors.
2. Paved width and planter strip are measured to face of curb.
3. Provide 0.5 feet from right-of-way line to the back of sidewalk for maintenance and survey monument protection.
4. Street trees and street lights are required and shall be located within the planter strip.



City Of Beaverton

PUBLIC WORKS DEPARTMENT

MINIMUM COLLECTOR STREET WIDTHS

TRAFFIC ENGINEER
Randall R. Wooley

DATE
6 - 10 - 04

DRAWN BY
JR - CPD

DRAWING NO.
101

Attachment 3.



January 24, 2013

John Mermin
Metro
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Mermin,

Given the recent opportunity to submit proposed amendments to the Regional Transportation Plan (RTP), the City of Hillsboro would like to request the addition of the following projects to the RTP at a total estimated cost of \$30.6 million.

- 253rd Ave (from Huffman extension to Meek Rd): construct new three-lane road with bike lanes and sidewalks (est. \$4 million)
- Gibbs Dr (from proposed Stucki Rd extension to Walker Rd): construct new three-lane road with cycle tracks and sidewalks (est. \$2 million)
- Brookwood Pkwy (from Evergreen Rd to US 26): widen from five to seven lanes with bike lanes and sidewalks (est. \$9 million)
- Butler Dr (from 229th Ave to Cornell Rd): widen from three to five lanes with bike lanes and sidewalks (est. \$2 million)
- Cornelius Pass Road (from Cornell Rd to US 26): widen from five to seven lanes with bike lanes and sidewalks (est. \$8.6 million)
- US 26 westbound off-ramp at Cornelius Pass Rd: add second lane on westbound loop off-ramp and third southbound approach lane on Cornelius Pass Rd (est. \$5 million)

The need for 253rd Ave was identified as part of the US 26/Brookwood Interchange Area Management Plan (IAMP) process. In addition, 253rd Ave was recently recommended for inclusion in the Regional Economic Opportunity Fund (REOF) portion of the Regional Flexible Fund to construct this roadway from Evergreen Rd to Meek Rd (253rd Ave is currently a gravel road extending approximately 2,700 feet north from Evergreen Rd). The construction of 253rd Ave from Evergreen Rd to Huffman extension as a three-lane roadway is already in the RTP as project # 10822. This request is to add the portion from Huffman extension to Meek Rd. Current development opportunities have surfaced which is contingent upon the opening of 253rd Ave by summer 2014.

Gibbs Drive is a planned collector road in the adopted AmberGlen Community Plan. It will provide the needed connectivity in order to support the type of intense, mixed-land use and multi-modal transportation environment envisioned in the AmberGlen Community Plan. Current development interests in the area prompted the urgency to amend this road to the RTP.

Brookwood Pkwy, Butler Dr, Cornelius Pass Rd, and US 26 westbound off-ramp improvements are all improvements identified as needed, based upon traffic analyses conducted over the past two years, in response to recent and future development expansions on the Intel Ronler Acres campus and on adjacent industrial green field sites. The widening of Brookwood Pkwy was also identified as a needed improvement in the US 26/Brookwood IAMP process. The ongoing expansion of Intel Ronler Acres campus has created the urgency for these improvements in order to provide the needed mobility and safety for the anticipated increase in traffic.

The identified improvements have been amended into the City and County's Transportation System Plans (TSP) in the fall of 2012 (City of Hillsboro Ordinance No. 6031, October 2, 2012, and No. 6032, October 16, 2012, Washington County Ordinance No. 749, September 18, 2012). During the public involvement process of the TSP amendments, these projects received overwhelmingly positive support from the public.

The City, with concurrence from Washington County, proposes to join the County in the removal of RTP project # 10547 - 173rd/174th undercrossing of US 26 at \$58.6 million from the RTP financially constrained list to offset the costs of the proposed additions to the RTP. The City had previously proposed to remove RTP Project #10846 – TV Hwy Congestion Relief; but after consulting with Washington County, decided to join the County in its removal of project # 10547 since there is enough value to offset the combination of the City and the County's projects.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

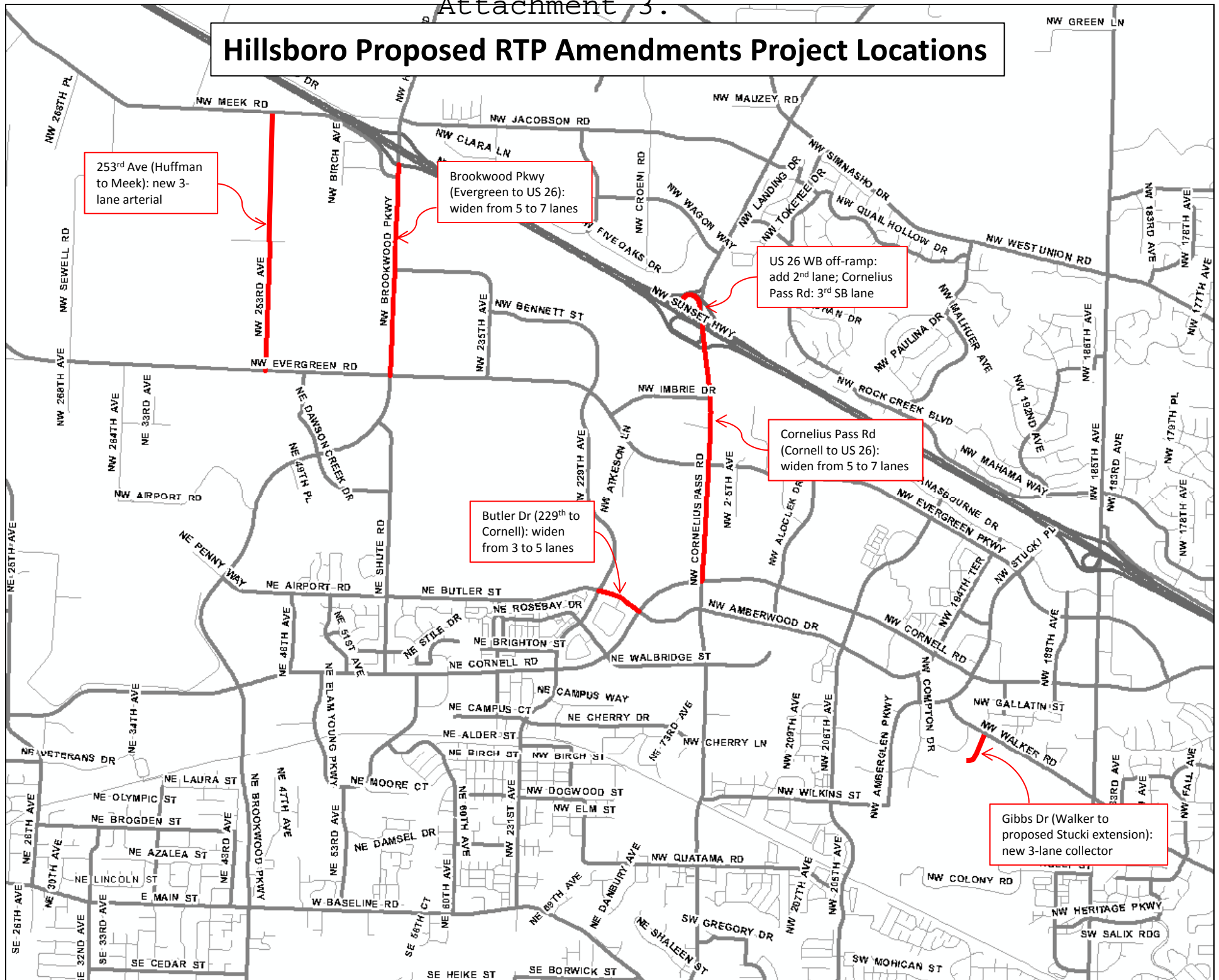


Brad Choi
Transportation Planner

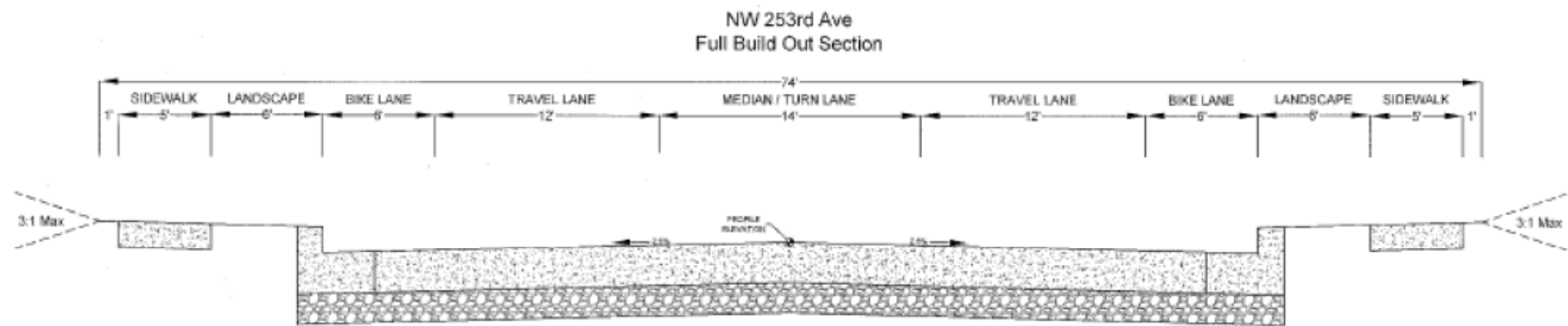
Enclosure

cc: Clark Berry, Washington County

Hillsboro Proposed RTP Amendments Project Locations

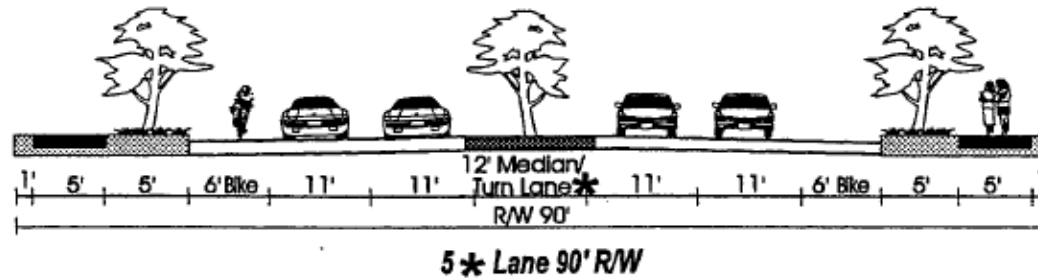


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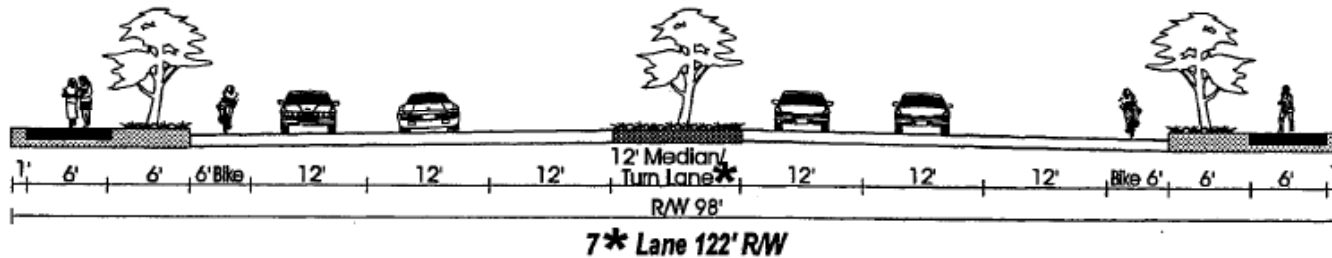


Proposed Cross Section for 253rd Ave

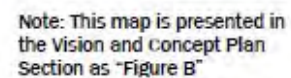
Attachment 3.



Proposed Cross Section for Butler Dr



Proposed Cross Section for Brookwood Pkwy and Cornelius Pass Rd





Metro | Memo

Date: Friday, February 8, 2013
To: John Mermin
From: Brian Monberg
Subject: 2035 Regional Transportation Plan Amendments from East Metro Connections Plan

The following is a proposed amendment to incorporate the top priority project identified through the East Metro Connections Plan process into the 2035 RTP Financially Constrained list.

The East Metro Connections Plan (EMCP) is the first “mobility corridor refinement” plan identified in the 2035 Regional Transportation Plan to be implemented in our region. A mobility corridor refinement plan aims to better integrate land use, community and economic development, environmental and transportation goals when identifying projects along major transportation corridors. EMCP project partners include the cities of Fairview, Gresham, Troutdale and Wood Village, Multnomah County, ODOT, and Metro. Additional participating entities include Damascus, Portland, Clackamas County, the Port of Portland and TriMet.

This two year effort analyzed present and future transportation needs and opportunities and prioritized solutions for updates to the Regional Transportation Plan and project implementation.

Project Refinements

Members of the EMCP process propose to include the top priority project, NE 238th Drive: Halsey Street to Glisan Street Freight and Multimodal Improvements, for inclusion in the 2035 Regional Transportation Plan. The project consists of improvements to the curvature of the road and construction of multimodal facilities. Elements include construction of a cross-section that includes a southbound travel lane with a passing lane, and a northbound travel lane, and bike and pedestrian facilities on both the northbound and southbound sides. The purpose for inclusion into the 2035 RTP is to allow this project to be nominated as a top priority project for both the 2016-2018 STIP and MTIP cycles. The estimated cost of this project is \$9,000,000. Members of the EMCP process are proposing to drop: 1) RTP #11074, *East Buttes Loop Trail: From Springwater Trail to Rodlun Road*, a City of Gresham project in the amount of \$8,300,000, and 2) RTP #10409, *Beaver Creek Trail*, a Multnomah County project in the amount of \$1,400,000 from the Financially Constrained list.

Policy Changes

Consistent with the outcomes based planning framework of the Regional Transportation Plan and the mobility corridor strategy, the East Metro Connections Plan will advance updated policy elements to support project development identified in the plan. Policy refinements will include the following:

- The RTP freight network map (RTP figure 2.20) will be amended to reflect the proposed East Metro Connections Plan “freight grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement.
- These changes will include updates to the regional freight network map. Updates to the arterial and through network map and regional design classifications map will be updated for policy consistency with the freight network map.

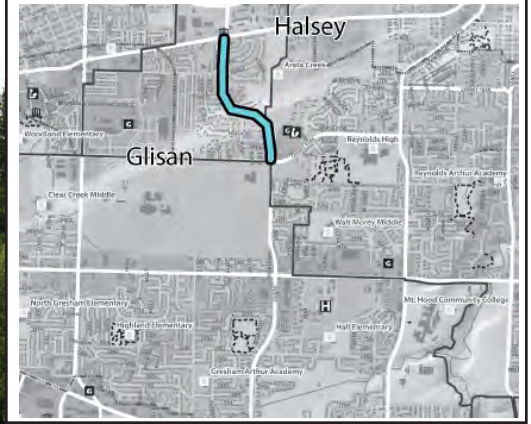
Attachment 4.

- The East Metro Connections Plan recommends adding a new proposed trail alignment to the regional trail plan. The Sandy River to Springwater Trail would connect the “Sandy River Connections Plan” Trail concept to Mt. Hood Community College, Springwater District, and Springwater Corridor Trail. Future master planning would identify route and design.

Existing 238th - looking north

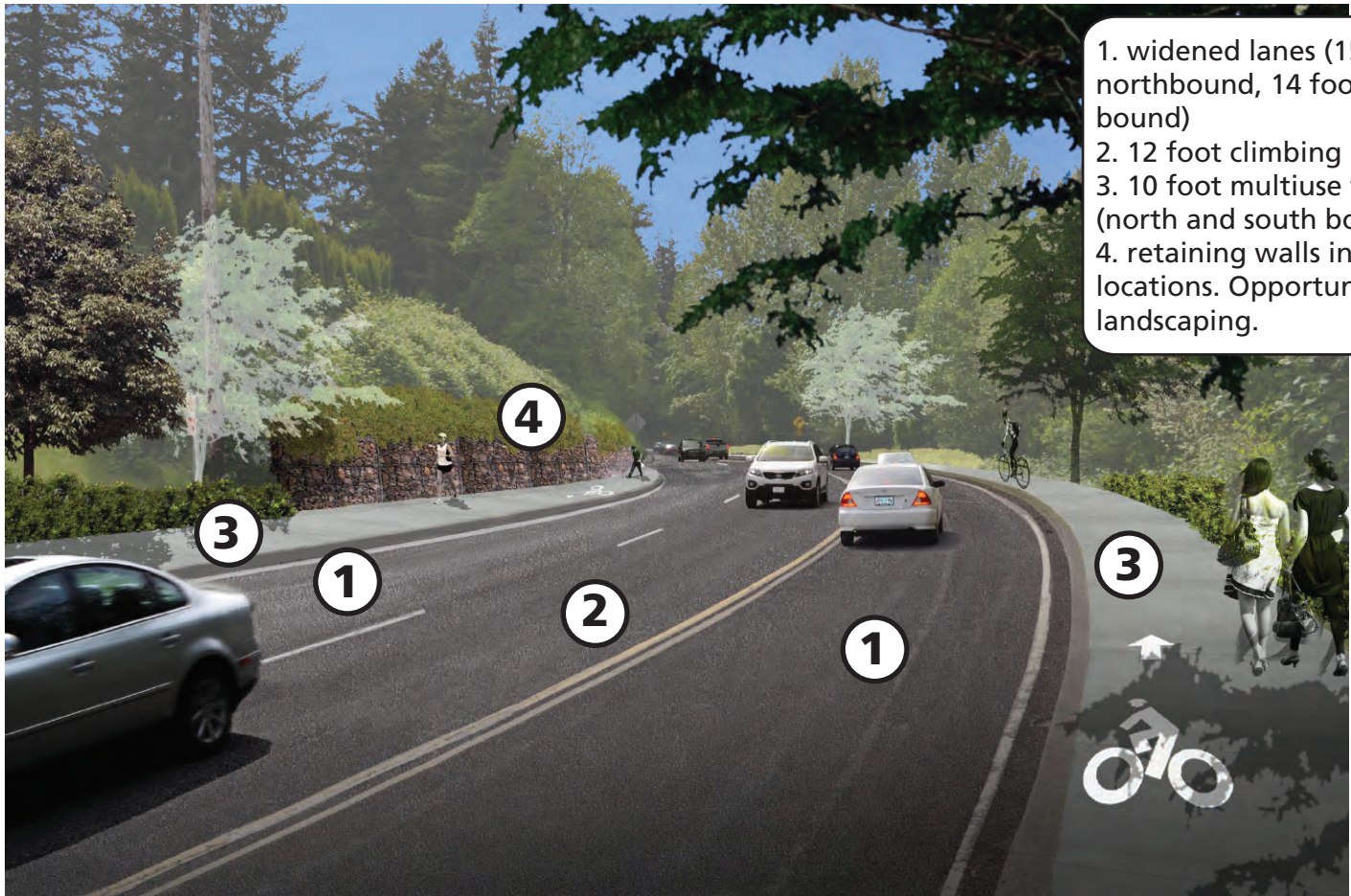


Project located on 238th/242nd between Halsey and Glisan



Refined 238th - looking north

widened travel lanes, widened bicycle and pedestrian facility for safety



1. widened lanes (15 foot northbound, 14 foot south-bound)
2. 12 foot climbing lane
3. 10 foot multiuse facility (north and south bound)
4. retaining walls in two locations. Opportunities for landscaping.

East Metro Policy Updates

What is the regional freight network?

The Regional Transportation Plan (RTP) has two types of freight designations:

- Main roadway routes are the “trunk” of the freight system - higher volume, major connectors with other regions.
- Road connectors have lesser volumes, provide connectivity to industrial/employment land and connect those more significant main roadway routes.

What changes are proposed?

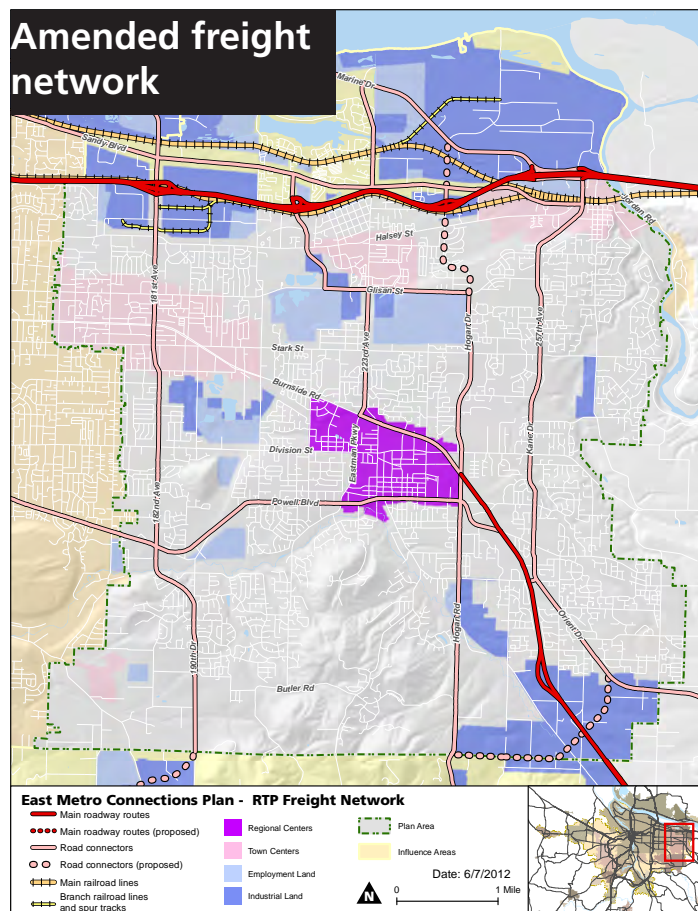
- Remove, from the RTP freight network, Burnside between 181st and 223rd to reflect its actual usage.
- Broaden the RTP freight network to include the following routes as road connectors: 223rd between Glisan and Burnside; 257th/Kane from I-84 to US 26 (Note: projects would not include major improvements that connect Kane to US 26 which might attract more through trips).
- Update the US 26/Hogan connector to be consistent with Springwater Plan.

Why propose changes to the freight network?

Proposed changes to the RTP freight network would bring the use and function of plan area roads more in line and resolve land use conflicts.

- Proposed freight network roads could see projects that increase their mobility (reducing stops/starts and travel time), that increase safety of other users and projects that accommodate trucks.
- The RTP freight network map (figure 2.20) should be amended to reflect the proposed East Metro Connections Plan “freight grid”, including main roadway routes and road connectors. Projects developed on the “freight grid” will be designed for safe freight movement.

Amended freight network

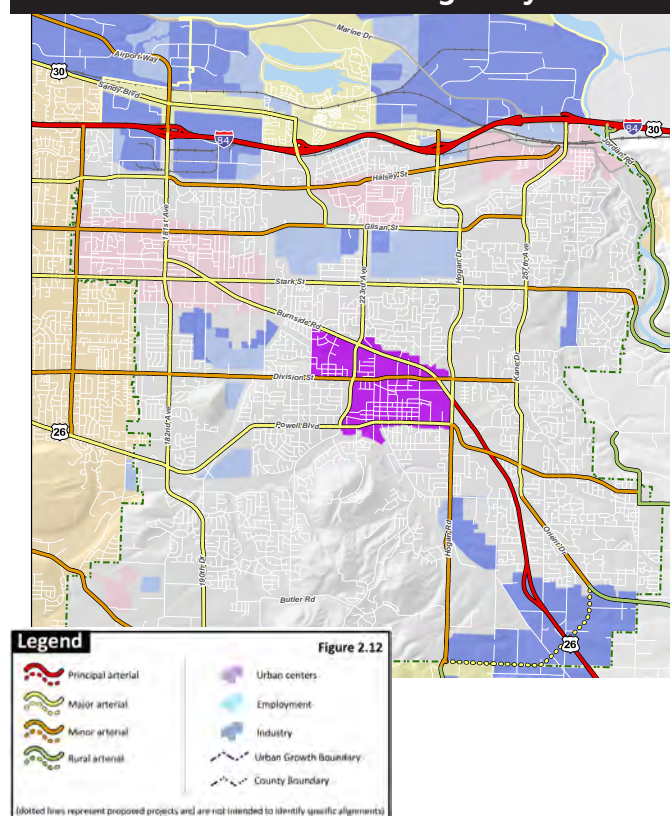


Updates to other RTP road networks

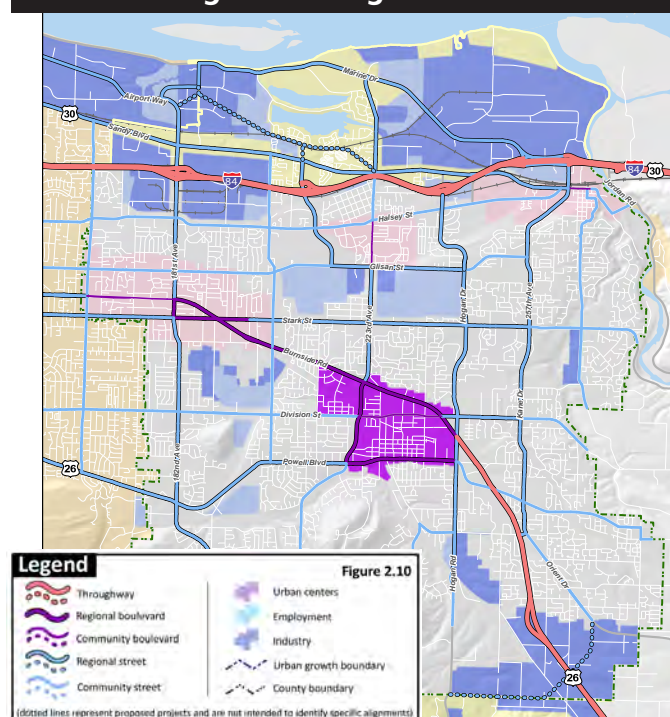
Consistent with the updated Freight Network, updates will also occur to the Arterial and Throughway Network and the System Design Network.

- Update the 238th/242nd link north of Glisan.
- Update the US 26/Hogan connector to be consistent with Springwater Plan (identified as a proposed link on the proposed freight network).

Amended arterial and throughway network



Amended regional design classifications





Oregon

John A. Kitzhaber, MD, Governor

Department of Transportation

Region 1 Headquarters
123 NE Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

John Mermin, Senior Transportation Planner
Metro Planning & Development
600 NE Grand Ave.
Portland, OR 97232-2736

John

Dear Mr. Mermin:

ODOT requests amending the Regional Transportation Plan (RTP) to incorporate Corridor Bottleneck Operations Study (CBOS) projects to the 2035 RTP Financially Constrained project list. ODOT Region 1 Major Projects started the CBOS in 2009 to identify, rank and provide conceptual solutions for the worst bottlenecks on I-5 south of the Marquam Bridge, I-205, I-84, I-405 and US 26 in the Portland Metro Region. Several projects have been moved into design and construction, and preliminary results are very encouraging.

The CBOS has identified several bottlenecks on the aforementioned corridors based on PORTAL data, ODOT traffic cameras, travel time runs, collision data and field observations. These data helped identify the location of the bottleneck, the duration of the congestion, contributing factors and speeds during bottleneck activation periods. Some bottlenecks locations were eliminated from further investigation because a project has been programmed to address the problem, or a cost-effective improvement was not feasible. The bottlenecks were ranked in terms of delay and cost, and those projects with the highest delay and lowest costs were proposed to move forward.

Four (4) high-priority projects proposed to address bottlenecks on major commute/freight routes in the Portland metro area are described in more detail on the following pages. One of these projects (I-5 NB at Lower Boones Ferry Rd, Figure 1) does not require an RTP amendment, as it only involves restriping.

These projects were selected as providing the best value of benefits and cost. It should be noted, however, that traffic volumes on these highways are very high, particularly during the peak commute hours, and as these operational improvements do *not* add capacity, the benefits achieved will not eliminate congestion, but rather improve the operations and safety of the mainline. Notwithstanding these occurrences, the proposed projects will reduce congestion at identified bottlenecks, particularly on the peak commute shoulders, and enhance safety by improving the weaves and merges that occur at interchanges. Follow-up phases are identified that would provide further benefits, funding permitting.

Briefly, the three high priority projects are summarized as:

I-5 SB: Lower Boones Ferry to Nyberg, Figure 2

- **Problem:** The fourth lane from Hwy 217 entrance-ramp drops at Lower Boones Ferry Road exit-ramp, and a high volume weaving movement to Nyberg St. exit-ramp, resulting in poor lane utilization and operational deficiency. Solution: Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones

Attachment 5.

Ferry entrance-ramp. Auxiliary lane would provide direct connection from Hwy 217 to Nyberg Street exit-ramp.

- **Solution:** Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp. Auxiliary lane would provide a continuous lane from Hwy 217 to Nyberg Street exit-ramp.
- **Project Benefits:** Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Extension of the auxiliary lane would provide continuous lane from Hwy 217 to Nyberg St. exit. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on similar comparative auxiliary lane improvements.
- **Estimated Cost:** \$7M - \$8.5M

I-205 NB: Powell/Division to Stark/Washington, Figure 3

- **Problem:** The combined volumes from the two consecutive entrance ramps are high, coupled with the high mainline volumes. Conflicts between entrance-ramps create turbulence at merge points with mainline and difficult weaving movements. Heavy exit demand at Stark/ Washington St. creates unsafe weaves to existing single-in exit ramp.
- **Solution:** Extend existing accel-lane from Powell Blvd. entrance-ramp to match with existing auxiliary lane from Division St. entrance-ramp to Stark/Washington St. exit-ramp, and provide two-lane exit at Stark/Washington. Auxiliary lane would provide an extended distance for traffic to merge onto mainline. Two-lane exit at Stark/Washington St. will reduce weaving conflicts in this segment.
- **Project Benefits:** Reduce congestion and enhance stable traffic flow. Construction of a 2-lane exit ramp at Stark/Washington will allow motorists additional time/distance to find gaps and safely weave over lanes. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on similar comparable auxiliary lane improvements.
- **Estimated Cost:** \$6.5M to \$7.5M

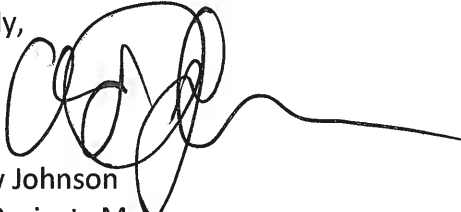
I-205 SB: I-84 EB to Stark/Washington, Figure 4

- **Problem:** Division/Powell Blvd. exit-ramp to entrance-ramp from I-84 EB. Congestion/queuing starts from weaving section between Stark/Washington St. entrance-ramp and Hwy 26/Division St./Powell Blvd exit ramp to I-205. Contributing Factors: high volumes from I-84 EB merging with I-205 mainline traffic. Conflicts between entrance-ramps create turbulence at merge points with mainline and difficult weaving movements.
- **Solution:** Extend lane from I-84 EB entrance-ramp to Stark/ Washington St., to match existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd. Approximately 25% of traffic from I-84 EB entrance-ramp is destined for Division/ Powell Blvd. exit. Auxiliary lane would provide direct connection to this exit for almost one out of four vehicles in this segment of I-205.
- **Project Benefits:** Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Construction of the auxiliary lane would facilitate the I-84 EB to Division/Powell movements. This auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on similar comparable auxiliary lane improvements.
- **Estimated Cost:** \$7.0M - \$8.5M

Attachment 5.

The total estimated costs of these projects are \$21.5 - \$26.5 million. To add these projects to the Financially Constrained list, ODOT is proposing to reduce \$26.5 M from the OR 217: Braid from B-H to Allen (#10875) from the Financially Constrained list.

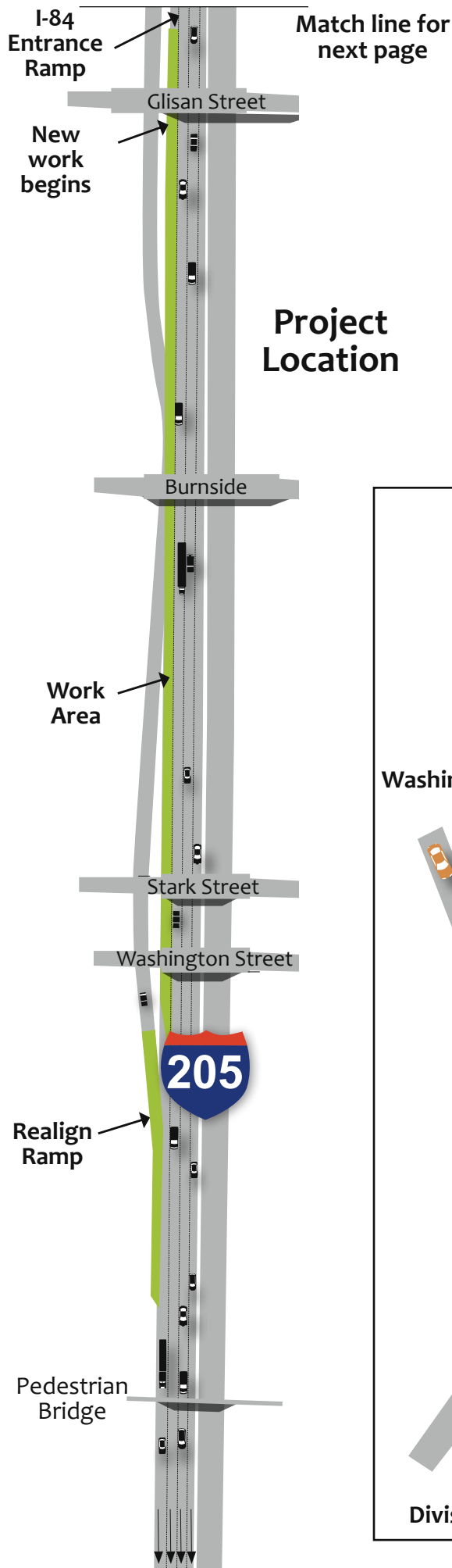
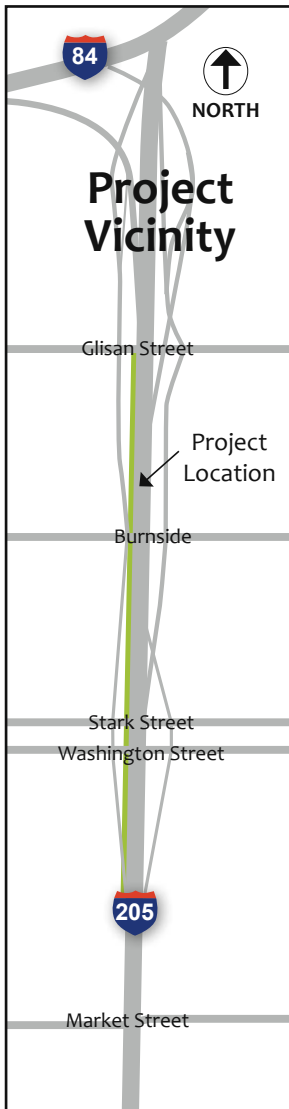
Please don't hesitate to contact me if you have questions or concerns about this request,
Cordially,

A handwritten signature in black ink, appearing to be 'AJ', with a long horizontal line extending to the right.

Andrew Johnson
Major Projects Manager
ODOT, Region 1

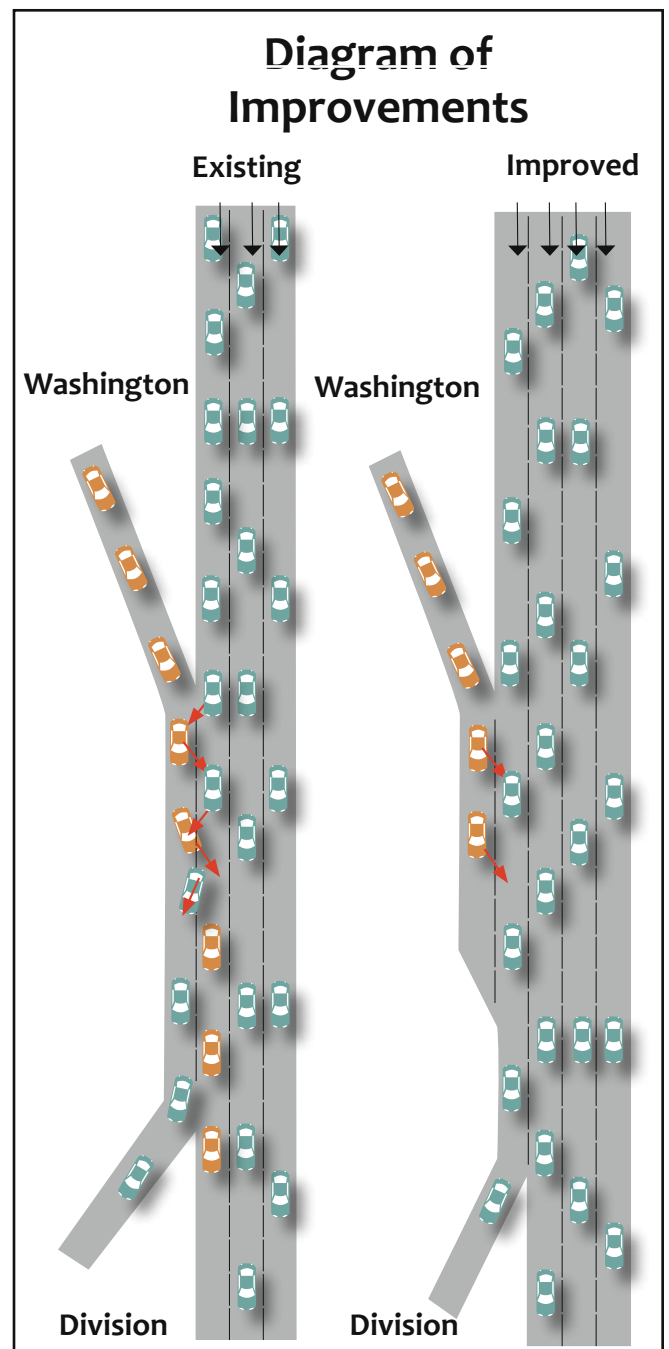
Attachments

cc: Jason Tell, ODOT Region 1 Manager
Rian Windsheimer, ODOT Planning & Development Manager
Tim Wilson, ODOT Senior Planner

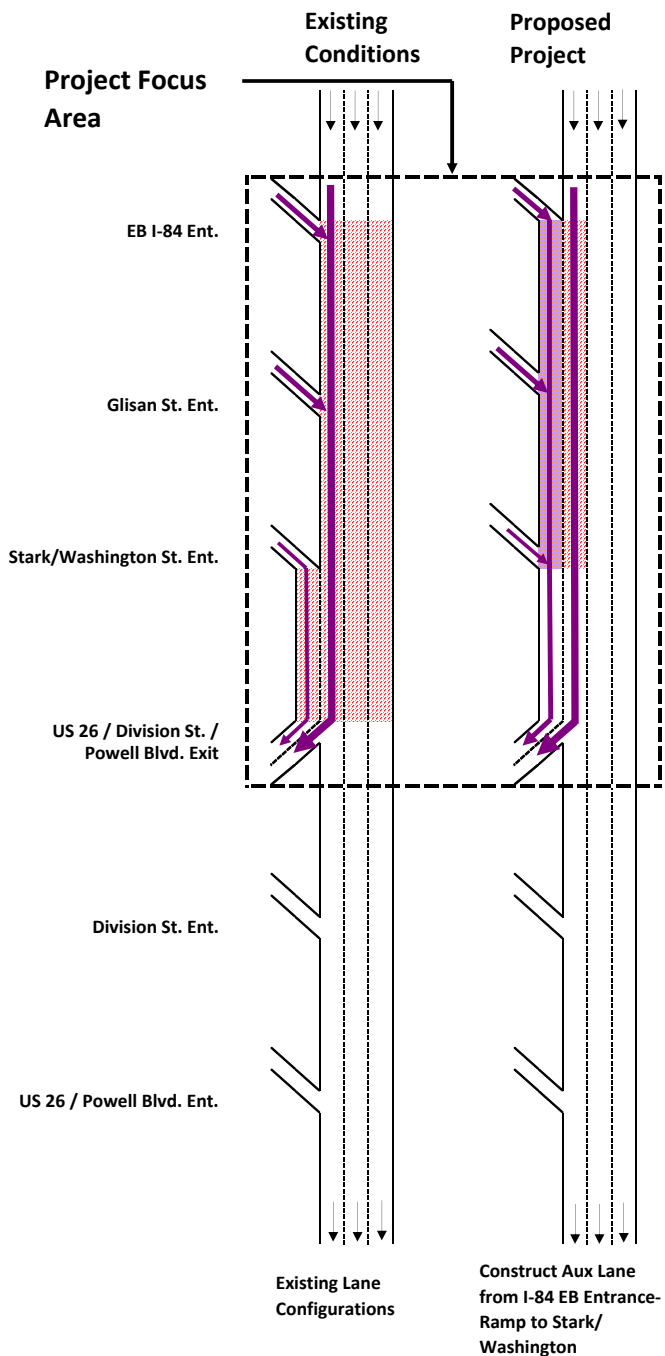


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I-205 Southbound I-84 to Stark/ Division Streets Auxiliary Lane



I-205 SB: I-84 EB Entrance-ramp to Stark/Washington St. Auxiliary Lane



LEGEND

- Area of Congestion
- I-205 SB Auxiliary Lane
- Critical Movements in Focus Area

Existing Conditions

Queue: Division/Powell Blvd. exit-ramp to entrance-ramp from I-84 EB. Congestion/queuing starts from weaving section between Stark/Washington St. entrance-ramp and US 26/Division St./Powell Blvd exit ramp. Contributing Factors: high volumes from I-84 EB merging with I-205 mainline traffic. Conflicts between entrance-ramps create turbulence at merge points with mainline, and difficult weaving movements.

Duration: Approximately 3 hours daily between 3:00PM to 6:00PM.

Speed: Bottleneck activation speeds drop as low as 20 mph.

Volume (2011ADT): Mainline: 81,760 (8.7% truck); Entrance-Ramp from I-84 EB: 17,390, of which approximately 25% exit to Division/Powell.

Project Focus Area Crashes: Rate: 0.60 per MVMT; Frequency: 112 crashes from 2007 to 2011; No fatal crashes.

Proposed Project

Description: Extend lane from I-84 EB entrance-ramp to Stark/Washington St., to match existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd. Approximately 25% of traffic from I-84 EB entrance-ramp is destined for Division/ Powell Blvd. exit

Benefits:

Queue: Congestion/queuing would be reduced in all lanes and completely reduced in the two leftmost lanes.

Duration: It is anticipated that the queue would be reduced to an hour during the peak periods.

Speed: Average speeds within the congested areas are expected to increase to between 40 and 45 mph.

Project Focus Area Benefits Summary:

Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Construction of the auxiliary lane would facilitate the I-84 EB to Division/Powell movements. Auxiliary lane would provide direct connection to this exit for almost one out of four vehicles in this segment of I-205. This auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.

Project Estimated Cost:

\$7.0M - \$8.5M



Site Map Diagram

C-BOS: High Priority Projects
I-205 SB: I-84 EB Entrance-ramp to Stark/Washington St.

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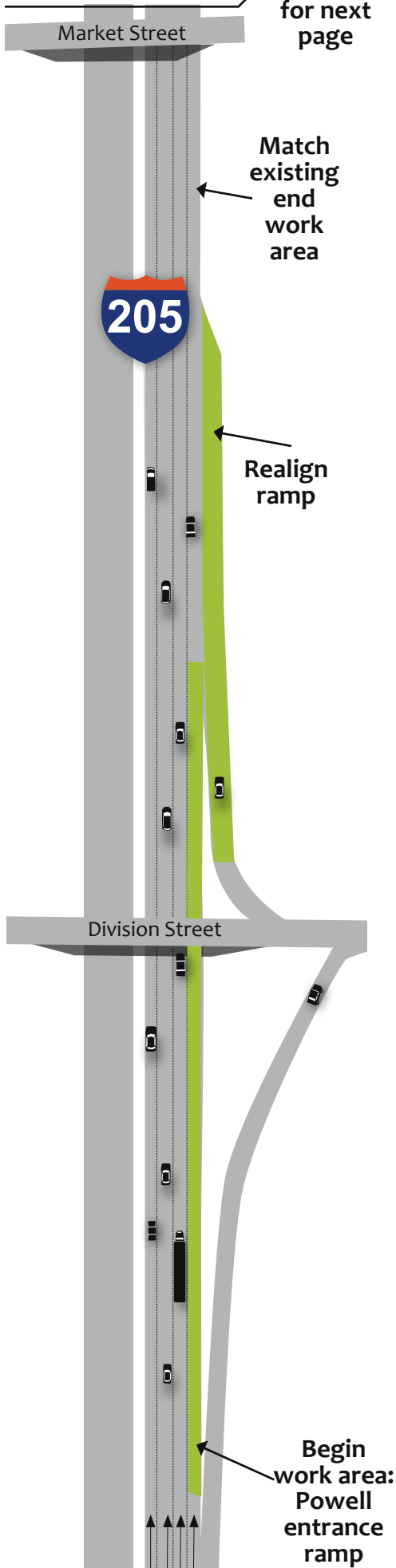
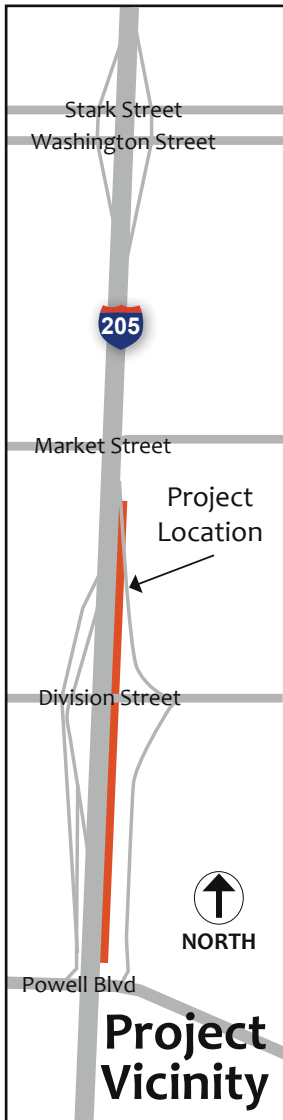
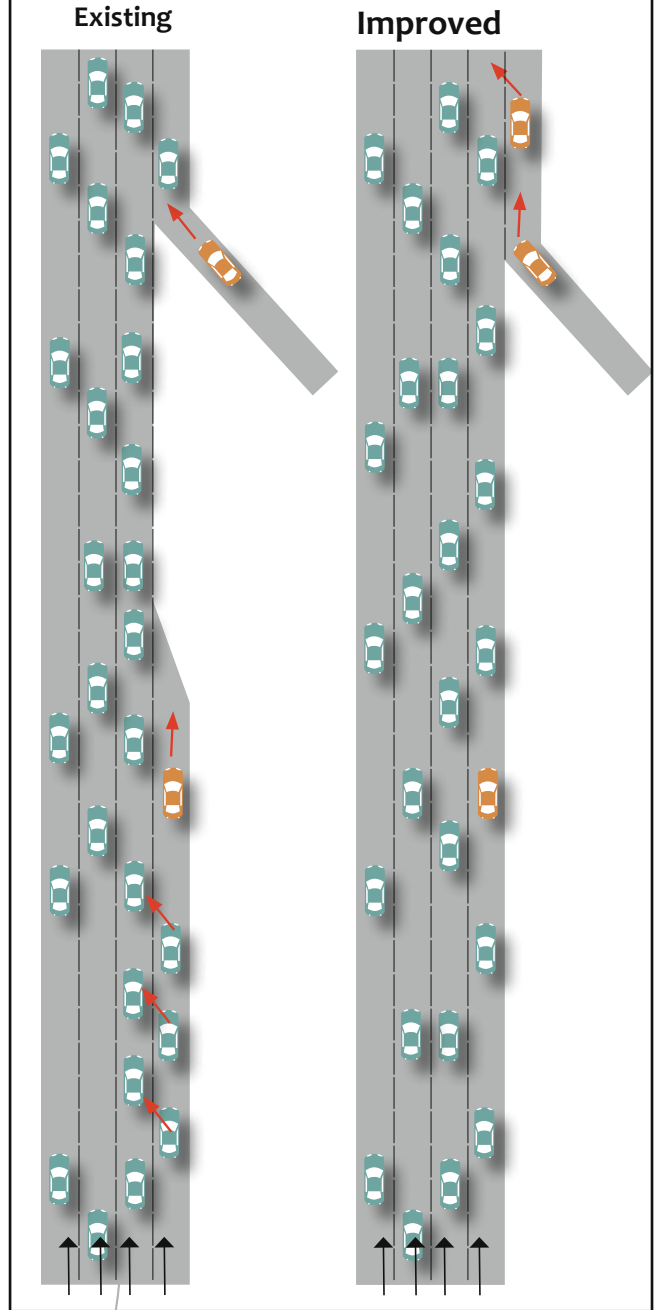
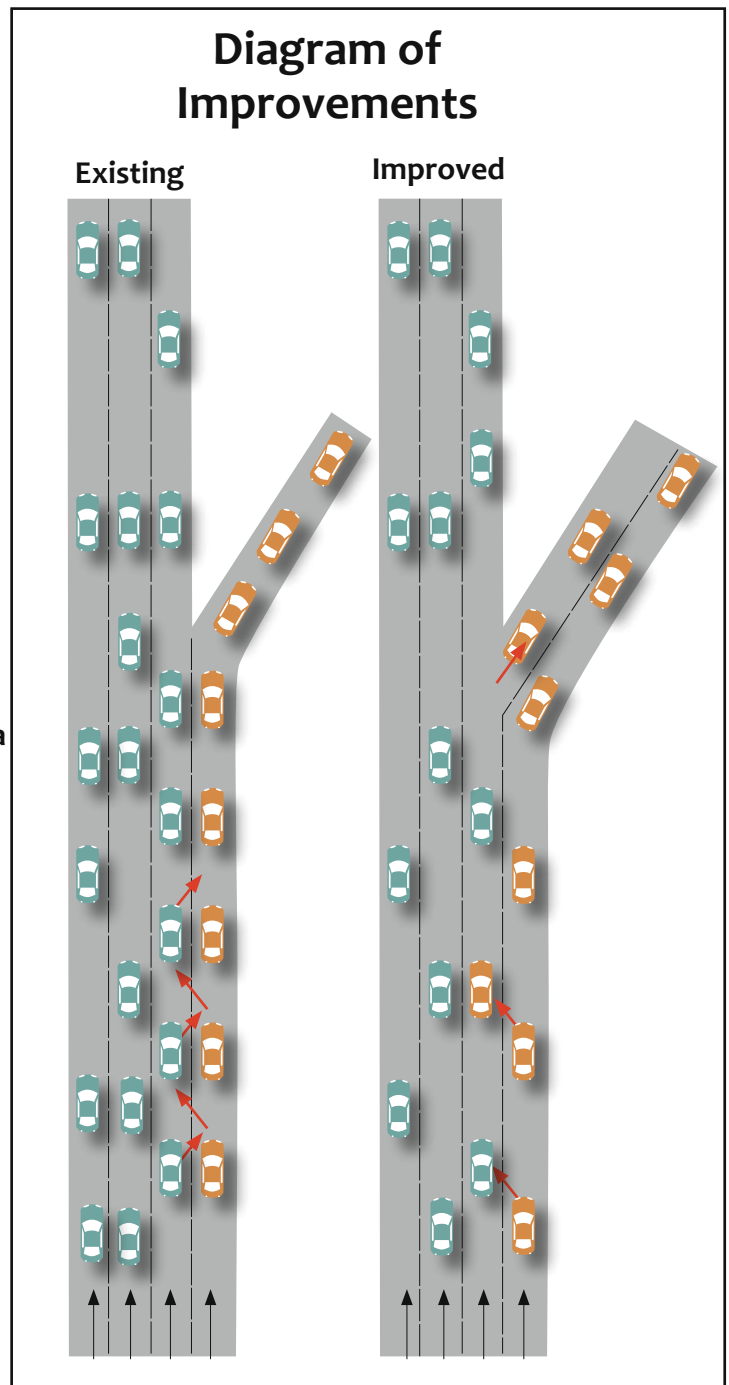
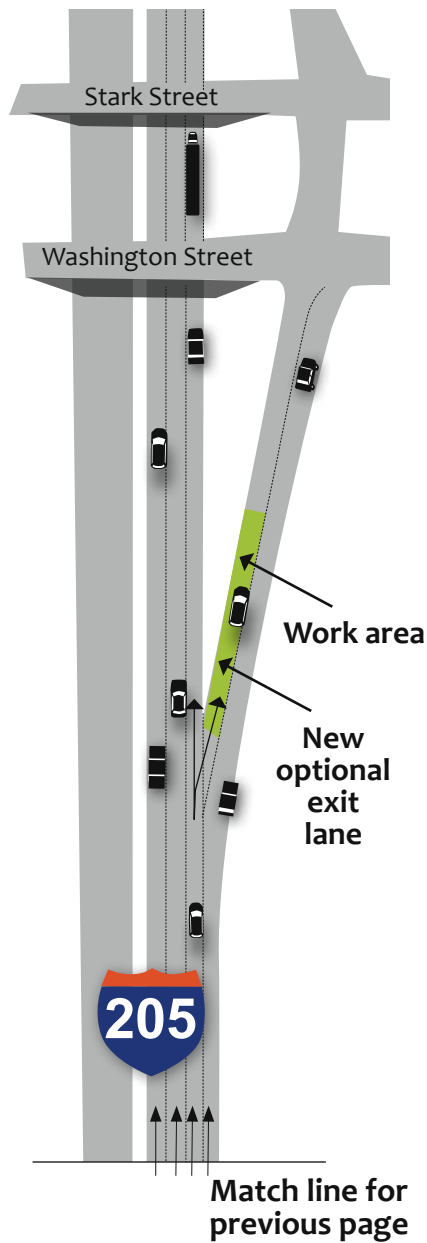
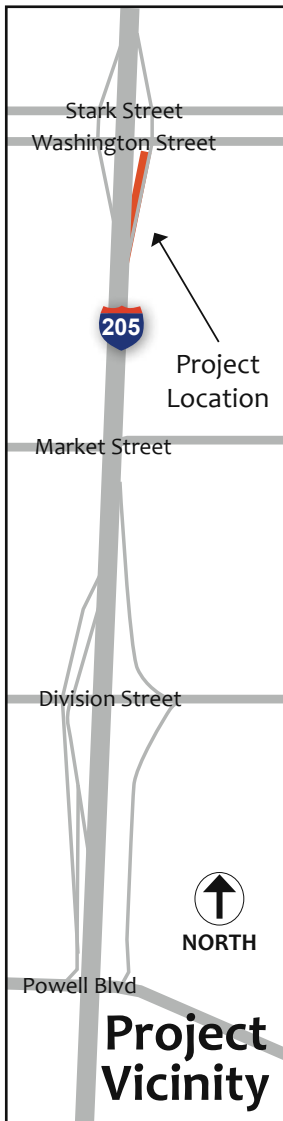


Diagram of Improvements



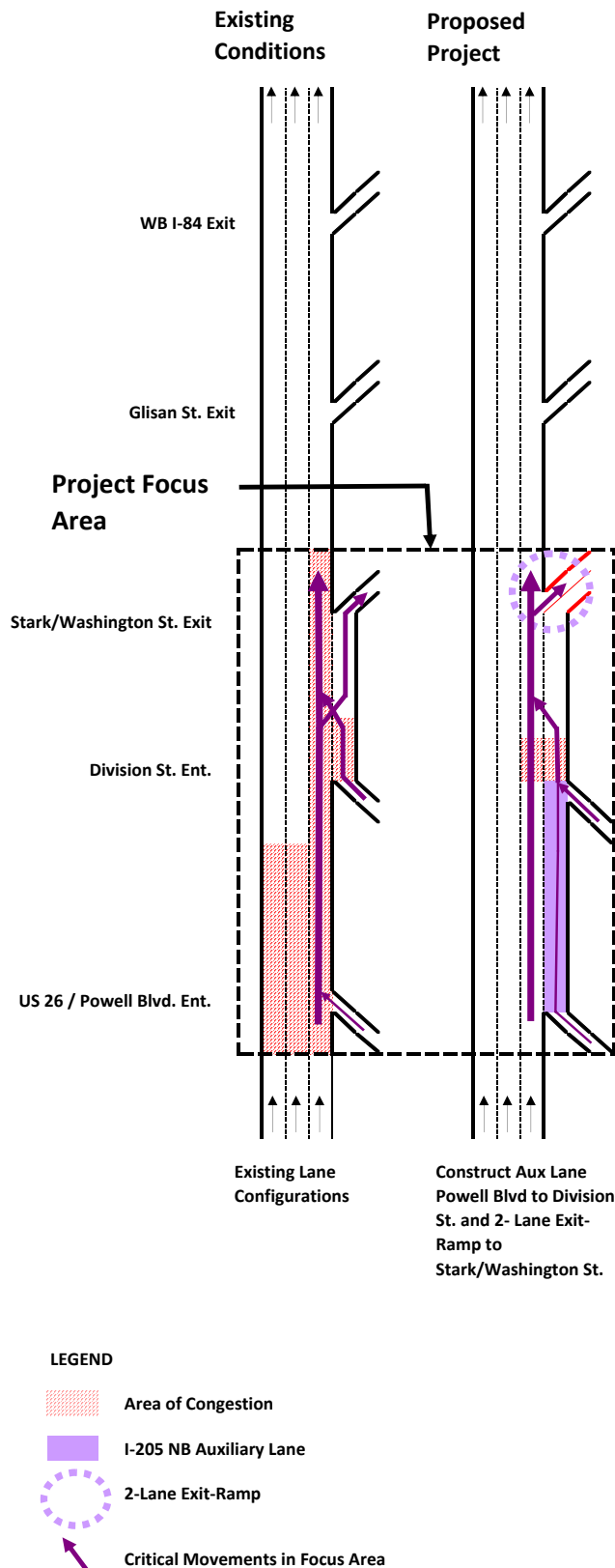
I-205 Northbound
**Powell Blvd to
Washington St
Auxiliary Lane**





I-205 Northbound
**Washington/
Stark Exit Ramp**

I-205 NB: US 26/Powell Blvd Entrance-ramp to Division Entrance-ramp Auxiliary Lane and Stark/Washington St. Exit-ramp Bottleneck



Existing Conditions

Queue: AM queues appear to be caused by turbulence at the Powell Blvd entrance-ramp merge point, and is reflected in queues to Stark/Washington St. exit. In the PM, queues occur at both entrance-ramps (Division St., Powell Blvd.). Contributing Factors: The combined volumes from the two consecutive entrance ramps is high, coupled with the high mainline volumes. Conflicts between entrance-ramps create turbulence at merge points with mainline, and difficult weaving movements. Heavy exit demand at Stark/ Washington St. creates unsafe weaves to existing single lane exit-ramp.

Duration: Approximately 2 hours daily between 4:00PM to 6:00PM.

Speed: Bottleneck activation speeds drop as low as 20 mph.

Volume (2011 ADT): Mainline: 82,810 (8.7% Truck); Powell entrance-Ramp: 11,300; Division entrance-Ramp: 6,790.

Project Focus Area Crashes: Rate: 0.74 per MVMT; Frequency: 114 crashes from 2007-2011; No Fatal crashes.

Proposed Project

Description: Extend existing accel-lane from Powell Blvd. entrance-ramp to match with existing auxiliary lane from Division St. entrance-ramp to Stark/Washington St. exit-ramp, and provide two lane exit at Stark/Washington. Auxiliary lane would provide an extended distance for traffic to merge onto mainline. Two-lane exit at Stark/Washington St. will reduce weaving conflicts in this segment.

Benefits:

Queue: Congestion/queuing would be reduced in most lanes and completely reduced in the two leftmost lanes.

Duration: It is anticipated that the queue would be reduced to an hour during the peak periods.

Speed: Average speeds within the congested areas are expected to increase to between 40 and 45 mph.

Project Focus Area Benefits Summary:

The construction of extending the auxiliary lane from Powell to Division and a 2-lane exit ramp at Stark/Washington will allow motorists additional time/distance to find gaps and safely weave over lanes. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements. The improvements will reduce congestion and enhance stable traffic flow.

Project Estimated Cost: \$6.5M - \$7.5M

Follow-up Phases to Further Enhance Operations and Safety in Corridor

I-205 NB Auxiliary Lanes:

Division St. to Stark/Washington St.; Stark/Washington St. to Glisan St.; and

Glisan St. to I-84 WB

Description: Construct second NB auxiliary lane from Division St. entrance-ramp to 2-lane exit at Stark/Washington St. and auxiliary lane to Glisan; add auxiliary lane from Stark/Washington to I-84 WB exit-ramp. Construction of the auxiliary lane would facilitate the Powell and Division movements to I-84 WB. This would improve lane balance and travel speeds, and sustain stable traffic flow and would result in overall safety improvements.

Project Estimated Cost: \$5.5M - \$6.5M



Site Map Diagram

C-BOS: High Priority Projects

I-205 NB: US 26/Powell Blvd Entrance-ramp to Division Entrance-ramp Auxiliary Lane and Stark/Washington St. Exit-ramp

I-5 Southbound
Lower Boones Ferry Rd
Exit Ramp to Lower
Boones Ferry Road
Entrance Ramp
Auxiliary Lane

Project Location

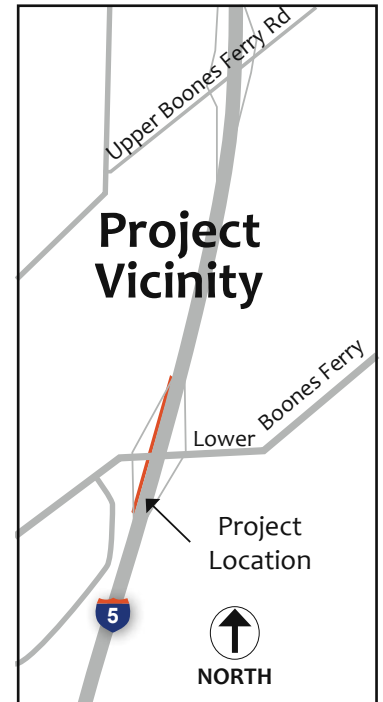
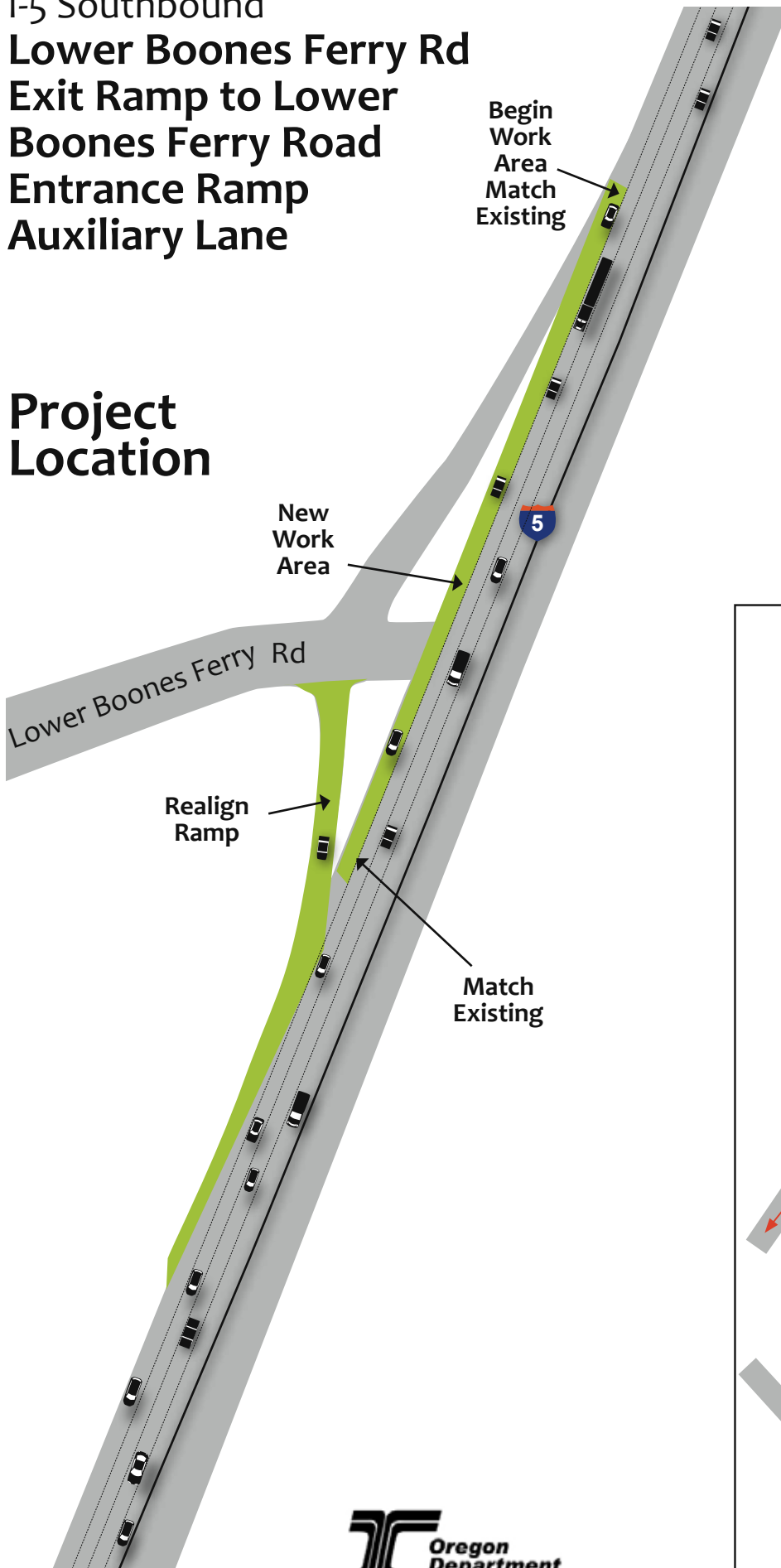
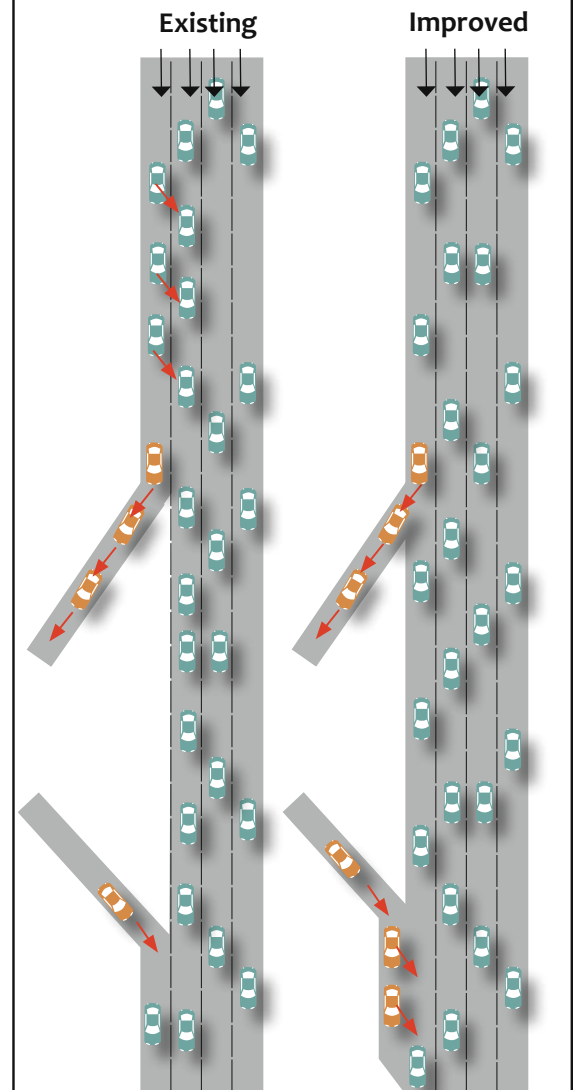
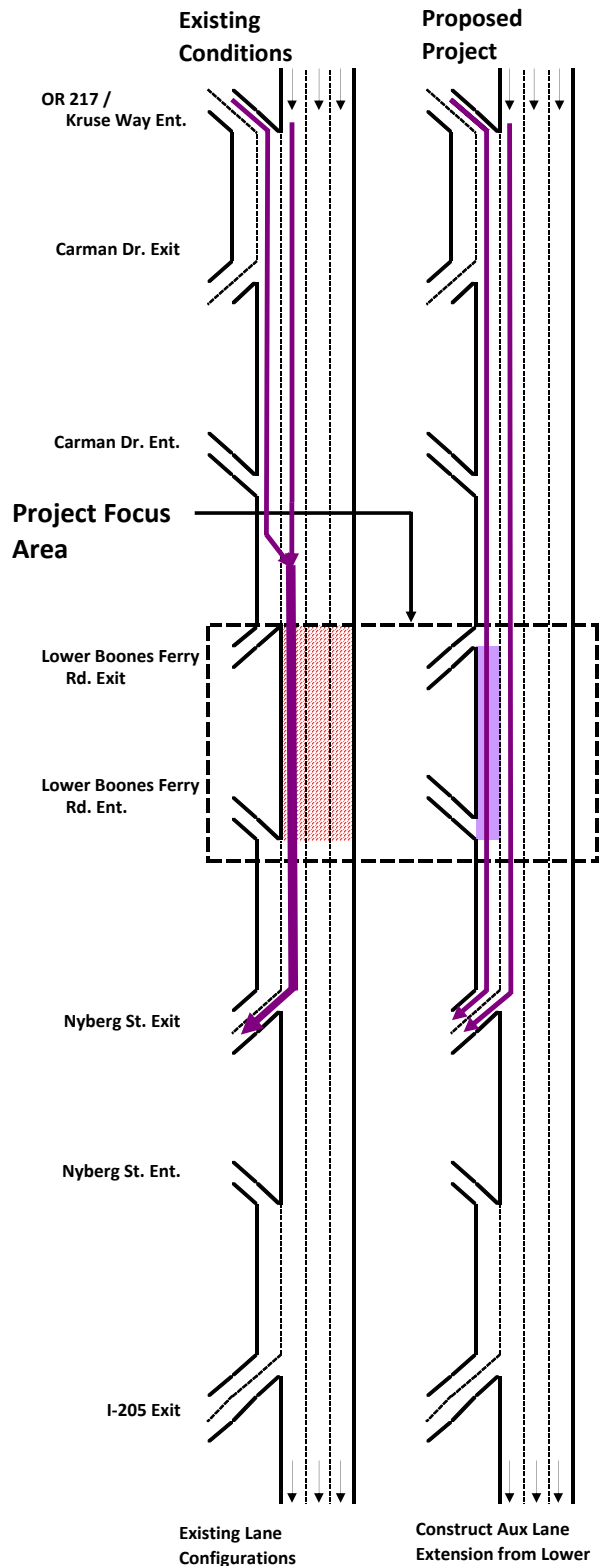





Diagram of Improvements



I-5 SB: Lower Boones Ferry Exit-ramp to Lower Boones Ferry Entrance-ramp Auxiliary Lane



LEGEND

-  Area of Congestion
-  Auxiliary Lane Improvement
-  Critical Movements in Focus Area

Existing Conditions

Queue: Queuing experienced from the Lower Boones Ferry Road exit-ramp to the Lower Boones Ferry Road entrance-ramp. Contributing Factors: The fourth lane from OR 217 entrance-ramp drops at Lower Boones Ferry Road exit-ramp, and a high volume weaving movement to Nyberg St. exit-ramp, resulting in an unbalanced lane utilization and operational deficiency.

Duration: Approximately 2 hours daily between 4:00PM to 6:00PM.

Speed: Bottleneck activation speeds drop as low as 30 mph.

Volume (2011 ADT): Mainline: 77,020 (10% truck); Exit-Ramp to Lower Boones Ferry Road: 13,610; Entrance-Ramp from Lower Boones Ferry Road : 12,870; Exit-ramp to Nyberg St.: 21,190

Focus Area Crashes: Rate: 0.39 per MVMT; Frequency: 27 crashes from 2007-2011; 1 Fatal Crash

Proposed Project

Description: Extend I-5 SB auxiliary lane from Lower Boones Ferry exit-ramp to Lower Boones Ferry entrance-ramp.

Benefits:

Queue: Congestion/queuing would be reduced in all lanes by providing a balanced roadway section.

Duration: It is anticipated that the queue would be reduced to less than an hour during the peak periods.

Speed: Average speeds within the congested areas are expected to increase to between 40 and 50 mph.

Project Benefits Summary:

Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Extension of the auxiliary lane would provide continuous lane from OR 217 to Nyberg St. exit. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparative auxiliary lane improvements.

Project Estimated Cost:

\$7M - \$8.5M

Follow-up Phases to Further Enhance Operations and Safety in Corridor

I-5 SB Auxiliary Lanes:

An I-5 SB auxiliary lane extension would create a continuous lane connection from OR 217 entrance-ramp to the I-205 exit-ramp.

Description: Extend the SB auxiliary lane from Nyberg St. exit-ramp to the Nyberg St. entrance-ramp. This would connect to the existing auxiliary lane between Nyberg entrance-ramp and I-205 exit-ramp. A new auxiliary lane between Nyberg St. entrance-ramp and I-205 exit-ramp will be required.

Benefits: This would result in improved system to system traffic operations for this section from OR 217 to I-205.

Queue: Congestion/queuing is reduced in all lanes due to improved lane utilization.

Duration: It is anticipated that the queue would be considerably reduced.

Speed: Average speeds within the congested areas are expected to increase to between 40 and 50 mph.

Project Estimated Cost: \$19M - \$20M



Site Map Diagram

C-BOS: High Priority Projects

I-5 SB - Lower Boones Ferry Exit-ramp to Lower Boones Ferry Entrance-ramp



Charlie
Hales
Mayor

Tom
Miller
Director

January 23, 2013

John Mermin
Metro
600 NE Grand Ave
Portland, OR 97232-2736

Dear Mr. Mermin,

Given the recent opportunity to submit proposed amendments to the Regional Transportation Plan (RTP), the City of Portland would like to request an amendment to add the following project to the 2035 RTP Financially Constrained Project List:

- **N Williams Traffic Safety and Operations Project** (from N Winning Way to N Killingsworth St): Pedestrian and bicycle traffic safety and operational improvements, including enhanced crossings, buffered bike lane, traffic calming, a new traffic signal and modifications at existing signals on N Williams and neighborhood greenway improvements on NE Rodney (estimated cost: \$1,640,000).

There is some urgency to amend the RTP and add this project to the 2035 RTP Financially Constrained Project List, so this opportunity to amend the list is timely. The City of Portland submitted the *N Williams Traffic Safety and Operations Project* for a grant from the State Transportation Enhancement (TE) – OBPAC combined grant program. These grant funds are available as soon as July 2013. If awarded funds, the project will quickly proceed to design and construction, given the advanced work already completed on public outreach, project development and design for this project. Construction is anticipated to begin in Spring 2014. This is prior to the next scheduled RTP Update. In order to not delay this project, it is necessary to amend the RTP and add this project to the 2035 RTP Financially Constrained Project List now.

The *N Williams Traffic Safety and Operations Project* was the outcome of an extensive public outreach process that lasted 16 months and included a 26 member stakeholder advisory committee with a broad, diverse representation of community stakeholders. The process was originally focused on the N Williams bikeway project #8325 in the Bicycle Plan for 2030. During that process, a number of alternative solutions were considered. With assistance from City of Portland traffic engineers and project managers, the stakeholder advisory committee evaluated many different engineering solutions and painstakingly developed the N Williams Traffic Safety and Operations Plan to address both the local community's wishes to shape the corridor's future and the City's need to improve safety and mobility for multiple modes. The outcome of this process led the City to apply for grants to fund the whole project.

The *N Williams Traffic Safety and Operations Project* is supported by the City's transportation policies in several different ways. This project is comprised of two separate projects from the Portland Bicycle Plan for 2030. Project #8325 in the Bicycle Plan for 2030 calls for improvements to North Williams to include a separated in-

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FAX 503-823-7576 • TTY 503-823-6868 • www.portlandoregon.gov/transportation

Attachment 6.

roadway bikeway. Project #8227 in the Bicycle Plan for 2030 calls for the development of NE Rodney as a bicycle boulevard (neighborhood greenway). In the current Portland TSP, N Williams is designated a City Bikeway. In the adopted Bicycle Plan for 2030, it is recommended as a Major City Bikeway. These projects and modal designation will be added to the Portland Transportation System Plan during the next scheduled update.

The Portland Bicycle Plan for 2030 was adopted by Portland City Council in March, 2010, following a 2 ½ year planning process. The plan was developed in two phases with public outreach during both. During phase 1, three public open houses were held. During phase 2, six public open houses were held in May 2009. Mailers, flyers and internet invitations were used to reach as many citizens in Portland as possible. Throughout the process, more than 9,700 individuals and lists were e-mailed notices and reminders about the three public meetings. A team of interns distributed more than 600 flyers to bike shops, bars, coffee shops and grocery stores. Flyers were also distributed at events such as the Mt. Tabor race series and Breakfast on the Bridges. 10,000 mailers were sent to SmartTrips participants. 13 print news organizations received a news release.

Additionally, this project supports implementation of Portland Transportation System Plan (TSP) Policy 11.8B, which calls for the city to address "existing deficiencies or hazards by improving pedestrian, bicycle and vehicular safety." The safety deficiencies on N Williams have been well documented through both the process to update the City's bicycle master plan as well as through public outreach that focused on N Williams.

Another local policy supporting the N Williams project is TSP Policy 6.35 (Transportation District Policies for North Transportation District), which calls for the city to develop "additional east-west and north-south bicycle routes to serve commuter and recreational bicyclists and provide connections to Northeast Portland." Part of this new project includes the development of the N Rodney Neighborhood Greenway, which will serve as an additional north-south route serving both commuters and recreational cyclists.

This project supports implementation of regional policy as well. N Williams is designated a 'Regional Bikeway' on the Regional Bicycle Network (north of N Russell).

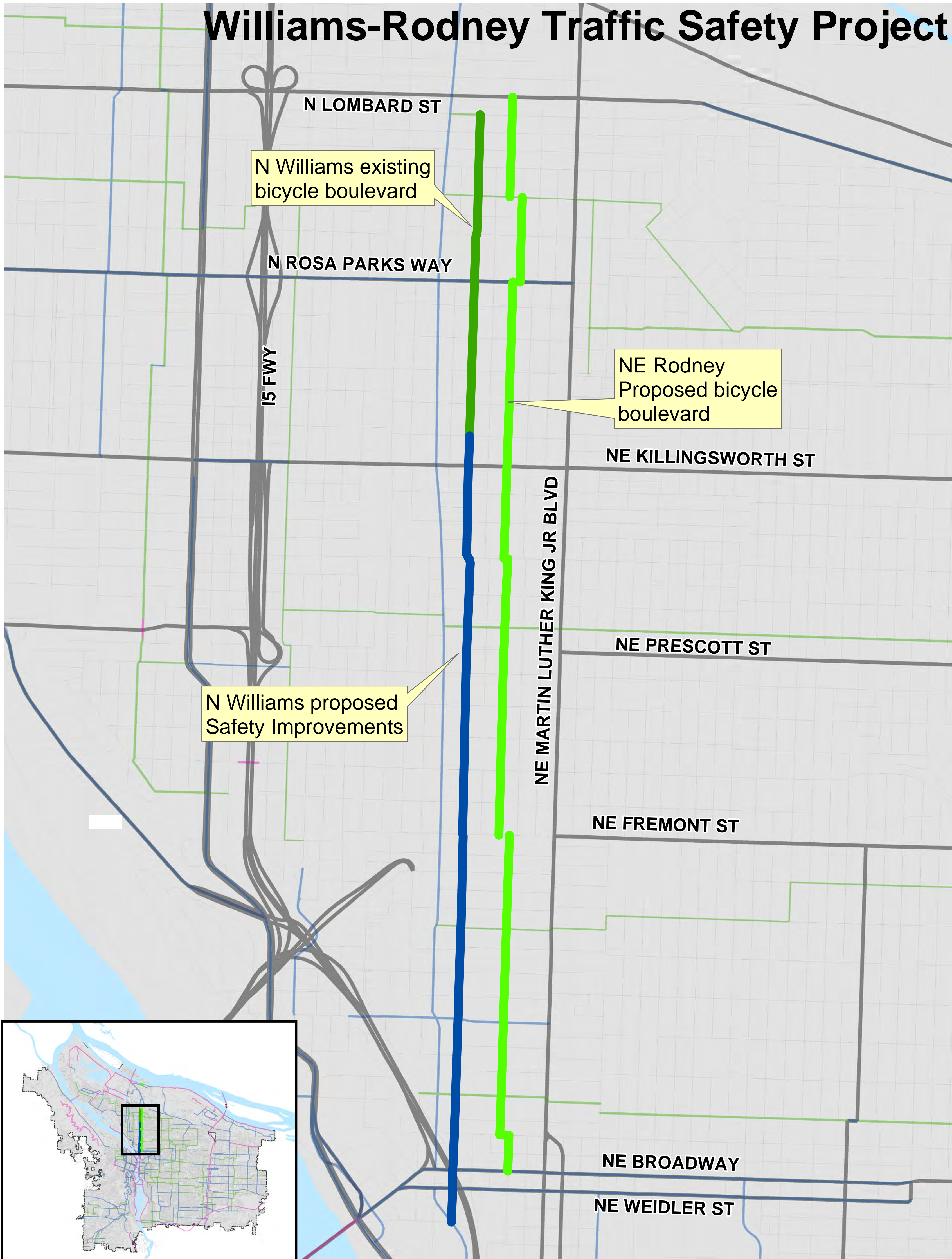
The City proposes to reduce the project cost dollar amount for RTP project # 11191, *Citywide Bicycle Boulevards*, in the RTP financially constrained list to offset the cost of the proposed addition to the RTP. The estimated cost of RTP project #11191 is \$31,250,000 (2007\$) and \$93,709,479 (YOE\$). The City proposed to reduce the estimated cost by \$1,640,000.

Please feel free to contact me if you have any questions or concerns.

Sincerely,

Courtney Duke
Senior Transportation Planner

Williams-Rodney Traffic Safety Project



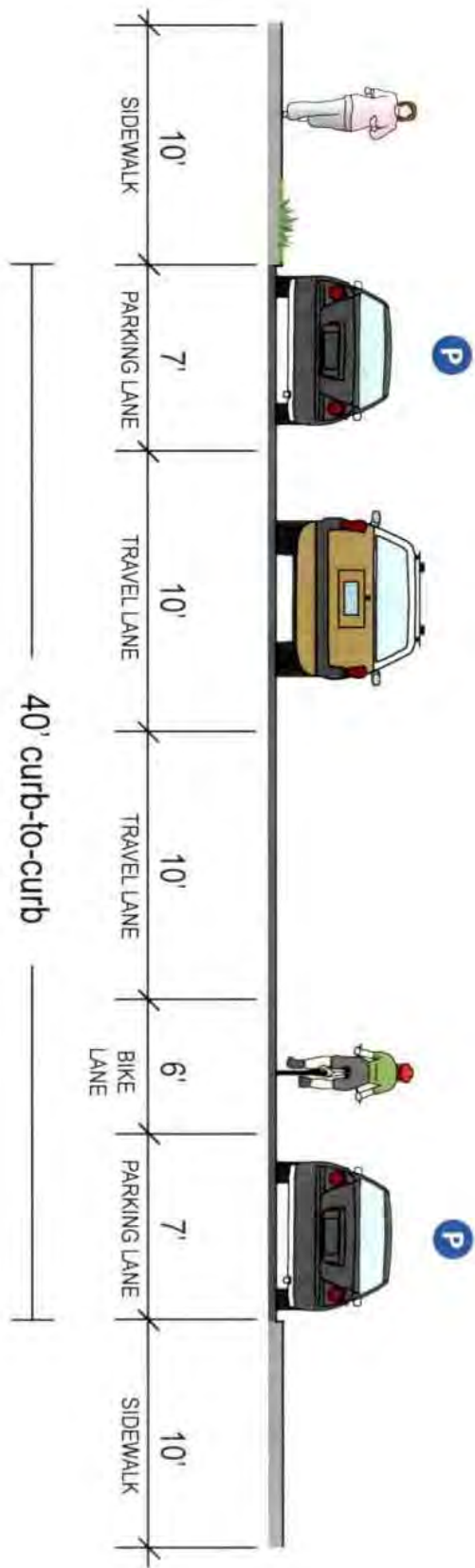
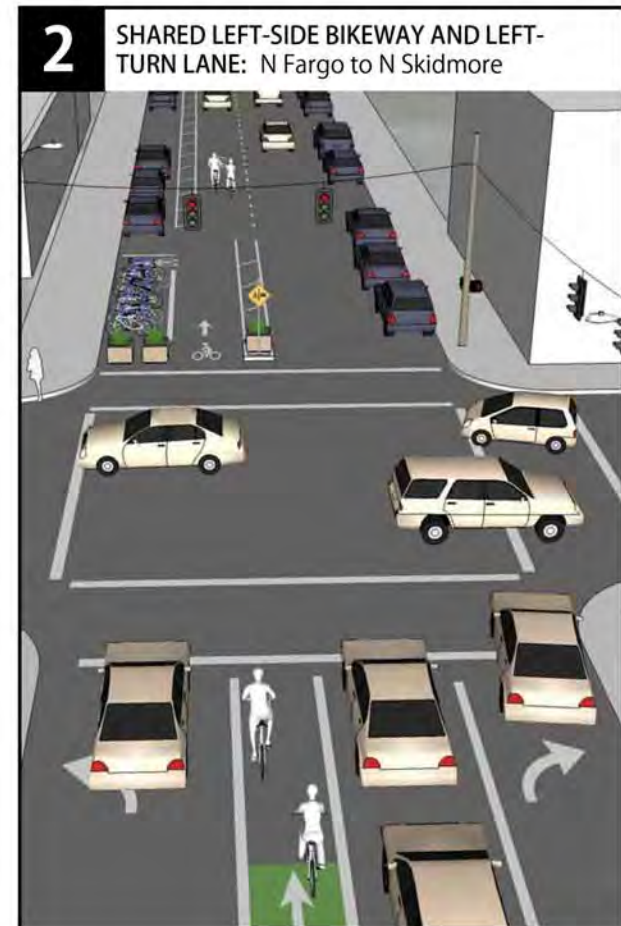
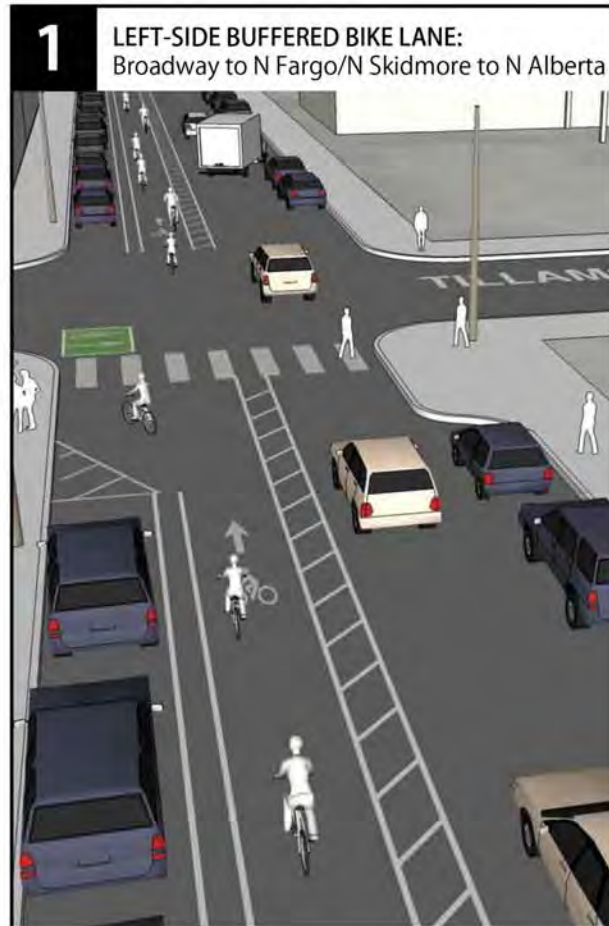
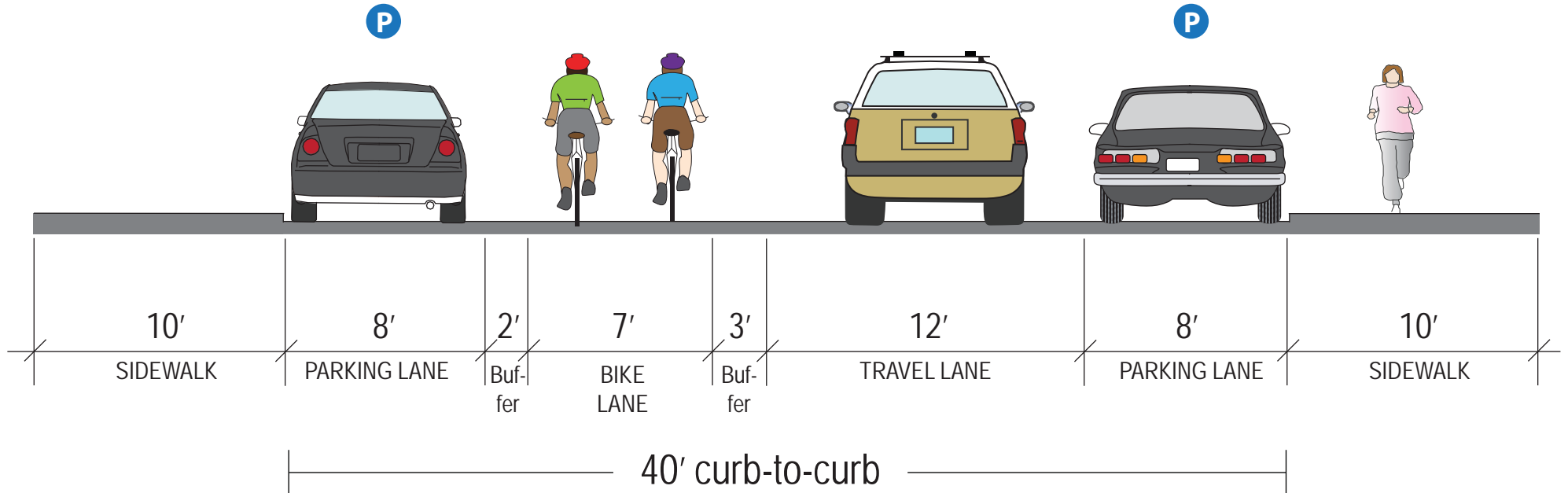


FIGURE 1: Existing street cross section between Hancock Street and Killingsworth Street

**N Williams Traffic Safety and Operations Project
Typical Cross-sections**



LEFT-SIDE BUFFERED BIKE LANE CROSS SECTION





Metro | Memo

Date: March 27, 2013
To: JPACT, MPAC, MTAC and TPAC and interested parties
From: Kim Ellis, Principal Transportation Planner
Grace Cho, Assistant Transportation Planner
Re: Climate Smart Communities Scenarios Project: – Phase 2 Evaluation Framework and Evaluation Criteria

Purpose

This memorandum outlines the Phase 2 evaluation framework staff will use to assess three scenarios for the Climate Smart Communities (CSC) Scenarios Project. The framework reflects the Phase 1 evaluation framework endorsed by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) in June 2011 and input provided by community leaders and Metro advisory committees in 2012 and 2013. April advisory committee discussions and an Opt In public opinion survey (www.climatesmartsurvey.com) that launched on March 27 are anticipated to inform further refinements to the evaluation measures.

Action Requested

Metro staff requests feedback on the evaluation criteria and questions to be addressed in the evaluation.

Background

The purpose of scenario planning is to test a range of potential futures that reflect choices policymakers, businesses and individuals might make. Phase 1 focused on understanding the region's land use and transportation choices for reducing greenhouse gas (GHG) emissions from cars and small trucks. Staff tested 144 different combinations of land use and transportation policies (i.e. scenarios) to learn what it might take to meet the region's GHG emissions reduction target. Staff also conducted sensitivity analysis of the Phase 1 scenarios to better understand the GHG emissions reduction potential of individual strategies.¹ and ² The strategies tested included pay-as-you-drive insurance, traffic operations, expanded transit service, pricing, transportation demand management programs, community design and advancements in clean fuels and vehicle technologies.

Given the significant number of scenarios tested, Phase 1 did not include an evaluation of the potential financial, political, social equity, environmental or economic implications of the different scenarios; these implications will be measured as part of the evaluation of three alternative investment scenarios during the summer of 2013.

To inform the Phase 2 evaluation, Metro is creating a "scorecard" to measure how well the three scenarios work to advance the region's desired outcomes. In 2012-13, Metro staff convened a series of "scorecard" workshops and focus groups with public health, environmental, social equity, and business leaders to identify the outcomes that are priorities for the evaluation.³ In early 2013,

¹ Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012).

² Memo to TPAC and interested parties on Climate Smart Communities: Updated Draft Scenario Options Framework (June 26, 2012).

³ A summary of the environmental and equity/environmental justice workshops can be downloaded from the project website. The public health workshop and business focus groups reports will be available in April.

Metro's advisory committees provided additional feedback on the information needed from the evaluation. Metro advisory committee discussions and feedback from the community leaders informed development of the Phase 2 evaluation framework and preliminary evaluation measures.

The evaluation measures for each outcome should be seen as gauges on a car dashboard, not as grades on a report card. They will provide information about each scenario, but not judge the scenario. Each scenario will have some benefits and drawbacks, and there will be trade-offs to consider. The trade-offs discussion will occur during the Fall of 2013 and in early 2014.

Phase 2 Scenarios Evaluation Framework

Adopted in 2010, the region's six desired outcomes will continue to be used as the framework guiding the evaluation in Phase 2. For the CSC scenarios project, social equity will be addressed as a lens across all desired outcomes. The six regional outcomes are:

- Vibrant Communities
- Economic Prosperity
- Safe and Reliable Transportation
- Leadership on Climate Change
- Clean Air and Water
- Equity



The Phase 2 scenarios evaluation will measure the GHG emissions reduction potential of the three scenarios and provide policy makers with information about the implications, benefits and drawbacks of different land use and transportation policy and investment choices, relative to the region's shared social equity, economic, environmental and community goals.

Major objectives of the analysis are to:

- Test distinct investment policy choices that frame the boundaries of the political landscape and public opinion to better understand the effect of different levels of investment on public health, travel behavior, development patterns, social equity, the economy, the environment and GHG emissions.
- Evaluate the relative effect and cost of different investment choices in order to recommend what combinations of investments, tools and strategies are needed to best achieve community visions and GHG emissions reductions.
- Provide recommendations to guide development and implementation of a preferred and feasible land use and transportation scenario.

Planning-level cost estimates for each scenario will be developed by Metro, in partnership with ODOT and TriMet. In addition, project staff will convene workshops as part of the evaluation to scope feasibility and actions needed to implement the three scenarios. The evaluation will include collaborating with community leaders working to advance social equity in the region. To the extent possible, this collaboration will help identify policy tools to reduce existing community disparities through implementation of the preferred scenario that is selected in 2014. Evaluation activities will also assess implementation feasibility – including political or public acceptability, legal, legislative or regulatory barriers, and institutional capacity – considering social equity, economic, environmental and community implications.

A Phase 2 Findings Report will include the “scorecard” and a narrative describing the methodology, analysis and outcome for each evaluation measure for each scenario and summarize results using info-graphics and other visual tools to convey the expected trade-offs between the scenarios. No weighting of the evaluation measures is proposed. Decision-makers are encouraged to determine the measures that are important to them and to include that in their decision-making.

The findings report will communicate which combination of strategies (e.g., scenarios) will achieve the state GHG targets and how different levels of investment and policy implementation could affect the cost of moving freight, air quality, household and business expenditures, public health, infrastructure costs, travel behavior, and other outcomes. The report will be brought forward for discussion by the region’s decision-makers and community and business leaders in Fall 2013. The information is expected to assist in the identification of the preferred scenario by March 2014.

Phase 2 Evaluation Criteria

During the scorecard workshops in 2012-13, the community leaders identified priority outcomes to be considered, and in some cases, potential evaluation measures. Feedback was clear that measurable outcomes are vital to the success of the scenarios evaluation and monitoring future implementation of a preferred scenario. Priority outcomes included transportation system safety and reliability, the cost of motor vehicle and freight delay, neighborhood stability, access to education, resiliency of the natural environment, environmental justice and equity, attracting new businesses to the region and protection of farms, forestlands and natural areas.

Metro staff compared the priority outcomes with the outputs of the two models being used to evaluate the alternative scenarios in Phase 2 – MetroScope and metropolitan GreenSTEP. These tools have a specific set of inputs and outputs that limit the scope of the evaluation. Staff linked the priority outcomes to the outputs available from the analysis tools. As time and resources allow, staff will conduct additional ArcGIS analysis and other “off-model” or qualitative analysis to supplement GreenSTEP or MetroScope analysis.

Attachment 1 lists the proposed GreenSTEP and MetroScope evaluation measures and their connection to the “scorecard” categories that have been identified to date by Metro’s advisory committees and community leader workshop discussions. Only a subset of GreenSTEP and MetroScope outputs were selected as they were deemed to best reflect the priorities identified by community leaders and Metro’s advisory committees. In addition, Metro is working with the Oregon Health Authority to determine whether they have adequate staff resources to evaluate how the three scenarios will impact priority health outcomes, such as fatalities and chronic illness, as they did for the Phase 1 scenarios.








A limitation of the analysis is that several of the priority outcomes identified to date do not match well with the capabilities of the analysis tools being used in Phase 2. In some cases these may be used in the evaluation of the preferred scenario in 2014, which will use Metro’s regional travel demand model. More discussion of the Phase 3 evaluation measures and modeling tools will occur later in 2013.

Next Steps

Metro staff will present the Phase 2 evaluation framework and evaluation criteria for feedback in April 2013. The Metro Council, Metro Policy Advisory Committee (MPAC), Joint Policy Advisory Committee on Transportation (JPACT) will be asked to support moving forward with the evaluation in May 2013.



Phase 2 Evaluation Framework and Criteria

Evaluation criteria	Questions to answer	Evaluation measure	Estimation Method/Tool
 Jobs and housing	<i>How will our choices effect where we work and live?</i>	Distribution of housing (by type and location)	MetroScope output
		Distribution of jobs (by type and location)	MetroScope output
		Access to destinations (households within .5-mile distance of neighborhood services, parks, etc. by income group, race and ethnicity)	MetroScope output and ArcGIS
 Economy	<i>What will our choices cost and how will they effect public sector and household budgets, and the economic competitiveness of businesses and industry in the region?</i>	Transportation infrastructure costs (capital and operations)	GreenSTEP output
		Other public/private infrastructure costs	GreenSTEP/MetroScope output
		Social costs per capita and by income group (e.g., combined cost of travel delay, climate change damage and adaptation, energy security, air and noise pollution, crash costs to non-drivers and other environmental impacts)	GreenSTEP output
		Housing costs per household (total and as a percent of income by income group)	MetroScope output
		Out-of-pocket household transportation costs by income group (total and as a percent of income)	GreenSTEP output
		Freight truck travel costs	GreenSTEP output
		Transportation revenues per capita and by income group	GreenSTEP output
 Travel	<i>How will our choices effect how we get around?</i>	Vehicle miles traveled per capita	GreenSTEP output
		Vehicle delay per capita	GreenSTEP output
		Transit service per capita (revenue miles)	GreenSTEP output
		Access to transit (households within .5-mile distance of high capacity transit and .25-mile distance of frequent transit by income group, race and ethnicity)	MetroScope output and ArcGIS
		Change in metropolitan travel patterns	GreenSTEP/MetroScope output
 Energy consumption and GHG emissions	<i>How will our choices effect climate change and energy security?</i>	GHG emissions per capita	GreenSTEP output
		Fuel consumption (region-wide)	GreenSTEP output
 Natural resources	<i>How will our choices effect air quality, water supplies and farms, forestland and natural areas?</i>	Criteria pollutant emissions	GreenSTEP output
		Land consumed for development	MetroScope output
		Residential water consumption	GreenSTEP output
 Public health	<i>How will our choices effect our health?</i>	Physical activity per capita (walk trips and bike miles)	GreenSTEP output
		Chronic illness (obesity, diabetes, asthma)	Public health model output
		Traffic safety (change in fatalities and injuries)	Public health model output
 Feasibility	<i>What choices can we afford, what choices are feasible and how do we implement our choices in an equitable and cost-effective manner?</i>	Financial, legal, legislative or regulatory barriers for implementation	Qualitative assessment
		Political or public acceptability	Qualitative assessment
		Institutional capacity for implementation and long-term "ownership"	Qualitative assessment
		Policy tools to reduce existing community disparities during implementation	Qualitative assessment and ArcGIS

Evaluation measures highlighted in yellow can be measured across population groups (e.g., income, age and ethnicity) to identify whether disproportionate impacts may occur to vulnerable populations in the region. Vulnerable populations are defined to include: low-income households, communities of color, older adults, children, households with limited english proficiency and people with disabilities.

CLICK HERE FOR FULL REPORT

www.oregonmetro.gov/climatescenarios

Equity and Environmental Justice Scorecard Workshop Report

A Summary of the Climate Smart
Communities Scenarios Project
Workshop of July 31, 2012

November 2012



Metro | *Making a great place*

About Metro

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

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

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Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Barbara Roberts, District 6

Auditor

Suzanne Flynn

Metro collaborated with the Coalition for a Livable Future and the Coalition of Communities of Color in planning and executing the Equity and Environmental Justice Scorecard Workshop. The opinions, findings and conclusions expressed in this report are not necessarily those of our partner organizations.

The preparation of this report was partially financed the Oregon Department of Transportation and U.S. Department of Transportation. The contents of this report do not necessarily reflect the views or policies of the State of Oregon or U.S. Department of Transportation.

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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Executive summary

Introduction

This report summarizes the Equity and Environmental Justice Scorecard Workshop held in the Metro Council Chamber from 8 a.m. to noon on Tuesday, July 31, 2012. The workshop was one of several community engagements for the Climate Smart Communities Scenarios Project in 2012.

Background

At the time of the equity scorecard workshop, the scenarios project was nearing completion of engagement with local elected officials to achieve understanding of Phase 1 findings and was making progress into the next period of engagement. During this new period, outreach would involve more detailed communications and more in-depth methods of communicating to strengthen connections with communities and build relationships with key community members. Extending beyond elected officials and local planning staff, this phase mainly focused on leaders of the business, environmental, public health and equity and environmental justice communities. Workshops with these community leaders were among several activities planned to achieve the engagement goals and inform the project.

For the equity and environmental justice workshop, Metro partnered with the Coalition of Communities of Color and the Coalition for a Livable Future. Partners encouraged their contacts to attend and advised on the workshop agenda and activities. Many workshop attendees were unfamiliar with the Scenarios Project prior to the workshop; others had attended the April 2011 Climate Leadership Summit where summit participants explored ways the Portland area could build vibrant neighborhoods and spread economic growth while reducing carbon emissions that are linked to climate change.

The workshop was intended to inform and engage community leaders and foster collaboration, mutual learning and relationship building between the planning staff and these communities. Participants were invited to discuss how to measure the benefits and impacts of land use and transportation policy actions in equity and environmental justice terms. Pre-workshop materials explained that planning staff would use the input gathered at the workshop to develop a scorecard that could measure how well various combinations of land use and transportation strategies could advance equity and environmental justice in the region while also meeting carbon emissions goals.

Overview of workshop format

The workshop followed a format of short presentations by invited guests and project leaders combined with open discussion and question/answer periods involving all 43 meeting attendees. The meeting flowed as follows:

- Welcome and Introduction to Climate Smart Communities Scenarios Project – Jeanne Lawson of Jeanne Lawson Associates, the meeting facilitator, briefly convened the meeting and handed it off to Metro Councilor Carlotta Collette who provided an introductory level overview of the CSC Scenarios Project.
- Meeting Orientation – Jeanne Lawson explained the purpose, structure and steps of the meeting agenda.
- “Measuring and Promoting Regional Equity” - Dr. Manuel Pastor from the University of Southern California gave the keynote address.
- Q&A Discussion – The group engaged in a facilitated discussion following Dr. Manuel Pastor’s talk.
- Discussion of Proposed Outcomes – The group participated in a facilitated discussion where messages emerging from attendees regarding the outcomes were noted; Kim Ellis, Metro’s project manager for the Scenarios Project, provided further information and clarification on the outcomes.
- Introduction to Transportation and Land Use Strategies – Kim Ellis introduced the 22 strategies that have been analyzed to date. Lawson invited attendees to participate in a dot exercise to indicate the most important strategies to achieving the outcomes.
- Dot Exercise and Break – While taking a coffee break, participants were asked to paste dots on a graphic display of all the strategies, indicating which ones each felt were most important to achieving equity and environmental justice outcomes.
- Reflection on Priority Strategies – A panel consisting of Dr. Manuel Pastor, Mara Gross of the Coalition for a Livable Future, Julia Meier of the Coalition of Communities of Color and Nuin-Tara Key, a Metro staff member, shared observations on the strategies that emerged from the audience dot exercise.
- Getting from Strategies to Outcomes – An open discussion was held with the panel available for guidance, on which strategies appeared to be the most important to achieving the desired equity and environmental justice outcomes.
- Observations and Recommendations – Dr. Manuel Pastor provided his final reflections on the morning’s events.
- Individual Feedback – Prioritization form – Kim Ellis explained the project’s next steps. Lawson invited attendees to provide feedback on strategies and outcomes, as well as on the workshop.
- Thank You and Next Steps – Councilor Collette thanked participants and invited them to attend a summit on the project to be held in spring 2013.

This document provides a description of what happened and what project members heard during each stage of the workshop. The report is followed by five appendices:

- Appendix A: Workshop attendance
- Appendix B: Workshop presentations
- Appendix C: Workshop materials

- Appendix D: Participant feedback
- Appendix E: Workshop follow up and lessons learned

Workshop narrative

Welcome and introduction

Metro Councilor Carlotta Collette welcomed everyone to the meeting and thanked the Coalition of Communities of Color and Coalition for a Livable Future for their partnership in this effort. Metro staff and workshop participants introduced themselves.

Councilor Collette gave a brief presentation of the Climate Smart Communities (CSC) Scenarios Project. She made the following main points:

- **Timeline:** The CSC Scenarios Project has three phases. In Phase 1 (2011), Metro studied 144 different combinations of land use and transportation strategies that could help reduce green house gas (GHG) emissions. Metro found that current community plans plus cleaner fuels and vehicles would get the region very close to the target of 1.2 metric tons of carbon dioxide equivalent per capita by 2035. There is a small gap left to reach this target, and to achieve it, communities will need to focus on becoming more walkable and having better transit service. The project is currently in Phase 2, and Metro is beginning conversations with communities and groups to get input on how the scenarios project can integrate existing community plans and goals. Phase 2 also includes development of scorecards to evaluate options. In Phase 3 (2013-2014), Metro and local elected officials will narrow down the scenarios and choose and implement one preferred scenario.
- **Desired outcomes:** Metro started the CSC Scenarios Project with a set of six desired regional outcomes, including vibrant communities, equity, economic prosperity, transportation choices, clean air and water, and climate leadership. In addition, the project builds on community aspirations. Each community has its own vision or plan, and Metro is working with them to see how the CSC project can support their visions.
- **Scorecard:** The purpose of today's workshop is to gather input from equity and environmental justice community leaders on a draft set of outcomes and how well the land use and transportation strategies studied to date may advance achievement of those outcomes.

As part of the CSC Scenarios project, Metro is creating a "scorecard" to measure how well the chosen scenarios work to advance environmental justice and equity along with other desired outcomes. The scorecard will include a set of region wide desired outcomes for environmental justice and equity, along with ways to measure each outcome. The input provided will help inform development of the scorecard.

To this end, Metro staff developed a draft set of equity and environmental justice outcomes as a starting point for the conversation. These outcomes come from various sources, including the Greater Portland Pulse project, Statewide Transportation Strategy, the Oregon Department of Transportation's Mosaic tool, and the Coalition for a Livable Future's Regional Equity Atlas. Today, Metro wants input on which outcomes are missing and which outcomes are most important to measure as part of the equity and environmental justice scorecard.

- **Scorecard Next Steps:** Metro will create a scorecard that will measure business, environment, equity and environmental justice, and public health outcomes. Metro

conducted a workshop for public health in March and another for the environmental scorecard earlier in July. This winter, Metro will host business focus groups and an Opt In survey. There will also be a summit in spring 2013 to bring regional decision-makers and all of the scorecard workshop participants together.

Workshop partners Coalition of Communities of Color (CCC) and the Coalition for a Livable Future (CLF) briefly introduced their organizations.

Julia Meier explained that CCC's primary mission is to advance racial equity. In the past few years, Metro has acknowledged that planning in the region does not always effectively engage communities of color. To address this, Metro is developing a long-term partnership with CCC to make sure that Metro's work is inclusive of communities of color, to help develop leaders of color in planning, and to create new partnerships with community-based organizations.

Mara Gross explained that CLF has been working with Metro on its long-range planning efforts for many years. She noted that climate change doesn't impact everyone equally, but the CSC Scenarios Project can provide opportunities to start shifting that dynamic. As the Portland metropolitan region becomes more diverse, it is imperative that policy decisions provide opportunity for everyone. CLF is most interested in creating communities where everyone is able to take transit and walk; supporting sustainable transportation and land use planning for underserved communities that does not displace them; making transportation and jobs accessible to communities of color; and enabling everyone to be part of the decision-making process.

Workshop description and expectations

Jeanne Lawson introduced herself and reviewed the rest of the agenda. She noted that the two main goals of this workshop are to determine which equity and environmental justice outcomes are most important, and which land use and transportation strategies are most important to get us there. She briefly reviewed the draft Equity and Environmental Justice Outcomes before introducing the keynote speaker, Dr. Manuel Pastor.

Keynote speaker Dr. Manuel Pastor – “Measuring and Promoting Regional Equity”

Dr. Manuel Pastor is a Professor of American Studies and Ethnicity at the University of Southern California. As the founding director of the Center of Justice, Tolerance, and Community at the University of California, Santa Cruz, Dr. Pastor currently directs the Program for Environmental and Regional Equity at USC and co-directs USC's Center for the Study of Immigrant Integration.

Dr. Pastor gave a presentation on measuring and promoting regional equity, drawing on his experience in various equity indicator projects. The main points of his presentation include:

- **Measuring Equity:** Three reports provide examples of ways to measure equity, including: 1) the Bay Area Social Equity Caucus, 2) CAUSE, and 3) immigration reports. These processes show that equity is consistent with and can help advance economic, environmental and sustainability goals.
- **Data Collection:** Data collection is extremely important in order to measure equity. However, before collecting data, you must show a need for the data. Once data is

collected, it is important to present the data and tell a story with appropriate framing. Then you can identify policy opportunities moving forward.

- **Indicators:** The purpose of indicators is to measure change; to look forward to identify opportunities; and to shift policy.
- **Measuring Change** – Dr. Pastor gave examples from the Bay Area Social Equity Caucus and a San Francisco study that tracked gentrification, showing how maps can help tell a visually compelling story when used in indicator reports.
- **Looking Forward** – It is important to do demographic projections to see what the future will look like, in order to move people to action.
- **Shifting Policy** – It is important to decide what to do about the data. For example, the Bay Area study showed that toxics were found disproportionately in low-income communities, which motivated these communities to want to organize themselves.

Lessons Learned about Indicator Projects:

- Need to start with strong outcomes, to know what the goal is.
- Need to set up why you are measuring the data.
- Should figure out whether the data is available, and whether it can be collected over time to measure progress.
- Indicator projects should surprise people, and teach them something new.
- Try to complicate measures to take into account the real dimensions of vulnerability and other dimensions of equity.
- Connect data to policy choices.
- The process must connect to community. The community members themselves should be involved, and the process should figure out the best way to involve them. In one example, community members performed air monitoring themselves and thus felt ownership over the process.
- The biggest lesson – Yes we can! We can measure regional equity and environmental justice, and if we do, we can have a better transit system and reconnect communities.

Question and answer with Dr. Manuel Pastor

Participants asked the following questions of Dr. Manuel Pastor:

- **Question:** (inaudible)
Answer: No, because Census data feels unreliable with respect to people with disabilities.
- **Question:** What is “just in time review?”
Answer: When we did environmental justice screening methods in California, we checked in with community members all along the way, which is why we called it “just in time review.” The environmental justice organizations around California feel connected to the environmental justice screening method because they have been involved from the beginning, have trust, and feel that they are co-creators.

- **Question:** Have you set some metrics around socioeconomic indicators?
Answer: We use micro-data to produce our own measures, usually using the American Community Survey (ACS) 3-year census sample. We also use power measures, such as homeownership and voting rates as measures of social power and vulnerability.
- **Question:** What are the tensions between smart growth and no-growth environmentalism?
Answer: People sometimes think that all we need is growth, but what we really need is *just* growth. One of the biggest tensions is the suburbanization of communities of color in the US. In those places, the physical, social-services, and civic infrastructure are tired. Special attention needs to be paid to those communities both by governments and by organizers.
- **Question:** How much do you have to look to the past to be able to look forward?
Answer: Americans tend to think that looking backward means whining and complaining. One way of combating this is by first looking forward to see what the future looks like, and then looking back to see why it is like that. People often think that looking forward means ignoring racial disparities, but that is not true.

Discussion of proposed outcomes

Participants reviewed the draft Equity and Environmental Justice Outcomes, which include:

- | | |
|-------------------------------------|-----------------------------------|
| • Public health and safety | • Clean water |
| • Access to opportunity | • Resiliency |
| • Mobility | • Business prosperity |
| • Affordability | • Community prosperity |
| • Inclusive decision-making process | • Individual/household prosperity |
| • Healthy soils | • Revenues generated |
| • Healthy air | |

Participants made the following comments on the draft outcomes:

- The outcomes should explicitly address housing.
- The definition of “vulnerable populations” should include people with disabilities.
- The outcomes should include neighborhood stability, which is different from affordability. This is important as a measure against gentrification.
- The outcomes should reference where public and private investments are being made, and whether there is disparity in spending in certain areas.
- The definition of community prosperity should be broadened to include racial prosperity.
- The inclusive decision-making outcome should be broadened to go beyond just decision-making, and include creating civic leaders.

- Participants commented that education should be included as an outcome, either in the healthy communities category or as part of the public health and safety or mobility outcomes.
- The public health and safety outcome should look at the neighborhood level, and look at individual or population-based health. “Healthy people” could be called out as an outcome. The current description of public health might itself be a potential measurement.
- Participants asked whether and how the scorecard will measure geographic areas against one another, to see how well communities across the region score in terms of equity and environmental justice. Kim Ellis, CSC Project Manager, responded that Metro has not yet decided whether the scorecard will drill down to a specific community level or have a broader view. However, Metro will not be able to measure each of the outcomes at a city-level or neighborhood level.
- Participants noted that the strategies look like a very limited set of ways to address a very broad set of outcomes. Kim Ellis responded that the strategies are things that Metro is able to analyze within its current model. But Metro also knows that *how* the strategies are implemented matters a lot for getting to outcomes.

The meeting partners then provided their feedback on the draft outcomes. Mara Gross of CLF explained that the outcomes should be linked to demographics and indicate which populations and communities are being considered. How projects are implemented is also very important to consider.

Julia Meier of CCC commented that aggregating the outcomes by community is important. The outcomes should focus on communities by geography and by other types of identifiers. Education should also be included in the healthy communities category.

Dr. Manuel Pastor commented that for the inclusive decision-making outcome, co-creation of data and collaboration in process is important. He noted that none of the outcomes explicitly reference equity or disparity-reduction. The language should make reduction of disparities a key part of the outcomes. Increased transit and denser cities can reduce the burden on the climate, but can also result in gentrification. Unless equity is built in to the process, climate change work can produce disparities.

Introduction to transportation and land use strategies

Kim Ellis briefly presented the list of transportation and land use strategies of the CSC Scenarios Project. She asked participants to consider which of these strategies will be most important in advancing equity and environmental justice in the region.

Dot Exercise

Participants were each given eight dots and asked to put them on the strategies they think are most important to help reach the outcomes. The most favored outcomes included transit service (43 dots), complete neighborhoods and mixed-use areas (41 dots), bike and pedestrian networks (24 dots), and employer programs (23 dots).

Strategies	Number of Responses
Community Design	●●
Complete neighborhoods and mixed-use areas	●●●●●●●●●● (41) ●●●●●●●●●● ●●●●●●●●●● ●●●●●●●●●●
• Urban growth boundary	●●●●●●●●●● (11)
• Transit service	●●●●●●●●●● (43) ●●●●●●●●●● ●●●●●●●●●● ●●●●●●●●●●●●●●
• Bike and pedestrian network	●●●●●●●●●● (24) ●●●●●●●●●●●●●●
• Parking	●●●●●●
Pricing	●●●●●●●
• Pay-as-you-drive insurance	●
• Gas tax	
• Road use fee	●●●●
• Carbon fee	●●●●●●
Marketing & Incentives	●●●●
• Eco-driving	
• Individualized marketing	●●●●

• Employer programs	●●●●●●●●●● (23) ●●●●●●●●●●●●●●
• Car-sharing	●
Roads	
• Freeway and arterial capacity	●
• Traffic management	●●●●●●
Fleet	
• Fleet mix	●●●●
• Fleet age	●
Technology	
• Light vehicle fuel economy	●●●●●●●●
• Carbon intensity of fuels	●
• Electric and plug-in hybrid electric vehicles	●●●

Panel reflection on priority strategies

A panel made up of Dr. Manuel Pastor, workshop partners and a Metro staff person provided their reflections on the strategies. Nuin-Tara Key of Metro commented that any of the strategies may have positive or negative impacts on disparities in the region, depending on the implementation. Metro will need to work on implementation that leads to reduction of disparities. Mara Gross noted that the dot exercise shows that the community design elements will have a huge impact on climate change and equity.

Dr. Pastor commented that he is not surprised that community design got the most dots. In many cities and communities, there is a lot of distrust of pricing strategies by minority communities who have been disadvantaged by the market, and that seems to be the case here.

Julia Meier of CCC expressed concern that the equity and environmental justice community is jumping into a process that is already well under way, and that they are tweaking already proposed strategies and outcomes. Also, the dominant strategies have a technology bias, and of the six categories, only one resonates with this group – community design.

Discussion: getting from strategies to outcomes

Participants had a discussion on how Metro can better engage with the equity and environmental justice community, and then discussed the transportation and land use strategies.

Discussion on engagement with the equity and environmental justice community

Jeanne Lawson asked participants to discuss how Metro can better engage the environmental justice and equity community. She noted that the intent of using the list of outcomes today was to honor and build on work that has already been done by the Greater Portland Pulse and other efforts which included many of the participants of today's workshop. Participants made the following comments:

- It is important that meetings like this think about the big picture, and how a process like the CSC Scenarios Project connects with and supports individual families, especially immigrant families and micro-enterprises. It is important to have leaders from these communities forming an integral and visible part of the process and project team.
- Metro should have another workshop on this issue. It would also be helpful to ask community groups to come up with their own strategies to get to the list of outcomes, rather than presenting them with a pre-defined list of strategies. The strategies should also link to what is already being done by communities and organizations and build on existing relationships. Kim Ellis responded that this workshop is not meant to be the only place to provide input. Metro is hoping to work with leaders over the next few years as it develops the CSC Scenarios Project.
- When implementing the strategies, Metro should take steps to make sure low-income communities are part of the system that is paid to implement the strategies. Consideration of who will get construction jobs should also be a part of the process.
- The conversation on this issue needs to be data-driven and look at the specifics and how strategies will be implemented, rather than continuing to look at a high-level discussion on goals and outcomes.

Discussion on strategies

Participants discussed the transportation and land use strategies and made the following comments.

General comments on strategies:

- Participants commented that the strategies should be broadened, and looked at as a whole. The process should go beyond just strategies to reduce vehicle GHG emissions and instead be about creating communities, which implies a larger set of strategies. The strategies also must be looked at as a package to see how they work together to meet outcomes, rather than looking at them individually. It is also important to look at how different strategies leverage and support the removal of disparities.
- Participants noted that the strategies do not seem to be rooted in environmental justice and there seems to be a lack of community voice driving this work. The outcomes look great, but are missing the big piece on reducing disparities.
- The data on disparities in the region needs to be integrated. The work that Dr. Manuel Pastor has done in California is grounded in solid data and Metro's process needs to be

grounded in that data too. Kim Ellis responded that Metro has been getting tools available to do analysis over the past year. The Regional Equity Atlas data will be available soon. Metro recognizes the need to do more work to present more data, which it will do through the fall as the project team develops a report of key trends in the region.

- The strategies are very broad and lack analysis on which strategies could lead to a worsening of the disparities.
- The absences on the dot exercise are very important as well. For example, Dr. Manuel Pastor interpreted the absence of dots in the Pricing category as showing mistrust. That should be part of the conversation going forward.

Marketing and incentives strategies

One person noted that marketing and incentives strategies would lead to greater equity only if the most vulnerable communities participate in creating those strategies. These tools need to be given to those who need them most, not to those who already have wealth and power.

Complete neighborhoods and mixed-use areas strategy

Dr. Manuel Pastor recommended that a set of equity indicators for the Complete Neighborhoods strategy should look at what is happening with industrial areas, whether disenfranchised communities are being made more walkable, and whether there are incentives for disenfranchised families to remain in their community. Metro should identify what the equity marker is for each strategy and also take into account the community's goals. Indicators should also use data creatively to measure new things that did not seem measurable before.

Transit service strategy

- Kim Ellis clarified that transit service strategies could include expanding service, coverage, frequency and type of service. It could also include education programs to teach people to use transit and connectivity to bike/pedestrian networks.
- Dr. Manuel Pastor recommended that a set of equity indicators for the Transit Service strategy should look at who the riders are. It should focus on how to encourage use of mass transit, and keep people using mass transit over time even as they earn more money.
- Participants commented that better data is needed on who is riding transit and who is dependent on transit. We know that people of color are one-third more likely to not have a car and that half of day trip tickets are purchased by low-income people. The strategies should look at whether there are incentives for using transit at the daily-ticket level rather than just for monthly passes and whether transit investments are being steered into poor areas. We have some good data and need to be smart about using it.
- The discussion on transit service strategies must include a discussion on anti-gentrification tactics in transit spending. We need to have honest conversations about inclusionary zoning, tools to reduce gentrification and the effect of light rail expenditures on maintaining bus service.
- A participant asked how Metro will work with other agencies. For example, a lot of transit decisions are made at TriMet, not Metro. Kim Ellis responded that this workshop input will

be communicated back to policymakers, local elected officials and other decision-makers, including TriMet.

Employer programs strategy

Someone noted that employer programs traditionally support transit for higher-income people who already have transportation options. There is also a lack of good data on employer programs.

Kim Ellis ended the discussion by explaining that Metro will refine the draft outcomes and strategies based on the input heard today and at the other scorecard workshops. Metro had planned to have the conversation on implementation next year, but will look for opportunities to start some of those conversations earlier because of its importance. Kim Ellis added that Metro is very open to creating partnerships with any interested organizations. If any organizations are willing to be more involved, Metro can help provide tools and materials to do so and to get input from the communities they serve.

Observations and recommendations

Metro's partners made closing observations on the outcomes and strategies. Julia Meier noted that community specificity must be considered throughout the process; the process must measure how well we are reaching outcomes at a narrower community level, not just at a regional level. Dr. Manuel Pastor added that the 5-year ACS is great for getting data because it allows you to drill down into communities and get very specific with micro-data. He commented that the outcomes seem to be the correct ones, but need to be clearer about reducing disparities within those outcomes. The strategies must ask whether they are reducing disparities or exacerbating disparities. He also encouraged Metro and community organizations to keep working together in this process, and try to get past the historic lack of community involvement in processes such as this one.

Thank you and next steps

Councilor Collette closed the meeting and encouraged all participants to continue working with Metro in this process. She appreciated the frank discussion and noted that it is helpful for Metro to hear from groups when they feel they have been invited too late. She especially wants participants and their organizations to continue to be involved in the discussion on implementation. Metro would be happy to come and talk to interested communities and organizations.

She added that in the next year, Metro will develop case studies to study the strategies on the ground. Metro may be looking at Rockwood and an employment area as case studies. She encouraged participants to provide other suggestions. She thanked CCC and CLF for their partnership and participation.

Prioritization exercise

At the end of the workshop, participants were asked to fill out a worksheet to prioritize the strategies and outcomes. Nine participants completed the exercise.

The worksheet asked participants to indicate which of the land use and transportation strategies are most important to evaluate or measure as part of the Equity and Environmental Justice

Scorecard. Participants indicated that the most important strategies are complete neighborhoods and mixed use areas, transit service, and bike and pedestrian networks.

The worksheet then asked participants to indicate which of the outcomes are most important to evaluate or measure as part of the Equity and Environmental Justice Scorecard. The top scoring outcomes include Affordability, Access to Opportunity, Inclusive Decision-Making and Education.

The charts below indicate how participants rated each of the strategies and outcomes:

Strategies	Number of Responses
Community Design	●●
• Complete neighborhoods and mixed-use areas	●●●●●
• Urban growth boundary	
• Transit service	●●●●●
• Bike and pedestrian network	●●●
• Parking	
Pricing	●
• Pay-as-you-drive insurance	●
• Gas tax	
• Road use fee	
• Carbon fee	
Marketing & Incentives	●●
• Eco-driving	
• Individualized marketing	●
• Employer programs	●
• Car-sharing	
Roads	
• Freeway and arterial capacity	
• Traffic management	●
Fleet	
• Fleet mix	

• Fleet age	
Technology	●
• Light vehicle fuel economy	
• Carbon intensity of fuels	
• Electric and plug-in hybrid electric vehicles	

Outcomes	Number of Responses
Public Health and Safety	●●
Access to Opportunity	●●●●
Mobility	●●
Affordability	●●●●●
Inclusive decision-making process	●●
Healthy Soils	
Healthy Air	
Clean Water	
Resiliency	●
Business Prosperity	
Community Prosperity	
Individual/household prosperity	●
Revenues generated	
Education	●●●

Comments on prioritization exercise

Participants made the following additional general comments:

- I know it is a challenge but please keep trying to engage poor and people of color communities.
- The “education” outcome can overlay each of the outcomes.

- Make sure we don't skip steps to show need and present data.
- Love the concept of an environmental justice screening method.
- There should be more attention paid to disparities (data-driven) and tactics to implement strategies to achieve environmental justice outcomes. Identify specific policy changes necessary to meet outcomes.
- This process is too broad. It is about climate change primarily. It is all about implementation.
- While I agree with participants that we need more community input into the process, I also want to acknowledge the good work that Metro is doing to break out of the "transportation planning" box and bring in issues of healthy people, environment, economy, etc.
- Show me the numbers.
- Metro should use its leverage to get every part of the region to contribute to create community benefits agreements to employ low-income and communities of color on public projects. Replicate the City of Portland's budget mapping throughout the region.

Participants made the following additional comments on the strategies:

- Can't say which strategies are most important without talking more about implementation and tradeoffs. Any of the strategies could or couldn't achieve outcomes. The question is: who will benefit if these strategies are implemented.
- Suggest adding strategies: hiring policies and practices to support minority, low-income, and women workers and contractors.
- For complete neighborhoods, need to invest in low-income neighborhoods.
- For bike and pedestrian network – especially in East Portland.
- For transit service – stop the cuts to bus service.

Participants made the following additional comments on the outcomes:

- Don't feel comfortable picking "favorite" outcomes. Dr. Manuel Pastor said we need to make our outcomes more complicated and not try to pick the perfect one.
- How can we assess how each of the strategies may impact each outcome?

APPENDIX A: WORKSHOP ATTENDANCE

Dr. T. Allen Bethel	Albina Ministerial Alliance
Danielle Brooks	City of Portland
Jen Coleman	Oregon Environmental Council
Lydia Corran	Ride Connection
Ann Curry-Stevens	Portland State University
Matthew Davis	Multnomah County
Tony DeFalco	Verde
Noelle Dobson	Oregon Public Health Institute
Ronda Chapman-Duer	Environmental Professionals of Color
Ben Duncan	Multnomah County
Demetria Espinoza	Coalition of Communities of Color
Kari Lyons Eubanks	Multnomah County
Alison Hill Graves	Community Cycling Center
Mara Gross	Coalition for a Livable Future
Heidi Guinin	Upstream Public Health
Eric Hesse	TriMet
Stacy Humphrey	City of Gresham
Eddie Lincoln	Portland Community College ETAP Program
Julia Meier	Coalition of Communities of Color
Jonathan Ostar	OPAL Environmental Justice Oregon
Lai-Lani Ovalles	NAYA Family Center
Alice Perry	Oregon Tradeswomen, Inc
Midge Purcell	Urban League of Portland
Alejandro Queral	Northwest Health Foundation
Desirée Williams-Rajee	Portland Bureau of Planning and Sustainability

Michael Reyes	Familias en Accion
Daniel Rutzick	City of Hillsboro
Nick Sauvie	Rose Community Development
June Schumann	APANO
Tara Sulzen	1000 Friends of Oregon
Bill Tolbert	Metro
Anselmo Villanueva	APANO
Dee Walsh	Reach Community Development, Inc.
Ramsay Weit	Community Housing Fund
Lore Wintergreen	East Portland Action Plan

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Environmental Scorecard Workshop Report

A Summary of the Climate Smart
Communities Scenarios Project Workshop
of July 17, 2012

November 2012



Oregon
Environmental
Council
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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.

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Metro collaborated with 1000 Friends of Oregon and the Oregon Environmental Council in planning and executing the Environmental Scorecard Workshop. The opinions, findings and conclusions expressed in this report are not necessarily those of our partner organizations.

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CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Executive summary

Introduction

This report summarizes what happened at the Environmental Scorecard Workshop held in the Metro Council Chamber from 8:30 a.m. to noon on Tuesday, July 17, 2012. The workshop was part of the 2012 communications and outreach strategy for the Climate Smart Communities Scenarios Project.

Background

At the time of the environmental scorecard workshop, the scenarios project was nearing completion of engagement with local elected officials to achieve understanding of Phase 1 findings and was making progress into the next period of engagement. During this new period, outreach would involve more detailed communications and more in-depth methods of communicating to strengthen connections with communities and build relationships with key community members. Extending beyond elected officials and local planning staff, this phase mainly targeted leaders of the business, environmental, and equity and environmental justice communities. Workshops with these community leaders were among several activities planned to achieve the communication goals.

For the environmental workshop, Metro partnered with 1000 Friends of Oregon and the Oregon Environmental Council. Partners encouraged their contacts to attend and advised on the workshop agenda and activities. Many workshop attendees were unfamiliar with the Scenarios Project prior to the workshop; others had attended the April 2011 Climate Leadership Summit where summit participants explored ways the Portland area could build vibrant neighborhoods and spread economic growth while reducing emissions that are linked to climate change.

The workshop was intended to inform and engage community leaders and foster collaboration, mutual learning and relationship building between the planning staff and the environmental community. Participants were invited to discuss how to measure the benefits and impacts of land use and transportation policy actions in environmental terms. Pre-workshop materials explained that planning staff would use the input gathered at the workshop to develop a scorecard that could measure how well various combinations of land use and transportation strategies could help maintain clean air and water, among other environmental goals, while also meeting goals for carbon emissions reduction.

Overview of workshop format

The workshop followed a format of short, engaging presentations by invited guests and project leaders combined with open discussion and question/answer periods involving all 26 attendees, and also small group discussion. The meeting flowed as follows:

- **Welcome and introduction** – Councilor Rex Burkholder welcomed participants and thanked them for their attendance.
- **Workshop description and expectations** – Jeanne Lawson, facilitator of JLA Associates, reviewed the workshop purpose, goals, and tools to be used.
- **Metro staff overview of the CSC Scenarios Project** – Kim Ellis, Metro’s project manager for the scenarios effort, summarized activity to date.
- **Examples of environmental indicators** – Mike Hoglund of Metro, Mary Kyle McCurdy of 1000 Friends of Oregon, Chris Hagerbaumer of the Oregon Environmental Council, and Angus Duncan of the Oregon Global Warming Commission each spoke. They commented briefly on the relevance of the Greater Portland Pulse indicators to their organizations and, in some cases, offered other starting points.
- **Open discussion of presentations** – Jeanne Lawson facilitated discussion.
- **Discussion of proposed outcomes** – A facilitated discussion where messages emerging from attendees regarding the outcomes were noted; Kim Ellis provided further information and clarification on the outcomes.
- **Break**
- **Small group discussion** – Participants organized themselves into three groups focused on (1) Community design and Roads, (2) Marketing and incentives and Pricing, and (3) Fleet and Technology for a facilitated exercise in connecting strategies to outcomes.
- **Group reports** – One member of each group presented a summary of the small group’s discussion to the full gathering.
- **Prioritization** – Each attendee completed a prioritization sheet indicating his/her top three priority outcomes.
- **Thank you and next steps** – Kim Ellis thanked participants and explained how the material would be used going forward. Councilor Rex Burkholder closed the meeting, encouraging attendees to stay in touch on the project.

This document provides a description of what happened and what project members heard during each stage of the workshop. The report is followed by five appendices:

- Appendix A: Workshop attendance
- Appendix B: Workshop presentations
- Appendix C: Workshop materials
- Appendix D: Small group discussion charts
- Appendix E: Workshop feedback

Workshop narrative

Welcome and introduction

Council Rex Burkholder welcomed participants to the meeting and thanked them for their participation. He provided a brief background of the Climate Smart Communities (CSC) Scenarios Project. Councilor Rex Burkholder noted that the goal of today's meeting is to create an evaluation tool to measure the success of scenarios from an environmental perspective. He then introduced facilitator Jeanne Lawson and Metro staff on the project, and participants introduced themselves.

Workshop description and expectations

Jeanne Lawson explained the workshop and expectations and reviewed the agenda. She noted that Metro is hosting workshops on public health, the environment, equity and environmental justice, and business. The input gathered at these workshops will be used to develop scorecards to measure scenarios. In an effort to build on work and research that has already been done on environmental indicators and outcomes, Metro has decided to begin with the Greater Portland Pulse environmental outcomes as a starting point for the environmental scorecard.

Overview of CSC Scenarios Project

Kim Ellis of Metro provided an overview of the CSC Scenarios Project. She made the following main points:

- **Project Timeline:** The CSC Scenarios Project has three phases in 2011-2014. In Phase 1, Metro looked at 144 combinations of land use and transportation strategies, called "scenarios." These included a wide array of vehicle and fuel technologies, community design, roads, pricing, and marketing/incentives. Phase 1 also produced a list of the most effective greenhouse gas (GHG) emission reduction strategies, which include cleaner fuels, more efficient vehicles, more transit with bike and pedestrian access, and efficient pricing. Currently, the project is in Phase 2, which is focused on shaping and narrowing down to a few scenarios for further testing. It also involves creating a scorecard to evaluate in 2013 how well the scenarios perform in environment, equity/environmental justice, and business terms. In Phase 3, two or three scenarios will be evaluated in greater detail.
- **What is a scenario?** A scenario is a combination of land use and transportation strategies and levels of effort that describes a possible future condition. Scenarios help inform and compare different ways to meet climate change objectives and other community goals. The CSC Scenarios Project builds on the region's six desired outcomes adopted by the Metro Council in 2010. It also builds on the 2040 Growth Concept and integrates local planning efforts and aspirations. Scenarios are created using adopted community plans and visions, statewide policies, and other strategies tested in Phase 1.

- **Target:** The target for the CSC Scenarios Project is to reduce light vehicle roadway emissions to 1.2 metric tons of greenhouse gas emissions per capita by 2035. Implementation of local plans already on the books is forecast to reduce emissions to just above 1.2 metric tons, but the CSC Scenarios Project aims to help the region fully achieve the target.
- **Scorecard:** The purpose of today's workshop is to help develop an environmental scorecard to measure the scenarios and allow comparison among scenarios to see how well they support environmental goals. Kim Ellis presented examples of scorecards used in other regions.
- **Next Steps:** In the coming months, Metro will host an Equity/Environmental Justice Scorecard Workshop, business focus groups, and an Opt In survey. There will also be a summit later to bring all of these interest groups together.

Examples of environmental indicators

Four environmental experts presented perspectives on the most important outcomes to include as part of the scorecard.

Mike Hoglund, Metro

Mike Hoglund provided a background on the Greater Portland Pulse project. The pulse focused on finding ways to measure a variety of factors that go in to creating a great community. It went through a systematic process to develop indicators with the help of a national expert and an advisory team. The pulse identified nine categories, and used indicator teams to develop outcomes for each category. The environment indicator team developed seven outcomes and drivers for each. From those drivers, the team came up with indicators representing what needs to be measured in order to monitor progress toward the desired outcomes. The pulse's seven environmental outcomes are the starting point for today's conversation.

Mary Kyle McCurdy, 1000 Friends of Oregon

Mary Kyle McCurdy explained that 1000 Friends of Oregon is focused on the built environment and protection of farms and forests. The organization will be looking at outcomes and indicators that best achieve those objectives, as well as climate change reduction. 1000 Friends of Oregon was involved with the legislation that led to Metro's scenario planning, and is also involved with the Coalition for a Livable Future's Equity Atlas, which looks at regional indicators for equity. 1000 Friends of Oregon seeks environmental outcomes that link economic, equity and environmental issues. For example, a robust sidewalk and bikeway network has multiple benefits in all three areas, and also reduces GHG emissions, improves air and water quality, improves public health, helps people save money, and connects people to where they need to go.

Chris Hagerbaumer, Oregon Environmental Council

Chris Hagerbaumer explained that the Oregon Environmental Council's goals include climate protection, clean and plentiful water, toxic-free environments, sustainable economy, and equity. Chris also described the Mosaic Least Cost Planning (LCP) tool currently being developed by the Oregon Department of Transportation (ODOT). House Bill 2001 directs ODOT to develop an LCP

tool for transportation, which takes into account the social, economic and financial costs and benefits of transportation investments. The LCP tool will quantify data that has not traditionally been quantified and integrate qualitative data to come up with optimal solutions. Through Mosaic, ODOT has developed a set of indicators that includes equity and environment categories, and has identified what kind of data should be used to measure these.¹

Angus Duncan, Oregon Global Warming Commission

Angus Duncan explained that climate change planning is important, but must be implemented well. Metro, ODOT, and various cities, counties, and communities around Oregon are doing climate change planning. It is important that all of these processes link together and reinforce each other, rather than starting from zero every time. Scarce resources should not be spent on short-term, isolated climate change projects. It is important to integrate projects, and to set up a scientific evaluation process to measure and evaluate whether Oregon is hitting benchmarks or not. Benchmarks must have a long life and look beyond the current economic situation. Benchmarks must also be broken down into measurable parts. The benchmarks developed by the Governor's 10-year Energy Strategy last fall are a good example; they include three kinds of outcomes: direct outcomes; indirect outcomes such as economic development; and unwelcome collateral outcomes to avoid, such as disproportionate effect on different communities.

Open discussion on presentations

Participants had an open discussion on the environmental outcomes, noting which outcomes they felt were most important and adding any missing outcomes. They made the following points and comments:

- The planning timeframe is important. The process should include both short and long term goals. There are also some choices that may help meet the near-term goals, but which would prevent meeting long-term goals. It will be important to be able to measure the short-term impact of strategies.
- Beginning with the Mosaic and Greater Portland Pulse outcomes is a good starting point.
- It is appropriate to include Equity and Environmental Justice as part of the Environmental Scorecard, even though there will be a separate Equity and Environmental Justice Scorecard. However, the goal should be to not create brownfields in the first place—thus the indicator should evaluate whether there is a “reduction of” rather than just “proximity to.”
- Participants discussed where “levels of transit service” should fit in to the outcomes. Levels of transit service could be embedded in all of the outcomes. Increased transit service can be both a strategy and an outcome. Increased transit service is a strategy in that it is a means of getting to environment and equity goals. It is also an outcome

¹ More information on MOSAIC can be found on ODOT's website at <http://www.oregon.gov/ODOT/TD/TP/pages/lcp.aspx>

in that other strategies (such as denser cities) lead to increased transit service. “Access to Transit” could be added as an outcome.

- Participants discussed the role of the economy in the outcomes. The ability to pay for transit service, sidewalks, bicycle facilities, etc. will be very important; thus the economy is an underlying driver that we need to keep in mind. Also, there may be some outcomes that are not cost-effective to measure or are too difficult to measure.
- Participants recommended the addition of an outcome on Water Supply and Quantity, which goes beyond just clean water.
- Participants discussed whether or not GHG Emissions/Climate Change should be added as its own outcome. Some noted that reduction of GHG emissions is a means to get to some other outcome like clean air, but reduction of GHG emissions is not itself an outcome sought. GHG emissions are also different from clean air. Clean air is about good air days, not GHG emissions. Some noted that including GHG emissions as an outcome seems to be circular.
- One participant suggested adding smart buildings to the strategies or outcomes. Metro staff responded that the focus of the CSC Scenarios Project is to focus on roadways and GHG emissions only. While smart buildings are important, they are not part of this scope.
- The process should indicate what the growth rate assumption is. A growth rate assumption of two percent may be too ambitious.

Small group discussion – “pathways” exercise

Participants broke out into three groups to identify “pathways” between strategies and outcomes. The three groups focused on: 1) Community design and roads, 2) Marketing and incentives and pricing, and 3) Fleet and technology. Nuin-Tara provided an explanation of the pathways exercise, using a similar exercise done as part of the Health Impact Assessment (HIA) workshop as an example. Each small group was facilitated by a staff person and included a technical work group member to help answer questions.

Participants used felt boards to help them arrange links between the identified strategies and outcomes, identifying both direct impacts and intermediate outcomes. Appendix D includes the charts that show their final pathways arrangements. After working in small groups on the pathways exercise, each group provided a brief presentation on the results.

Pricing

The participants who worked on the Pricing pathways commented that the impacts of all pricing strategies depend on how the revenue is used. If revenues are used to support public transit, pedestrian and bicycle infrastructure, there could be a positive impact on nearly all of the outcomes. However, if revenues are used to increase roads and highways, there could be a negative impact. If gas tax revenues and road-use fees are spent on roads, this would result in an increase in driving, which is contrary to the outcomes. Participants also noted that pricing strategies can be a burden on bedroom communities commuting to work, and is an equity concern.

They also discussed the carbon fee in British Columbia is an example of a carbon fee that addresses the equity concern. In British Columbia, the carbon fee goes to reducing other taxes, such as the

income tax. One participant suggested adding a strategy to change the Oregon Constitution to broaden the use of the gas tax beyond just road use.

Participants added a new strategy of including a parking lot fee, which could provide revenue for transit. If implemented, the parking lot fee may want to distinguish between pervious and impervious parking lots.

Marketing and Incentives

Participants who worked on the Marketing and Incentives pathways commented that there should be more transit-related marketing and incentives. They commented that strategies that lead to decreased car use could lead to less use of natural areas outside of the metro area, if these cannot be easily accessed by transit. Increased statewide transit could lead to more access to nature outside of the metro area. Participants suggested that there should be greater marketing of the urban trail system, so that people know about it and use it, and support expansion of the trail system.

Fleet and Technology

Participants who worked on the Fleet and Technology pathways exercise were hopeful that strategies not identified in this category were being addressed in other areas, including: VMT, transit vehicle fleet (newer, less energy consumption, etc.), fewer vehicles on the roads, and including bicycles as part of the fleet. They commented that the Fleet and Technology strategies should consider the age and life cycle of vehicles.

Participants noted that many of the strategies can have negative or positive impacts, depending on how they are implemented and other factors. For example, the impact of less carbon intensive fuels depends on the method of production. Strategies involving changing fuels or changing to more electric vehicles might have a positive impact on reducing GHG emissions locally, but could have a negative impacts at the source of power/fuels production. They asked how the CSC Scenarios Project will capture the whole life cycle of GHG emissions.

Participants suggested that the definition of the Native Species outcome needs to be clarified. They asked if 'Native Species' means a healthy ecosystem in general. They noted that there is a tension between "green power" and some of the environmental outcomes; use of "green power" can contribute to species impacts and soil and water impacts in different land areas, such as rural areas.

In general, the group ended up connecting nearly every strategy to every outcome. Most pathways have either positive or negative impacts, depending on how the strategy is implemented. They also rearranged the outcomes, so that Native Species is an outcome of Clean Water and Healthy Soils; and Resiliency is an outcome of Clean Water, Healthy Soils and Native Species. Access to Nature was the only outcome that was not linked to any of the strategies.

Community Design

Participants who worked on the Community Design pathways exercise commented that many of the strategies can have a positive or negative impact on outcomes, depending on how they are implemented. You need to understand the quality of a direct impact in order to understand its pathway to the outcome. For example, increased bike/ped infrastructure and increased transit could have a positive or negative effect on Equity and Environmental Justice, depending on how these strategies are implemented. There needs to be a mediating effort to be *intentional* about affordability and equity. Similarly, an increase in freeways and arterials can be a good thing for all outcomes depending on how it is designed, located and managed.

Participants noted that the strategies, including the mixed use neighborhoods strategies and maintaining a tight UGB, relate to traffic congestion and delay. One participant commented that a dense neighborhood with more people and more buildings does not necessarily mean it is a good and pleasant place to live.

Participants commented that some existing regulations and systems could help meet the outcomes; they just aren't always followed properly. However, some current regulations and systems are unhelpful. For example, fish mitigation done in a cookie-cutter way can be unhelpful and ineffective.

Participants also suggested that local connectivity could be included as a measure. Local connectivity and access to freeways, bike paths, etc. is important.

Prioritization exercise

Participants were asked to fill out a worksheet to prioritize the environmental outcomes.

How important is it to evaluate each of the outcomes?

The worksheet asked participants to indicate *how important* is it to evaluate or measure each of the environmental outcomes as part of the Environmental Scorecard on a scale of 1 to 5. Participants indicated that it will be very important to evaluate Clean Air, Environmental Justice and Equity, Healthy Soils, and Clean Water. It will be important to measure Resiliency, Access to Nature, Water Supply and Quantity, and Native Species.

The following chart indicates how participants rated each outcome:

Indicator	1 (<i>Not Important</i>)	2	3	4	5 (<i>Very Important</i>)
A. Access to Parks and Nature	●	●●●●	●●	●●●●● ●●●	●●●
B. Healthy Soils		●●	●●	●●●●	●●●●●● ●●●
C. Clean Water		●●	●	●●●●● ●	●●●●●● ●●
D. Environmental Justice and Equity			●●	●●●●	●●●●●● ●●●●●
E. Native Species	●	●●	●●● ●	●●●●● ●●●	●●
F. Resiliency	●			●●●●● ●●●●	●●●●●● ●
G. Clean Air				●●	●●●●●● ●●●●●● ●●●
H. Water Supply/Quantity	●		●	●●●●●	●●●●●
I. GHG/Climate Change	●	●		●	●●●●●

Most important outcomes to evaluate

The worksheet then asked participants to indicate the top three *most important* outcomes to evaluate or measure as part of the Environmental Scorecard. Participants gave the highest priority to Clean Air, Environmental Justice and Equity, Clean Water, and Healthy Soils.

Indicator	#1 Priority	#2 Priority	#3 Priority
A. Access to Parks and Nature			● ●
B. Healthy Soils	●	● ● ●	● ● ●
C. Clean Water	● ●	● ● ● ●	● ●
D. Environmental Justice and Equity	● ● ●	● ●	● ● ● ●
E. Native Species			
F. Resiliency	● ●		● ● ● ● ●
G. Clean Air	● ● ● ●	● ● ● ● ●	●
H. Water Supply/Quantity	● ●	●	●
I. GHG/Climate Change	● ●		

Comments on prioritization exercise

Some participants provided additional comments on prioritization of outcomes.

For the Environmental Justice and Equity outcome, one person indicated that this is not an environmental outcome in the same way as the others. Another person noted that this outcome captures air, water, and soil in relation to people.

One person noted that the Resiliency outcome represents multiple outcomes. The indicator chosen to measure resiliency is linked to it and to water quality and healthy soils.

For the Water Supply/Quantity outcome, one person commented that this should be captured in the Clean Water outcome, and not added as its own outcome. One person suggested that the Benthic Index gets at aquifer health.

For the GHG/Climate Change outcome, a couple of people noted that this should not be added as an outcome because it is captured across the other outcomes. GHG reduction is a means to an end to achieve the other outcomes, but may not be an outcome itself. One person commented that some environmental factors will be reduced outside of the UGB with these measures in order to achieve reduced roadway GHG emissions in the Metro region.

One person commented that, from the local government perspective, especially at the elected level, the direct outcomes will be most important, such as congestion, delay, gas tax revenue, and costs.

A couple of people made comments on the prioritization exercise itself. One person commented that the focus should not be on measuring outcomes, but on measuring indicators that represent the outcome. The outcome itself is often hinged on a value or set of shared interests; people may

have different individual preferences, but all of them are important. Another person commented that, if the project seeks to track progress and anchor strategies to each, then measures are important.

Thank you and wrap up

Kim Ellis thanked everyone for their attendance and participation. She explained that the ideas from this workshop will be shared with all workshop participants and Metro's advisory committees. She added that Metro will organize a summit in the coming months to combine all of these interest areas, and all participants will be invited to attend.

Councilor Rex Burkholder closed the meeting and encouraged all participants to continue working with Metro in this process. He thanked 1000 Friends of Oregon and the Oregon Environmental Council for their partnership and participation.

Appendix A: Workshop attendance

Ben Bryant	City of Tualatin
Jim Desmond	Metro
Chris Hagerbaumer	Oregon Environmental Council
Tia Henderson	Upstream Public Health
Eric Hesse	TriMet
Sarah Higginbotham	Environment Oregon
Jim Howell	Association of Oregon Rail and Transit Advocates
Stacy Humphrey	City of Gresham
Chips Janger	Clackamas County Urban Green
Evan Manvel	Willamette Pedestrian Coalition
Susan Peithman	Bicycle Transportation Alliance
Sean Penrith	Earth Advantage Institute
Bruce Roll	Clean Water Services
Dan Rutzick	City of Hillsboro
Tyler Ryerson	City of Beaverton
Jennifer Snyder	Clackamas County
Lainie Smith	ODOT
Jeffrey Stocum	Oregon Department of Environmental Quality
Tara Sulzen	1000 Friends of Oregon
Mike Wetter	The Intertwine

Metro Staff

Janna Allgood

Kim Ellis

Mike Hoglund

Nuin-Tara Key

Dylan Rivera

Patty Unfred

Facilitation Team

Sylvia Ciborowski

Jeanne Lawson

Materials following this page were distributed at the meeting.

MAKING A
GREAT
PLACE



2035 Regional Transportation Plan (RTP) Amendments

MPAC

April 10, 2013

John Mermin, Metro Senior Transportation Planner

Amending the RTP

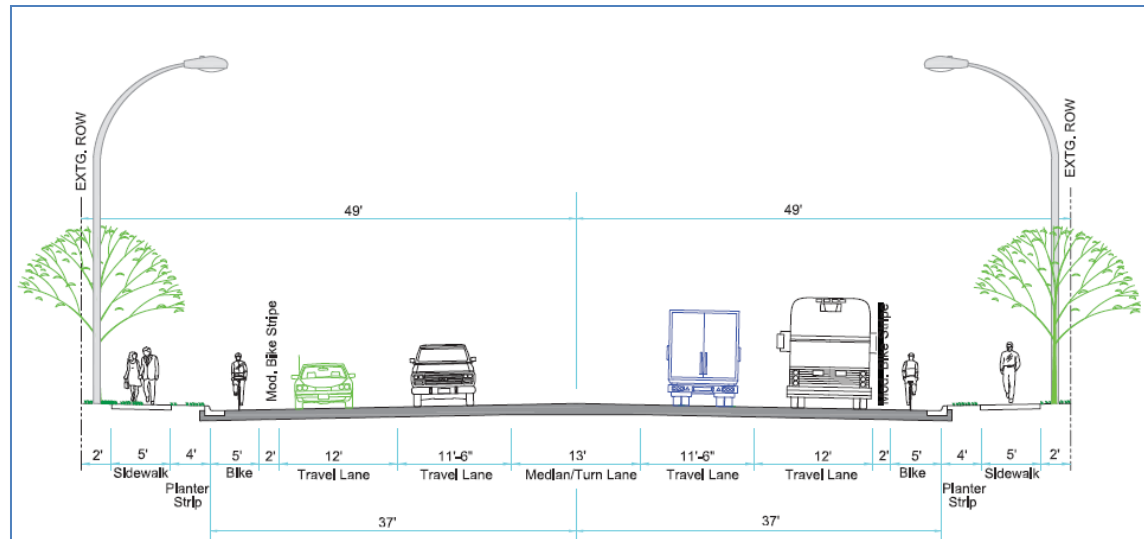
- Federal requirements
 - Air quality conformity
 - 30-day public comment period
- State requirements
 - 35-day notice to DLCD
 - 45-day public comment period

Criteria

- Urgency: expect to advance to design/construction before June 2014
- Comes out of a local process (e.g. TSP, corridor plan) that involves the public

Washington County

- **Scholls Ferry Rd: Roy Rogers to Teal Blvd**
 - Widening from 2 to 5 lanes including buffered bicycle lane and sidewalks



Beaverton

- **Crescent St** multimodal extension project (Rose Biggi to Westgate Dr)
- Minor change to terminus of an existing RTP project (Westgate Dr instead of Cedar Hills Blvd)



Hillsboro

- **Gibbs Dr** – new 3-lane street with cycle tracks and sidewalks in Amberglen RC
- **253rd** – new 3-lane street with bike lanes and sidewalks near US 26/Brookwood Pkwy
- **Butler Dr** – widening from 3 to 5 lanes with bike lanes and sidewalks
- **Brookwood Pkwy** – widening from 4 to 7 lanes with bike lanes and sidewalks
- **Cornelius Pass Rd** – widening from 5 to 7 lanes with bike lanes and sidewalks
- **US 26/Cornelius Pass Rd** – add 2nd lane to westbound off-ramp and third approach lane on Cornelius Pass Rd

East Metro Connections Plan

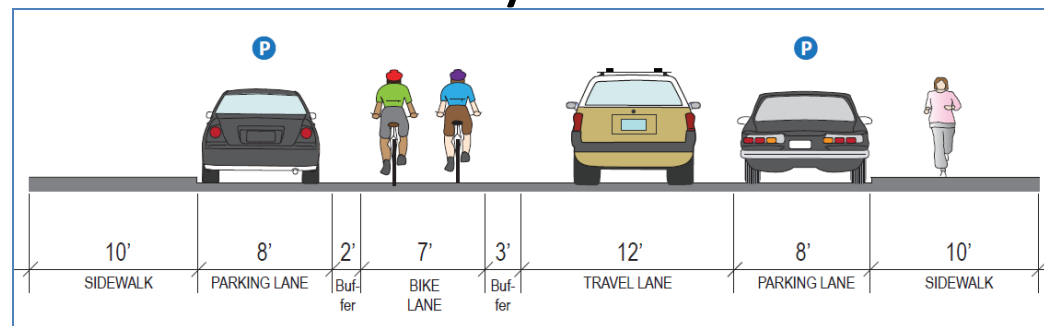
- Add **top priority project** to RTP
 - **238th Ave** (Halsey to Glisan) freight and multimodal improvements
- RTP **policy maps**
 - Move regional designations from 242nd ROW to existing 238th/242nd
 - Designate N/S arterials to be equally significant for freight & vehicle movement

ODOT

- Extend aux lane on **I-205 SB** from I-84 entrance ramp to Stark/Washington
- Extend accel lane on **I-205 NB** from Powell entrance ramp to match existing aux lane from Division entrance ramp to Stark/Washington exit ramp, and provide two lane exit at Stark/Washington
- Extend **I-5 SB** aux lane from Lower Boones Ferry exit ramp to Lower Boones Ferry entrance ramp

Portland

- **N. Williams Ave** traffic safety operations project (N. Winning Way to N. Killingsworth)
 - Ped & bike safety improvements – enhanced crossings, buffered bike lanes, traffic calming, new signal
 - Neighborhood greenway improvements to NE Rodney



What's coming next?

- Type of proposed actions
 - 5 resolutions
 - 1 ordinance
- Who will be requested to take action
 - JPACT, MPAC, Metro Council

When are actions proposed?

- MPAC – April 24
- JPACT – May 9
- Metro Council – May 16

Questions?



John Mermin

503-797-1747

John.mermin@oregonmetro.gov



April 8, 2013

John Mermin, Senior Transportation Planner
Metro Planning & Development
600 NE Grand Avenue
Portland, OR 97232-2736

RE: 2035 Regional Transportation Plan (RTP) Amendments

Dear Mr. Mermin:

The Cities of Tualatin, Wilsonville, Tigard, Lake Oswego and Washington County appreciate the opportunity to express our support for the inclusion of the Interstate-5 South Bound auxiliary lane from the Lower Boones Ferry Road entrance-ramp to the Nyberg Street exit-ramp in the 2035 Regional Transportation Plan (RTP). Given our location along I-5, the economy of our cities and county is driven by the manufacturing, warehousing, and distribution sectors. Our economic vitality, air quality, and safety depend on a well functioning transportation system.

In 2009, ODOT began the Corridor Bottleneck Operations Study (CBOS) which identified this section of I-5 as a major bottleneck. The study analyzed potential solutions and found the auxiliary lane to provide the best value of benefits and costs when compared to other bottleneck solution projects.

Traffic volume is extremely high along this section of I-5. Further complicating the situation is the high volume of weaving movement between Highway 217 and the Nyberg Street exit-ramp. The addition of this small section of auxiliary lane will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. In addition, it is anticipated to result in a 30% reduction in mainline crashes. As a result of improved traffic flow, local and regional businesses and residents will spend less time in traffic and more time positively contributing to our communities.

Thank you for the opportunity to express our support for including this project in the 2035 RTP. The Cities of Tualatin, Wilsonville, Tigard, Lake Oswego and Washington County are eager to work with ODOT and other regional partners on this integral regional transportation investment.

Sincerely,

Lou Ogden
Mayor
City of Tualatin

Tim Knapp
Mayor
City of Wilsonville

John Cook
Mayor
City of Tigard

Mike Kehoe
Council President
City of Lake Oswego

Andy Duyck
Chair
Washington County
Board of Commissioners

cc: Tualatin City Council
Wilsonville City Council
Tigard City Council
Lake Oswego City Council
Washington County Board of Commissioners
Jason Tell, ODOT Region 1

Investment Choices Evaluation Approach

Metro Policy Advisory Committee

April 10, 2013

Kim Ellis, project manager



Where We've Been and Where We Are Headed

PHASES 1 AND 2

Understand Choices
2011-2012

Shape Choices
Jan.-Sept. 2013



WE ARE HERE

PHASE 3

Shape Preferred
Scenario
Oct. 2013-Mar. 2014

Select Preferred
Scenario
April-Dec. 2014

Three-part discussion

March - Kick-off

- Investment choices to test
- Questions to answer
- Draft assumptions

April - discussion

- Community leaders' input on outcomes to evaluate
- Questions to answer
- Draft criteria

May - Action

- Request support to move forward with evaluation

Investment choices evaluation approach



INVESTMENT CHOICES TO TEST

Recent trends

Adopted plans

New plans and policies



QUESTIONS TO ANSWER

Cost? What can we afford? Most cost-effective? Impact on public health, economy, business, social equity and the environment? Public support? Feasibility?



OUTCOMES TO MEASURE

VMT, physical activity, delay, GHG emissions, air pollution, land consumption, housing and transportation costs by income, infrastructure costs, etc.

Tonight's discussion

What do you want to *learn*?



Jobs and housing



Economy



Cost



Travel



Environment



Public health



Feasibility



Social equity

- *Are there other topics we should include?*
- *Do you have specific questions within these topics?*

[CLICK HERE FOR FULL REPORT](#)

Climate Smart Communities Scenarios

Health Impact Assessment

Health Impact Assessment Program
Environmental Public Health Tracking Program
Research and Education Services
Center for Health Protection
Public Health Division
Oregon Health Authority





Environmental workshop

Date conducted Summer 2012

Workshop goal The goal of the environmental workshop was to inform and engage community leaders about the Climate Smart Communities Scenarios Project and foster collaboration, mutual learning and relationship building between Metro

planning staff and environmental community leaders. The desired outcome of the workshop was to gain an understanding of what outcomes are most important to consider from an environmental perspective and prioritize land use and transportation strategies in the context of advancing environmental goals.



Participants Metro partnered with the Oregon Environmental Council and 1000 Friends of Oregon in developing the workshop agenda and activities, and creating the participant list of community leaders. Workshop participants represented the following organizations: Oregon Global Warming Commission, Environment Oregon, Upstream Public Health, Association of Oregon Rail and Transit Advocates, Clackamas County Urban Green, Willamette Pedestrian Coalition, Bicycle Transportation Alliance, Earth Advantage Institute, Clean Water Services, Oregon Department of Environmental Quality, The Intertwine, and staff from TriMet, Oregon Department of Transportation, the cities of Tualatin, Gresham, Hillsboro, Beaverton and Clackamas County.

Primary outcome A theme highlighted throughout the workshop was maintaining the right perspective on outcomes. Participants noted that increasing transit service can be both a strategy and an outcome in that it supports other strategies and goals such as equity and environmental justice. They also stated that equity and environmental justice are high priority outcomes that should be used as a lens for evaluating other desired outcomes.

Recommendations There was significant discussion regarding how the project can move from strategies to outcomes – including prioritizing strategies that link and address economic, equity and environmental issues. Participants noted that many of the strategies can have negative or positive impacts, depending on how they are implemented. For example, strategies involving changing fuels or changing to more electric vehicles might have a positive impact on reducing GHG emissions locally, but could have a negative impacts at the source of power/fuels production and it is important for the project to fully consider these impacts as strategies are implemented. Participants in the workshop cited the importance of the project establishing both short- and long-term implementation goals and to measure the short and long-term impact of

strategies. Participants agreed implementation of strategies will need to be tailored to be most effective and that a one-size-fits-all approach would not work.

Emergent workshop themes

- **Impacts of strategies** Many of the strategies can have negative or positive impacts, depending on how they are implemented.
- **Community design** Local connectivity and access to essential services, transportation choices, parks and natural areas is important.
- **Marketing incentives** More transit-related marketing and incentives are needed.
- **Pricing strategies** The impacts of all pricing strategies depend on how the revenue is used – pricing strategies can be a burden on smaller communities and those who commute to work, which is an equity concern.
- **Implementation timeframe** Include short- and long-term goals and monitoring system to track progress.
- **Financing concerns** More funding needed to pay for transit service, sidewalks, bicycle facilities, etc.
- **Levels of transit** Increased transit service is a strategy for getting to environmental and social equity goals related to clean air and water and improved access to services and jobs.

Evaluation metrics

- Water supply/quantity
- Social equity across all outcomes
- Access to services and transit
- Affordability – housing and transportation
- Connectivity
- Clean air and water
- Public health
- Protection of farms, forestlands and natural areas

For more information

Sign up to receive email updates about additional public events, forums, and web surveys at www.oregonmetro.gov/climatescenarios or by calling 503-797-1551.



Equity and environmental justice workshop summary

Date conducted Summer 2012

Workshop goal The goal of the equity and environmental justice workshop was to inform and engage community leaders about the Climate Smart Communities Scenarios Project and foster collaboration, mutual learning and relationship building between Metro planning staff and equity and environmental justice community leaders. The desired outcome of the workshop was to gain an understanding of what outcomes are most important to consider from a social equity perspective and to prioritize land use and transportation strategies that could advance equity and environmental justice in the region while meeting greenhouse gas emissions reduction goals.

Participants Metro partnered with the Coalition of Communities of Color and the Coalition for a Livable Future in developing the workshop agenda and activities, and creating the participant list of public agency staff and community leaders. Participants included Albina Ministerial Alliance, Oregon Environmental Council, Ride Connection, Verde, Environmental Professionals of Color, Community Cycling Center, Upstream Public Health, OPAL Environmental Justice Oregon, NAYA Family Center, Oregon Tradeswoman Inc., Urban League of Portland, Northwest Health Foundation, Familias en Accion, Rose Community Development, APANO, 1000 Friends of Oregon, Reach Community Development, Inc., Community Housing Fund, East Portland Action Plan, Portland Community College ETAP Program, Portland State University, Multnomah County Health Department, TriMet and the cities of Gresham, Hillsboro and Portland.



Primary outcome Participants recommended that, in developing scenarios for reducing greenhouse gas emissions in the region, project staff should expand discussions of strategies and outcomes to include building a shared understanding of existing disparities and their root causes.

Recommendations Workshop participants suggested broadening the scope of proposed land use and transportation strategies to include education, racial prosperity and neighborhood stability. They stressed the importance of including community leaders and members as an integral and visible component of the

project as the process moves forward. Participants encouraged project staff to consider what is already being done by communities and organizations and build on these existing relationships and efforts. They suggested that the strategies implemented need to address both the reduction of greenhouse gas emissions as well as the reduction of existing disparities.

Follow up One-on-one follow-up meetings were scheduled with eight of the participants to further discuss and gain clarification on issues and concerns expressed during the workshop.

Emergent workshop themes

- **Diversity** Respect the value of different communities.
- **Inclusivity** Invite people of color and members of other communities as contributors, speakers and panel members in future meetings. Begin working with community leaders and members earlier in the process.
- **Networks** Build on existing relationships with communities and organizations.
- **Follow up** Invest in one-on-one follow up with equity and environmental justice community leaders.
- **Meaningful engagement** Foster difficult but honest conversations on inclusionary zoning, reducing gentrification, and maintaining transit services.
- **Transit** Deepen understanding of who transit riders are, how dependent are they on transit, and the extent to which they have safe and convenient access to transit service that connects to where they need to go.
- **Demographics** Use data and community discussions to improve understanding of existing disparities.
- **Community investments** Creating communities where everyone is able to safely walk, bike or use transit and implementing land use and transportation strategies in ways that do not displace vulnerable communities will be key to creating a prosperous region.
- **Measuring social equity** Measure the achievement of outcomes at a community level to better connect policy choices and community impacts. Bring neighborhood stability and education into the evaluation.

Evaluation metrics

- Neighborhood stability
- Education
- Racial prosperity
- Investment across population groups
- Reduction of existing disparities through implementation

For more information

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Business focus groups

Date conducted December 2012 and early 2013

Focus group goal The goal of the focus groups was to gain an understanding of what business owners viewed as the most significant challenges to the growth of their businesses and the region's future economic growth, and what they considered priorities for investment.

Participants Clackamas County Business Alliance, Westside Economic Alliance, Columbia Corridor Association, East Metro Economic Alliance, Portland Business Alliance Small Business Council, and the Oregon City, North Clackamas, Tualatin, Wilsonville, and Greater Hillsboro chambers of commerce.



Primary outcome Participant feedback indicated that the most significant challenges to business growth stem from regulations and policies that hinder efficiency and competitiveness, the region's growing congestion, inefficient use of infrastructure and lack of available financing to improve the existing transportation system. They identified investment in infrastructure, business development and reliable transit options as essential for future business growth.

Recommendations Participants suggested potential metrics that Metro can use to evaluate the greenhouse gas reduction strategies and investments under consideration in terms of their ability to help existing local businesses grow and attract new businesses to the region. They highlighted the importance of implementing incentives and strategies that allow for flexibility while maintaining the viability of businesses in the region. Participants encouraged more coordination and cooperation between jurisdictions and developing consensus around a shared set of local and regional goals. They noted the importance of continuing to engage stakeholders in the planning process to carefully think through the consequences of different actions and to ensure support for the preferred scenario selected at the end of the process.



Emergent focus group themes

Challenges/barriers to future growth

- Congestion that is in part caused by people living and working in different communities
- Regulations that cause inefficiency and hinder competitiveness
- Inefficient use of the existing transportation system and infrastructure
- Transit connectivity and frequency (service does not connect people directly from home to work or the services hours available do not match the shift schedules for many employees)
- Lack of sustainable long-term financing for transportation – e.g., existing funding sources are not indexed to inflation (e.g., gas tax) or that are tied directly to job growth (e.g., payroll tax)
- Lack of coordination between public agencies
- Health insurance costs for employees
- Workforce does not have the education needed for the types of traded-sector jobs the region has been seeking
- Lower per capita incomes relative to other metropolitan areas
- More diversity of the “business ecosystem” needed – e.g., larger traded-sector businesses rely on more local small and medium-sized businesses

Evaluation metrics

- Maintaining businesses’ viability and competitiveness
- Attracting business to the region
- Consider whether the policy is practical and helps businesses be more sustainable
- Equity, access, mobility
- Cost of doing business
- Number and type of jobs created

Investment priorities

- Investments in business development
- Creating reliable transportation options
- More coordinated and interconnected planning and implementation
- Maintaining and improving existing infrastructure
- Education, trade programs and training to attract traded-sector businesses and expand work force opportunities
- Expanding supply of development-ready land
- Attracting smaller businesses to business corridors to help expand services available to nearby neighborhoods

For more information

Sign up to receive email updates about additional public events, forums, and web surveys at www.oregonmetro.gov/climatescenarios or by calling 503-797-1551.