

# Public comments Letters

October 7, 2014

Attn: Kim Ellis, Principal Transportation Planner at Metro

The Oregon Health Authority Public Health Division (OHA-PHD) Environmental Public Health section works to identify, assess and report on threats to human health from exposure to environmental and occupational hazards, and advise the people and communities of Oregon to best understand potential risks where they live, work and play in order to remain healthy and safe. OHA-PHD recognizes climate change is happening in Oregon, putting our health and safety at risk. Some communities will be affected more than others; climate change will likely amplify existing health threats, particularly for the elderly, the sick, the poor, and some communities of color. OHA-PHD's Climate and Health Program recently completed a Climate and Health Profile Report for the state documenting the pathways by which climate change could impact health in Oregon: heat-related illness, allergens, harmful algal blooms, vector-borne diseases, respiratory illness from deteriorating air quality, and potential increases in injuries and deaths from extreme weather events, landslides, and wildfires. Actions by other sectors can help protect people from some of the impacts of climate change. OHA-PHD is in support of efforts statewide to identify solutions to curb greenhouse gas emissions.

Strategies and investments intended to reduce greenhouse gas emissions may also impact health in other ways. OHA-PHD's Health Impact Assessment Program completed a series of health impact assessments (HIA) to understand how land use and transportation strategies and investments influence community health. The most recent, the Climate Smart Strategy HIA, found that the Draft Approach as currently envisioned will reduce chronic disease and prevent premature deaths. These benefits are likely to occur through increased physical activity through active transportation modes, decreased exposure to air pollution through cleaner fuels and reduced per capita vehicle miles traveled (VMT), and increased traffic safety through reduced per capita VMT. The HIA contains specific recommendations to maximize health, and OHA-PHD's Environmental Public Health Section urges Metro to consider these recommendations in the finalization of the Preferred Scenario, implementation throughout the region, and monitoring of key measures in coming years.

The full report, including evidence and recommendations, is available at [www.healthoregon.org/hia](http://www.healthoregon.org/hia).

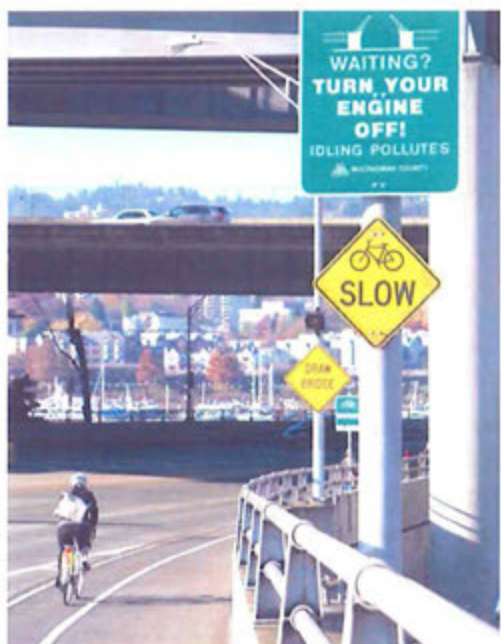
Thank you for your consideration,



Curtis Cude  
Interim Section Manager  
Environmental Public Health  
Center for Health Protection  
Oregon Health Authority Public Health Division

# Climate Smart Strategy

## Health Impact Assessment (HIA)



Climate change threatens human health and well-being in many ways, including from increased extreme weather, wildfire, decreased air quality, threats to mental health, and illnesses from food, water, and disease-carriers such as mosquitos and ticks. Climate change will, absent other changes, worsen existing health threats. Vulnerable communities, particularly children, older adults, poor, and some communities of color are particularly at risk. The changing climate has the potential to significantly impact health in the region. [www.healthoregon.org/climatechange](http://www.healthoregon.org/climatechange)

### Metro's Climate Smart Communities Scenarios

The Oregon Legislature has directed the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. Metro, the Portland metropolitan regional government, is leading in the Climate Smart Communities Scenarios Project – a community process to plan to meet this requirement.

The Climate Smart Strategy HIA found that strategies and investments considered in Metro's planning **reduce the risks of climate change, increase physical activity, improve air quality, and reduce traffic injuries and fatalities.**

- ✓ Demonstrate regional leadership and mitigate climate change by adopting and implementing a Scenario that meets or exceeds the GHG targets set for the Portland metropolitan area.

The Draft Approach is expected to result in **annual health benefits of 126 avoided premature deaths, a 1.6% reduction in diseases studied, and annual savings of \$100-125 million** (2010\$) in direct and indirect costs.

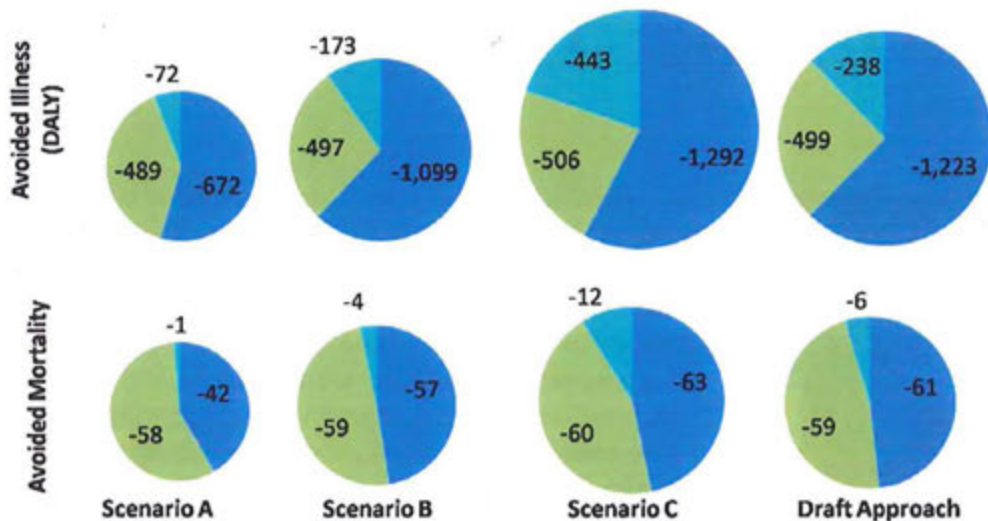


**Flexible, reliable transportation systems  
PROVIDE HEALTHY CHOICES.**



## Annual Health Benefits by 2035

■ Physical Activity ■ Air Quality ■ Traffic Safety



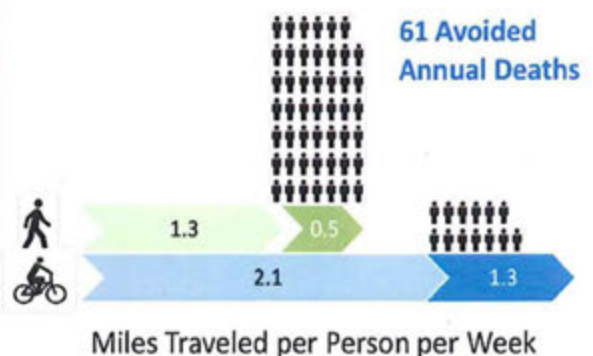
The Oregon Health Authority HIA Program used the Integrated Transport and Health Impact Model (ITHIM) to assess how increases in miles traveled by walking and biking combined with a decrease in per capita vehicle miles traveled would impact health. ITHIM estimates avoided deaths and avoided illness as measured by disability adjusted life years (DALYs) for 12 diseases over three domains: physical activity, air quality, and traffic safety. **ITHIM estimates that by 2035, the Draft Approach will prevent 126 premature deaths and reduce illness by 1.6% annually.** The vast majority of the health benefits from the draft approach are attributable to increased physical activity and improved air quality. (See above where attribution to pathways is represented as the size of the slice of the pie.)

### PHYSICAL ACTIVITY

Transportation and land use strategies in the Draft Approach are expected to result in modest increases of active transportation. This translates into impressive health gains across the region.

Increasing the average distance walked from 1.3 to 1.8 miles per week will result in 48 avoided premature deaths. An additional 13 premature deaths will be avoided if miles traveled per person per week by bicycle increase from 2.1 to 3.6. Illnesses studies will decrease by 1.3%.

- ✓ Integrate multi-modal design in road improvement and maintenance to support all users.
- ✓ Implement Complete Streets strategies
- ✓ Complete the active transportation network.
- ✓ Meet or exceed 1.8 miles walked and 3.4 miles cycled per person per week by 2035 as projected in the Draft Approach.





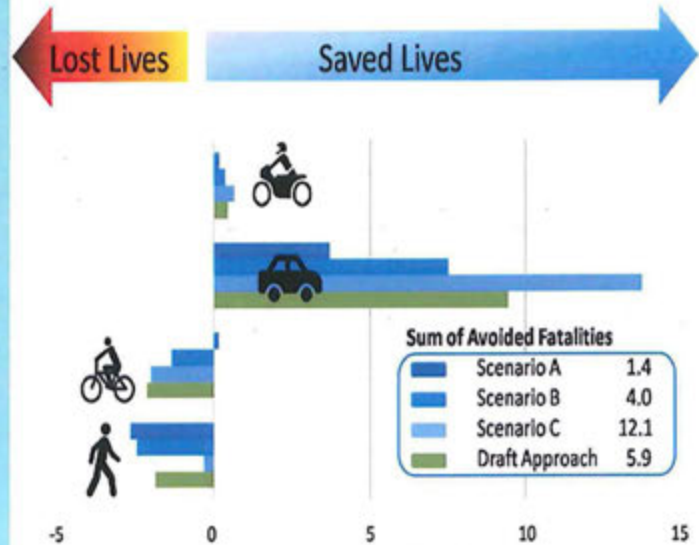
## TRAFFIC SAFETY

Reducing greenhouse gas emissions depends on expanded use of walking, biking, and transit.

**Reductions in per capita vehicle miles traveled (VMT) improve traffic safety for all users.**

The Draft Approach would result in 5.9 avoided fatalities annually and decrease disabilities from severe injuries by 6.7%. However, the number of pedestrian and bicycle fatalities and severe injuries will increase even as overall injury and fatality rates fall for all modes. This absolute increase in bicycle and pedestrian fatalities and injuries can be avoided by designing for safety for non-motorized users.

- ✓ Adopt and implement investments and strategies that reduce per capital VMT from 130 to less than 107 miles per week.
- ✓ Prioritize expanding transit and providing travel information and incentives to reduce VMT and encourage active modes.

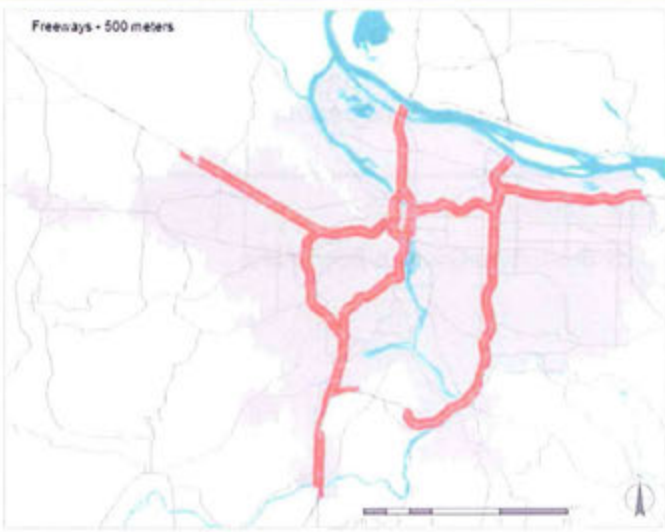


## AIR QUALITY

Improving overall air quality is an important health benefit of greenhouse gas emissions reduction. The combined effect of reduced per capita vehicle miles traveled and clean fuel technologies is expected to improve air quality.

Air pollution can be highly localized with high concentrations near transportation corridors such as freeways and major roads. In 2010, 12.6% of the population – including many vulnerable communities – lived within 500 meters of the freeways highlighted at the left. Care should be taken in siting facilities that serve vulnerable populations in these areas.

- ✓ Reduce regional ambient concentrations of PM2.5 to 6.41 ug/m3 or below as projected in the Draft Approach
- ✓ Support state efforts to transition to cleaner low carbon fuels, more fuel-efficient vehicles, and transit fleet upgrades.



## COST SAVINGS

Using a cost-of-illness approach, the HIA program estimates that the region currently spends between \$4.8 and \$5.8 billion (in 2010\$) each year on diseases modeled in ITHIM. **The Draft Approach is expected to reduce illness and save the region \$100-\$125 million annually (in 2010\$).** This includes annual savings of nearly \$64 million in expenditures and lost productivity related to cardiovascular disease, \$35 million associated with traffic injuries, and \$26 million related to diabetes treatment.





## Target investments to improve health for all populations

Not all residents of the Portland metropolitan region have equal access to healthy transportation options or health-promoting community resources.

- ✓ Ensure social and health goals are considered when prioritizing investments by explicitly and transparently addressing how investments link low-income and other vulnerable households to health-promoting resources.
- ✓ Protect populations – including the elderly, children, and low-income individuals – who live, work, and attend school near highways and major roads through siting, design, and/or mechanical systems that reduce indoor air pollution.
- ✓ Maximize health benefits by monitoring key health indicators, expanding partnerships that promote health, and developing tools to support the consideration of health impacts in future land use and transportation decisions throughout the region.

## Health Impact Assessment

Health Impact Assessment (HIA) is a way to consider how a policy or plan affects community health before the final decision is made. By providing objective, evidence-based information, HIA can increase positive health effects and mitigate unintended health impacts. OHA conducted this assessment at Metro's request, with funds provided by the Health Impact Project, a collaboration of the Robert Wood Johnson Foundation and The Pew Charitable Trust.

An advisory group of more than 30 people representing local governments, state and regional agencies and public health nonprofits provided guidance and data for a series of three HIAs supporting Metro's Climate Smart Communities Project. Six members of the advisory committee provided a full technical review of the report.

### Climate Smart Scenarios Health Impact Assessment Scope

**Geography:** Portland, Oregon metropolitan region as defined by the Urban Growth Boundary

**Timeline:** 2010 (base year) to 2035 (horizon year)

**Scenarios:**

A: adopted plans with existing revenues

B: adopted plans with expanded revenues for priority investments

C: adopted plans plus additional policy and infrastructure development (requires additional revenue/funding sources)

**Draft Approach:** full implementation of adopted 2014 Regional Transportation Plan with additional investment in transit; lower-cost transportation system management and operations; and lower-cost information and incentive strategies.

**Exposure pathways:** physical activity, traffic safety, air quality

**Quantitative tool:** Integrated Transportation Health Impact Model (ITHIM)

**Other considerations:** health costs associated with health pathways; vulnerable populations

The full report is available at [www.healthoregon.org/hia](http://www.healthoregon.org/hia).

Iroz-Elardo N, Hamberg A, Main E, Haggerty B, Early-Alberts J, Cude C. *Climate Smart Strategy Health Impact Assessment*. Oregon Health Authority. September 2014: Portland, Oregon





October 22, 2014

Metro President Tom Hughes  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Re: Climate Smart Communities Strategy

Dear President Hughes and Council Members:

1000 Friends of Oregon is pleased to be before you, several years after the passage of HB 2001 (in 2009) and SB 1059 (in 2010), enthusiastically supporting the work and outcome of the ground-breaking and critical Climate Smart Communities project. The Metro Council and your staff not only embraced a state mandate, but used it to tie together the many related, but not always integrated, strands of land use and transportation work going on in the region to create a framework for the region's future that goes beyond simply reducing greenhouse gas (GHG) emissions from light vehicles.

The Metro Council set the stage by requiring the Climate Smart Communities project to be measured against Metro's "six desired outcomes."<sup>1</sup> The Metro staff worked incredibly long hours to ensure the project was guided by thorough, professional technical research and analysis, not just in GHG emissions but also in the relationship of various options to health, personal and public finances, and the environment. Integrating the Oregon Health Authority's Health Impact Analysis (HIA) illustrated clearly that the choices the region makes to address greenhouse gas reduction can have profound – and if we do it right, beneficial – impacts on the everyday lives of residents and businesses, today and in the future.

Metro tried new methods of engaging a greater number and more diverse populations of local residents. The staff diligently obtained feedback at every stage during this 4-year long project from the myriad of advisory committees, planning staffs, and elected officials throughout the region.

It is critical to understand that the resulting proposed preferred strategy does *not* merely conclude that if the region implements its existing land use and transportation plans, it can achieve its GHG emission reduction target. That would result in missing significant opportunities to achieve more than one regional objective through a synergistic implementation approach, and the region would probably also miss the ultimate target of contributing meaningfully to reducing the impact of greenhouse gas emissions on climate.<sup>2</sup>

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<sup>1</sup> Metro's Six Desired Outcomes are: Equity, Vibrant Communities, Regional Climate Change Leadership, Transportation Choices, Economic Prosperity, Clean Air & Water.

<sup>2</sup> Just in the 4 years this project has been underway, the Intergovernmental Panel on Climate Change has concluded that warming of the earth's atmosphere is occurring faster than previously thought.  
<http://www.ipcc.ch/report/ar5/wg1/>

Most importantly, it would hide the critical take-away from Climate Smart Communities: the region – cities, counties, transit agencies, and Metro - *are not implementing their adopted plans now*. Therefore, *the region will not meet its GHG emission reduction target if we simply conduct business as usual*. To meet the GHG target and achieve the many other benefits of creating walkable, mixed use communities requires greatly increased investment in transit, pedestrian infrastructure, bike facilities, and affordable housing. It also requires policy changes that integrate transportation investments, affordable housing, parking reduction strategies, and mixed-use development investments.

An ever-increasing number of studies demonstrates that collaboratively implementing particular actions can have beneficial impacts on several of the region’s desired outcomes at the same time. For example, the Oregon Health Authority’s HIA on Metro’s Climate Smart Strategy concluded that investing in safe and accessible walking, bicycling, and transit options that take residents from where they live to where they need to go not only reduces the amount of miles we all drive, but results in significant health benefits and health savings – savings both to the individual and to taxpayers – due to increased physical activity and decreased air pollution.<sup>3</sup>

We also know that transit will not be effective in reducing greenhouse gas emissions from light vehicles unless local governments ensure through planning and zoning that densities and housing options along bus and light rail lines are sufficient to generate ridership warranting frequent service. The highest levels of transit ridership are from those populations – mostly lower income and elderly – that are transit dependent. Recent extensive studies from California, which is implementing a similar GHG reduction program, have found:

“[W]ell-designed program[s] to put more affordable homes near transit would not just meet the requirements set by the California Air Resources Board (ARB), but would be a powerful and durable GHG reduction strategy – directly reducing driving while creating a host of economic and social benefits.”<sup>4</sup>

The integration of affordable housing into transit-oriented development is critical:

“Preserving and building affordable homes near transit will allow California to achieve the maximum VMT and GHG reduction benefits of investment in transit infrastructure and transit-oriented development. Actions must be taken to ensure that people with low incomes, who are most likely to use transit and to benefit from its presence, are able to live nearby.”<sup>5</sup>

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<sup>3</sup> Oregon Health Authority, [www.healthoregon.org/hia](http://www.healthoregon.org/hia)

<sup>4</sup> *Why Creating and Preserving Affordable Homes Near Transit is a Highly Effective Climate Protection Strategy* TransForm, California Housing Partnership Corporation, 2014. <http://www.transformca.org/transform-report/why-creating-and-preserving-affordable-homes-near-transit-highly-effective-climate>

<sup>5</sup> *Building and Preserving Affordable Homes Near Transit: Affordable TOD as a Greenhouse Gas Reduction and Equity Strategy*, California Housing Partnership Corporation, January 2013. [http://www.chpc.net/dnld/FullReport\\_CHPCAffordableTOD013113.pdf](http://www.chpc.net/dnld/FullReport_CHPCAffordableTOD013113.pdf)



Therefore, Metro, cities, and counties must adopt policies and invest in affordable housing and senior housing in transit-oriented developments. Furthermore, well-located bus service not only makes employment opportunities available to all workers, but also benefits the local economy by making sufficient workers available to all employers.

Finally, surface parking lots, other impervious surfaces devoted to parking, and brownfields not only create deserts of lost economic opportunity in neighborhoods, but they lower densities making transit less effective. Policies to manage parking and investments to revitalize brownfields into uses that contribute to livability have multiple community benefits in addition to helping reduce the need to drive.

Achieving multiple benefits requires *coordinating and prioritizing investments* by Metro, cities, counties, and TriMet in safe and accessible sidewalks, bikeways, bus shelters, lighting, and frequent and integrated transit service along key corridors linking where people live with employment, shopping, schools, and other needs. It requires adoption of policies supporting affordable housing, managing parking, and re-using brownfields.

Therefore, adopting the Toolbox of Possible Actions and Performance Monitoring Approach, along with the Climate Smart Strategy, is essential for the region's success. We emphasize below the specific tools and monitoring approaches we particularly support, and recommend some stronger actions we ask Metro to take.

## **Toolbox**

### *Demonstrate Leadership*

- To truly “demonstrate leadership on climate change,” Metro must commit to lead by example by **using the Climate Smart Strategy as a filter for Metro’s land use and transportation policy and investment decisions**. Each of those decisions must be measured against whether it helps or hinders achievement of the GHG reduction target.

### *Implement the 2040 Growth Concept*

- We support Metro’s commitment to **restoring all affordable housing tools** to local governments. Providing local governments the full array of tools to provide for affordable housing is critical to a successful transit system, to the ability of the region’s residents to meet their daily needs, and the region’s employers to have a sufficient work force.
- Metro should specifically call out here its commitment to use the **2018 RTP revision** as a tool to implement the 2040 Growth Concept’s Climate Smart Strategies. For example, through the 2018 RTP, Metro should prioritize active transportation projects and investments, especially in designated centers and corridors and transit-dependent communities.

- Among other actions in the Toolbox, Metro should commit to leveraging Metro's and the region's public investments to maintain and create **affordable housing** in transit-served areas.
- Major investments in transit and other community development projects should be accompanied with policies that **protect against economic displacement** of lower-income residents.

*Make transit more convenient, frequent, accessible, and affordable*

- Under Metro's actions, move from "Near-term" to "Immediate" the action to "Research and develop best practices that support equitable growth and development near transit without displacement...." This research and implementation must start in the immediate time frame, so region and neighborhoods can get ahead of potentially displacing investments.
- **Commit regional flexible transportation funds to active transportation.**
- Specifically call out the 2018 RTP revision as a tool to implement the transit actions in the Climate Smart Strategy.
- We strongly support Metro's commitment to seek new sources for transit funding and to obtain reduced fare programs for youth, seniors, people with disabilities, and low-income residents.
- Under the Immediate actions for local governments, the action to "Consider ridership demographics in [transit] service planning" is too weak. Ridership demographics should actually be *used* in service planning, to ensure that the communities of concern are prioritized in providing accessible and affordable transit. This same issue re-occurs under the list of special district action items.

*Make biking and walking safe and convenient*

- Specifically call out 2018 RTP revision as a tool to implement the bicycle and pedestrian actions in the Climate Smart Strategy.
- Commit regional flexible transportation funds to active transportation.
- Use the Climate Smart Strategy as a filter for evaluating individual transportation projects to construct or widen major roads and arterials.



*Manage parking to make efficient use of parking spaces*

- Under Metro's actions, move the item about researching and updating regional parking policies from the "Near-term" category to "Immediate." It will take time to complete the research and conduct the pilot and demonstration projects that are likely to be needed.
- Link providing different parking policies in mixed use transit corridors and centers with maintaining/providing affordable housing (e.g., recoup some of the private savings from providing fewer parking places in a development in a frequent transit district, and use it to provide for or preserve affordable housing in the corridor).

**Performance Monitoring**

The following should be added to Performance Monitoring Approach:

- Metro should continue and expand the efforts it started during the development of the Climate Smart Strategy of engaging more and more diverse communities in the region as it implements the CSC strategy, decides which "Tools" to use, and monitors the performance. Therefore, we ask Metro to **establish a public engagement process** that is diverse and inclusive, which will oversee implementation of the Climate Smart Strategy.
- Specific actions that Metro will take to incentivize, reward, and penalize success and failure in achieving progress towards meeting the adopted Climate Smart Strategy.
- Specific benchmark dates for evaluating progress on the immediate and near term actions and a commitment to take appropriate steps, if necessary, to maintain progress towards the target GHG reduction.
- Add as a measure to be monitored the percentage of households whose combined housing and transportation costs make them "cost burdened," by location. This is already measured by Metro. This should be linked to a goal should be to reduce the percentage of cost-burdened households, by increasing affordable housing, in transit centers and corridors.
- Incorporate as measures appropriate health categories from the HIA and rapid HIA completed by the Oregon Health Authority.

Thank you for consideration of our comments.

Sincerely,



Mary Kyle McCurdy  
Policy Director and Staff Attorney



**BOARD OF COUNTY COMMISSIONERS**

October 22, 2014

**PUBLIC SERVICES BUILDING**  
2051 KAEN ROAD | OREGON CITY, OR 97045

Council President Hughes and Metro Councilors  
Metro Regional Center  
600 NE Grand Ave  
Portland, Oregon 97232

Re: Climate Smart Communities Preferred Alternative

Dear President Hughes and Metro Councilors:

Thank you for the opportunity to provide these comments on Metro's Climate Smart Strategy. We are appreciative of the incredible amount of work that went in to the process over the past several years, and of the difficult task your staff have undertaken. Clackamas County has several concerns with the strategy, and hope that they can be addressed in the final version.

**Maintain Local Flexibility.**

On numerous occasions we have heard that the preferred approach will consist of a "toolbox" of actions from which local governments may choose. It is essential that we maintain this flexible approach. Every jurisdiction is unique, and what works in one place might not work in another. Parking management is a key example of a local issue: Portland's needs and context are very different from those in Oregon City or the Clackamas Regional Center. In every area, public and business input will be key to workable solutions. A top-down, one size fits all approach will not work. Nor will a bias toward spending regional funds in a manner that is not equitable between jurisdictions. The strategy must contain a clear and unequivocal commitment to maintaining local control and flexibility in both the adopting ordinance, and in the framework plan language itself.

**Maintain an emphasis on increased highway capacity as a method of reducing greenhouse gas emissions.**

Congestion is a key contributor to greenhouse gas (GHG) emissions. Of all of the proposed strategies, congestion-based GHG emissions are the most easily reduced, and the GHG reduction is the most direct. It is critical that the language in the



Preferred Strategy reflect a continued commitment to increasing highway capacity, particularly in those areas of critical congestion like the I-205 South Corridor and the Rose Quarter.

In addition, increased highway and road capacity has the most obvious co-benefits in terms of increased economic activity and freight mobility. It also relies on less behavior modification and social engineering than other elements of the strategy. Through appropriate strategies like High Occupancy Transit, High Occupancy Vehicle and dedicated freight lanes, it is possible to increase capacity while maintaining control of congestion.

We are concerned that the preferred strategy will become a "filter" through which more Regional Flex Funds and MTIP money is allocated to non-road projects, or to support projects in particular areas.. We want to be sure that that is not the case, and that the region retains its ability to invest in highway capacity. Moreover, since the preferred strategy and the RTP itself were based on local Transportation Systems Plans, it is important that the region remain committed to the implementation of local plans.

**Assure that enhanced transit leaves ample opportunities to innovate with local or supplemental service.**

Clackamas County and several of our cities are interested in evaluating the potential to provide a supplemental transit service along the lines of Grove Link, Forest Grove's local service. We want to be sure that the preferred strategy expressly include the opportunity for this kind of innovation and experimentation.

Clackamas County appreciates the opportunity to provide these comments.

Sincerely:

**CLACKAMAS COUNTY BOARD OF COMMISSIONERS**



John Ludlow  
Chair



Jim Bernard  
Commissioner



Paul Savas  
Commissioner



Martha Schrader  
Commissioner



Tootie Smith  
Commissioner



October 24, 2014

Hon. Tom Hughes, President,  
And Metro Councilors  
600 NE Grand Avenue  
Portland, OR 97232

**Re: Climate Smart Scenarios – Preferred Approach**

Dear President Hughes and Metro Councilors:

With the passage of House Bill 2001 in 2009, the Region was faced with the daunting task of reaching an agreement on how to meet the state targets for reduction in greenhouse gas emissions from light-duty vehicles. Through Metro's leadership and guidance and the hard work and commitment of regional leaders and their staff, this spring, we did come to consensus on the concepts for the Climate Smart Strategy. We applaud Metro and the local government efforts on reaching this historic milestone. We hope that the region will stay engaged as we move forward with reporting back to the State Legislature and implementation.

In order to accurately reflect the regional consensus and local priorities, as well as protect current and future generations from undue financial burdens or unrealistic expectations, a few changes and clarifications to the implementing documents are necessary before the region moves forward. These changes and clarifications, as outlined below, are necessary before we can support the package at the November 7, 2014 joint JPACT/MPAC meeting:

Commitment to adopted plans. Our first commitment needs to be to adopted plans, as implementation of these plans gets us to the state greenhouse gas reduction target. Additionally, these plans reflect our local priorities and the desires of our citizens. We should celebrate the fact that our adopted plans will further the regional and statewide goals regarding reduction of greenhouse gas emissions from light-duty vehicles.

Local Choice in the Regional Context. Metro has stated throughout this process that the solution will not be one-size-fits all, and that local jurisdictions will be able to chose implementation measures that suit their community needs. This has been a crucial factor in obtaining regional buy-in to the preferred strategy. While draft Ordinance 14-1346 clearly articulates the ability to "locally tailor" implementation tools, the amendments to the Framework Plan and the tool kit need to contain identical language. Furthermore, the Performance Monitoring measures need to account for this local autonomy.



Funding. We agree that we need to be aspirational when planning for climate change, as we're not only planning for today, but future generations. However, we do need to balance these aspirations with realism, and not over commit funding we do not have. To this end, we recommend the following:

- Given that existing, adopted plans get us to the state targets and the uncertainty of future funding and technological advances, we recommend that the regional approach be to first set forth the few implementation actions for the next few years that have firm commitment, followed by an "aspirational" list of items to pursue dependent on available funding. This tiered approach will also allow further refinement of and collaboration on the longer term implementation actions.
- Focus efforts on any "funding coalition" on federal and state funds. Funding strategies should not include a new regional tax or jeopardize existing local funding sources. Washington County and its cities have long been progressive with providing funding for transportation improvements and maintenance through sources such as the County Major Streets Transportation Improvement Program and Transportation Development Tax and local funding sources such Transportation Utility Fees and adopted and anticipated supplemental transportation fees for new growth areas. We encourage Metro to work with neighboring jurisdictions to come up with similar measures; however, given commitments of these funding sources, dilution of these funds would jeopardize years of local planning that has been acknowledged to be in compliance with the Metro 2040 Plan.
- Rather than a blanket statement of prioritizing transit, we need local governments within transportation corridors to prioritize improvements. While transit may be a priority where there is a complete road network, in other locations, completing road connections may be a prerequisite to transit. Simply stating that transit is a funding priority is too simplistic given the diversity and complexity of the region.

The Future of Technology. In addition to tempering the cost of the additional efforts above-and-beyond adopted plans with reality of funding, we need to keep our options open to new technological advances. It is foreseeable that such advances will move us forward towards reducing greenhouse gas emissions in ways the proposed strategy does not take into account. We need to build in periodic review to be able to adjust and respond to such advances, as they may relieve some of the financial burdens that remain unsolved in the proposed strategy.

Legislative Priorities. Before the region can start setting priorities for the 2015 Legislative Session, we need the clarity outlined above. Furthermore, there needs to be clarity regarding the expectations from local governments – is Metro looking for local jurisdictions to sign onto a regional legislative agenda? This may be problematic, as individual jurisdictions are working with their Councils to formulate legislative agendas and regional and local priorities may not align.

Regional Framework Plan. The proposed amendments to the new Goal 11 of the Regional Framework Plan need to be edited to be consistent with previous sections of the Framework Plan. To this end, this section should be limited to the goals and objectives, with the individual action items left to the toolbox and Climate Smart Strategy report.

Further Refinement of the Toolbox and appropriate form of adoption. With regard to the Toolbox of Possible Actions, we support the development of a short list of priority actions. However, the Toolbox itself needs refinement, which we would like to see accomplished through a series of workgroup meetings (similar to what Metro did with the Active Transportation Plan) over the next 3-6 months. To accomplish such a task, the 8th and 9th clauses on page 3 of the Resolution need to be modified to reflect such an effort. Additionally, #4 (page 5) should be reworded as follows:

*Metro Council directs staff to provide opportunities for further review and refinement of the Toolbox of Possible Actions by local governments, ODOT, TriMet and other stakeholders.*

We think this extra work will go far in avoiding misunderstanding and help build consensus around possible actions to be taken to implement the Climate Smart Strategy. Furthermore, given the four years that went into analyzing and discussing the preferred approach, it is appropriate to be more thoughtful and considerate in devising the toolbox, which will guide implementation of the preferred Strategy over the next 20 years.


If the Toolbox is to be "adopted," it should be done so through Resolution (similar to the Active Transportation Plan), not ordinance.

Again, the region has much to be proud of with the work accomplished to date on the Climate Smart Strategy. With continued effort to reflect the comments above, we will be ready to move into the implementation phase and refinement of our longer-term actions.

Thank you for your consideration.

Sincerely,

CITY OF HILLSBORO



Jerry W. Willey  
Mayor



**From:** [Mike Houck](#)  
**To:** [Metro Climate Scenarios](#)  
**Cc:** [Tom.huges@oregonmetro.gov](mailto:Tom.huges@oregonmetro.gov); [Kathryn Harrington](#); [Shirley Craddick](#); [Sheena.VanLeuven@oregonmetro.gov](mailto:Sheena.VanLeuven@oregonmetro.gov); [Carlotta Collette](#); [Bob Stacey](#); [Craig Dirksen](#)  
**Subject:** Portland Planning and Sustainability Commission letters to City Council re Climate Smart Communities and Climate Preparation Strategy  
**Date:** Monday, October 27, 2014 2:36:57 PM  
**Attachments:** [PSC Letter to City Council re Metro Climate Smart program.pdf](#)  
[PSC transmittal letter to City Council re Climate Prep.pdf](#)

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As a follow up to UGI comments on Climate Smart Communities I am attaching two letters from the City of Portland Planning and Sustainability Commission letters to Portland City Council. The first is a June 6, 2014 letter regarding the PSC's response to Climate Smart Communities. The second is a September 9th, 2014 letter of conveyance of the City/County Climate Preparation Strategy which was accepted by City Council on October 8th.

Mike Houck

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Mike Houck, Director  
Urban Greenspaces Institute  
PO Box 6903  
Portland, OR 97228-6903  
503.319.7155  
[mikehouck@urbangreenspaces.org](mailto:mikehouck@urbangreenspaces.org)  
[www.urbangreenspaces.org](http://www.urbangreenspaces.org)

*Endless Pressure, Endlessly Applied*

*In Livable Cities is Preservation of the Wild*

May 27, 2014

Mayor Charlie Hales  
Commissioner Steve Novick

Dear Mayor and Commissioner,

At our May 13, 2014 meeting, Metro Councilor Bob Stacey provided a briefing to the Planning and Sustainability Commission (PSC) about Metro's Climate Smart Communities Scenarios Project (CSC). We understand the CSC goals are to reduce greenhouse gas emissions from cars and light trucks to less than half of the levels of 2005. There are expectations for Metro and other regions from the State to allow people to make shorter driving trips and more active transportation via changes in community design.

In preparation for the May 30 joint MPAC/JPACT meeting, the PSC offers our support for options that would prioritize fully building out the region's active transportation infrastructure. While transit investments are critical, active transportation investments are likely to provide greater rates of return in mobility for the relatively modest funds invested and will also generate significant health co-benefits.

The Commission also believes CSC would be greatly strengthened by incorporating a direct nexus with climate adaptation strategies to complement greenhouse gas reduction strategies. Regardless of our success in reducing greenhouse gases in our region, significant negative human health and ecological impacts are likely to occur in our region due to climate change.

Using green infrastructure to address climate change, such as planting trees and interconnected bioswales along transportation corridors, would simultaneously promote active transportation, provide much needed bike and pedestrian safety, sequester carbon dioxide, reduce urban heat island effects, and improve air quality. These co-benefits are not considered in Metro's scenarios because CSC focuses exclusively on CO2 reduction. Including climate adaptation expands the range of transportation alternatives and designs that can and should be considered. Regional policies must, in our opinion, consider these multiple benefits in any climate related program.

Thank you for representing the best interests of our entire community in shaping the preferred approach for Climate Smart Communities.

Sincerely,



Andre' Baugh  
Chair

Cc: Metro Councilor Bob Stacey





## Portland Planning and Sustainability Commission

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September 19, 2014

Portland City Council  
Portland City Hall  
1211 SW 4<sup>th</sup> Avenue  
Portland, OR 97204

Dear Mayor Hales and City Council Members:

On August 26, 2014, the Planning and Sustainability Commission (PSC) voted unanimously to recommend City Council's adoption of the joint City & Multnomah County Climate Change Preparation Strategy, and the associated Climate Change Preparation Risk and Vulnerabilities Assessment.

Staff has briefed and updated the PSC throughout the development process. Staff has shared content updates, an overview of public comments received on the draft and how that feedback was incorporated into the final documents.

PSC members commend staff for creating a well-researched and strategic Climate Change Preparation Strategy. PSC members specifically appreciate the Climate Change Preparation Strategy's alignment with the Portland Plan framework for equity. The preparation strategy considers the impacts and unintended consequences that under-served and under-represented Portlanders may experience as a result of climate change. The Climate Change Preparation Strategy also prioritizes preparation actions in communities most likely to be vulnerable to climate change impacts such as the urban heat island effect.

Although it is important to adequately prepare for the impacts of climate change, continuing to reduce carbon emissions is also a key direction. As such, the City's existing Climate Action Plan and this new Climate Change Preparation Strategy are fundamentally linked. The PSC is pleased to see that key findings and actions from the Climate Change Preparation Strategy will be integrated into the City and County's updated Climate Action Plan that is expected later this winter.

The PSC applauds the City and County's work to conduct risk and vulnerability assessments for key sectors, including infrastructure and the built environment, natural systems, and health and human services. This plan is an excellent example of cross-bureau and cross-jurisdiction collaboration, and we ask that the City work with surrounding jurisdictions, particularly with Metro, as responding to climate change is clearly an issue of regional import.

Thank you for the opportunity to participate in the review of this strategy.

Sincerely,

Andre Baugh  
Chair, Portland Planning and Sustainability Commission



City of Portland, Oregon | Bureau of Planning and Sustainability | [www.portlandoregon.gov/bps](http://www.portlandoregon.gov/bps)

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October 27, 2014

Tom Hughes, President  
Metro Council  
600 NE Grand  
Portland, OR 97232

Dear President Hughes and Councilors,

I am writing on behalf of the Urban Greenspaces Institute to comment on Metro's Climate Smart Communities project. I've read the documents and, while I we are pleased with actions intended to reduce greenhouse emissions from vehicles, as mandated by the state, we are disappointed at the project's narrow focus. There is nothing in the documents regarding carbon sequestration nor is there even a reference Climate Adaptation. With regard the latter, serious negative human health and ecological impacts due to Climate Change.

The City of Portland and Multnomah County have recently adopted a Climate Preparation Strategy and will adopt an updated Climate Action Plan this winter that will incorporate the Preparation (Adaptation) strategies as well. I am writing to urge you to expand your Climate Change agenda to incorporate both the updated Climate Action Plan and Climate Preparation Strategy.

Portland City Council recently accepted the Climate Preparation Strategy two weeks ago, including the city's Planning and Sustainability Commission's recommendation that the city work with Metro to ensure that the Climate Preparation Strategy and updated Climate Action Plan are implemented regionally. I have attached a copy of the conveyance letter from the Planning and Sustainability Commission. Climate Change is an issue of regional significance. The city and county working alone will not be sufficient to respond to this regionally important issue.

Metro is, of course, already doing much to address Climate Change, through the Climate Smart Communities effort and other programs in its portfolio. However, there is an urgent need to evaluate both Climate Smart Communities and other programs to identify gaps, particularly with regard to Climate Adaptation or Preparation, that need to be addressed at the regional scale.

Respectfully,

Mike Houck, Director



October 28, 2014

Sent via email to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov)

Metro Planning  
600 NE Grand Ave.  
Portland, OR 97232

**Attention: Climate Smart Strategy**

I am pleased to submit these remarks on the *Draft Climate Smart Strategy* on behalf of Drive Oregon, a nonprofit organization working to accelerate the growth of Oregon's electric vehicle industry and promote the electrification of our transportation system.

**General Comments**

We applaud Metro for its excellent work to reduce the greenhouse gas emissions of our regional transportation system. The *Draft Climate Smart Strategy* rightly recognizes that this will require a comprehensive approach that includes promoting walking, bicycling, transit, and other options, as well as complete and well-planned communities that reduce the need for travel altogether.

However, we believe the strategy does not adequately recognize the important role that cleaner, more efficient fuels and vehicles must also play in this strategy. In fact, the Oregon Global Warming Commission *Roadmap to 2020* report projects that the state will need 90% of all vehicle miles travelled to be electric by 2050 and 10% of the fleet to be electric by 2020. (See <http://www.keeporegoncool.org>)

We understand that the strategy includes a number of assumptions about the expansion of cleaner fuels and more fuel-efficient vehicles. However, those developments are far from certain, and Metro and its partners have important roles to play in achieving these targets.

While the draft *Toolbox of Possible Actions* contains some good ideas, we believe these can be strengthened. We also believe that the *Climate Smart Strategy* itself should address the role of vehicle and fuel technology more directly. This could be done in a new stand-alone section, but the strategy could also address vehicle and fuel issues within each section as outlined below. A number of suggestions for the Toolbox are also included below, and could be adapted to fit the roles of state, Metro, city/county, and special district stakeholders.

**Make transit convenient, frequent, accessible, and affordable**

It is worth noting that electric buses and transit vehicles are increasingly available and affordable. In addition to lowering greenhouse gas emission, electrified transit produces no unhealthy smog-generating pollution. While they typically have higher up-front costs, they yield substantial savings in fuel, operating, and maintenance costs.

Suggestions for the Toolbox relevant to this section include:

- Support transit partners in seeking federal grant funds for electric buses
- Seek increased state funding for electric buses
- Increase funding flexibility to allow for greater upfront capital spending on electric buses if those expenses are offset by operating savings

### **Make biking and walking safe and convenient**

Electric-assist bicycles (e-bikes) have gained wide popularity in Asia, and are increasing popular in Europe as well. In fact, in some European countries e-bikes now account for 40% of new bicycle sales. These bikes may be an important tool for encouraging greater bicycling, and several pilot projects are underway to better understand and promote their use. This section of the strategy should explicitly include and encourage the use of e-bikes as part of a broader overall bicycle promotion strategy.

Suggestions for the Toolbox relevant to this section include:

- Simplify and clarify policy on e-bike use of bike lanes and other infrastructure
- Clarify that e-bikes are part of the region's active transportation strategy
- Fund pilot project to test the efficacy of e-bikes in attracting new riders

### **Use technology to actively manage the transportation system**

ITS has the potential to dramatically improve transportation system efficiency and reduce greenhouse gas emissions, and we strongly support its inclusion as a key element in the draft strategy. It is worth noting that electric vehicles – which tend to have built-in telematics and more advanced computer software – make ideal “test beds” for this technology. While many early ITS projects have focused on using technology to increase road capacity, we believe the Portland metropolitan area is well positioned to test applications of ITS and connected vehicle technology that make the region smarter, safer, and more sustainable.

Suggestions for the Toolbox relevant to this section include:

- Pursue opportunities and funding for pilot projects that help establish the Metro region as a living laboratory for sustainable and multi-modal ITS
- Seek opportunities to leverage Oregon's road user fee pilot project to provide additional services to participating drivers
- Develop a pilot project to test wireless charging of electric vehicles, ideally encompassing both transit vehicles and passenger cars

### **Provide information and incentives to expand the use of travel options**

Unless Metro chooses to add a high level strategy focused on vehicle and fuel efficiency, this would be the most logical section in which to incorporate a number of recommendations in this area. Overall, we would suggest that Metro integrate the promotion of efficient vehicles and fuel choices



into the promotion of other travel options. Just as the ‘reduce-reuse-recycle’ hierarchy has become well understood in solid waste, the transportation message of ‘if you must drive, please drive electric’ can help complement discussions of walking, biking, transit, and carpooling.

Suggestions for the Toolbox relevant to this section include:

- Clarify that e-bikes are part of the regional toolkit of travel options
- Encourage regional car sharing services to increase their use of electric vehicles and other clean alternatives
- Integrate promotion of workplace charging into employer-based outreach programs that encourage use of other alternatives such as transit, cycling, and carpooling.
- Integrate education about vehicle and fuel efficiency into public awareness strategies such as eco-driving promotion

### **Manage parking to make efficient use of land and parking spaces**

One of the key roles for Metro and local governments in the region is to ensure that electric vehicles – like pedestrians and bicycles - have adequate infrastructure. In the case of electric vehicles, this means that charging facilities should be widely available and highly visible to potential electric vehicle buyers. While most charging occurs at home, it is also important to have easily accessible “fast chargers” (also called DCFC or level 3 chargers) available for longer trips. Highly visible charging in public areas can also make potential EV buyers more confident in their purchase, just as highly visible bike racks on the street encourage more cycling.

Workplace charging is also very important, as it supports those with longer commutes and drivers who do not have private garages. Furthermore, just as people who see colleagues biking to work or participating in the “bike commute challenge” feel more confident trying it themselves, workplace charging also promotes more purchase and use of electric vehicles. For these reasons, the US Department of Energy has launched a Workplace Charging Challenge, and Drive Oregon is an Ambassador promoting this program. Many major employers in Oregon have already joined, from Intel and Mentor Graphics to the State of Oregon and the cities of Hillsboro and Beaverton.

Suggestions for the Toolbox relevant to this section include:

- Metro should join the Workplace Charging Challenge as a Partner
- Metro should encourage other local governments in the region to join the Workplace Charging Challenge
- Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure in the public right of way and on the street
- Develop and support “charging oases” with multiple chargers, modeled on the Electric Avenue project at Portland State University
- Support efforts to future-proof new development projects, particularly multifamily housing and large parking lots, by installing conduit for future charging of at least 20% of parking spaces, similar to standards in Hawaii, California, and elsewhere
- Convene regional transportation and planning officials to develop strategies for developing cost-effective charging infrastructure that also reinforces regional planning goals

## Specific Comments on the Electric Vehicle Toolbox

While the draft strategy does not have a section dedicated to fuel and vehicle efficiency, we are pleased to see that the Toolbox does have such a section. We particularly appreciate this section's recognition and support of Oregon's Zero Emission Vehicle Program. Some of the suggestions we have provided elsewhere could be incorporated into this section of the toolbox, and we have some additional specific suggestions:

- Increase Metro fleet use of electric vehicles, including non-passenger cars (e-bikes, utility vehicles, etc.)
- Expand availability of charging at Metro venues (Zoo, Expo Center, Convention Center, Portland's, etc.)
- Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure
- Support legislation being promoted by Drive Oregon and the Energize Oregon coalition to create a purchase rebate for electric vehicles
- Join Drive Oregon and the Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment

Thank you again for the opportunity to submit these comments. Please let me know if we can provide any additional information.

Best regards,



Jeff Allen  
Executive Director  
Drive Oregon  
1600 SW 4th Avenue, Suite 620  
Portland, OR 97201  
[www.driveoregon.org](http://www.driveoregon.org)

Mobile (503) 724-8670



October 28, 2014

Metro President Tom Hughes  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Re: Draft Climate Smart Strategy

Dear President Hughes and Council Members:

Thank you for the opportunity to comment on the Draft Climate Smart Strategy. I am the Pacific Northwest Regional Policy Manager for the Safe Routes to School National Partnership (National Partnership), and I applaud and support the work and outcome of the Climate Smart Communities project to date. The importance of Climate Smart planning crosses over from greenhouse gas (GHG) reductions to include positive impacts on transportation, land use, equity, health, economy, and the environment. How the Metro region chooses to plan for and implement strategies addressing GHG reduction will profoundly shape our region for decades, truly for centuries — and if we do it right, will have immense positive beneficial impacts on the everyday lives of children, residents, and businesses.

The National Partnership is pleased to see that Metro's approach relies on and affirms policies and investments already identified as important for the region's future; however, it is essential to understand that simply by implementing existing plans, we will not achieve our GHG emission reduction targets. What will be required is for Metro to demonstrate strong leadership on this issue, that will allow and support the region to achieve multiple regional goals through a cooperative, collaborative approach to our region's future.

The GHG target will achieve many other regional benefits by creating walkable, bikeable, mixed use communities that serve people of all ages and abilities. This will require greatly increased investment in transit, pedestrian infrastructure, and bike facilities. Achieving the multiple benefits possible through GHG reduction requires leadership, coordination, and prioritization of investments by Metro, TriMet, and every jurisdiction in the region, as well as adoption of policies beyond transportation that will support equity, health, affordable housing, access to schools and transit, and ensure our economy is strong — well beyond the next funding cycle. It will require leadership on policy changes that integrate all modal transportation investments, housing and land-use developments, parking strategies, and a focus on serving destinations through a well-supported mix of transportation options. In short, it will require jurisdictions across the region to look hard and seriously about how we must plan our transportation system to be Climate Smart, and it will require coordination and cooperation in order to fund and build it accordingly, *starting now*.

The National Partnership supports the Toolbox of Actions in its entirety, and recommend its adoption together with the Climate Smart Strategy. These are essential steps for the region's success. In particular, we support and recommend some stronger actions on the following specific tools. **Furthermore, we recommend Metro brings forward and stands behind 5-10 actions that local, regional and state partners sign on to in the first year for achievable, early wins.**



*Implement the 2040 Growth Concept*

- ◆ Metro should specifically call out here its commitment to use the 2018 RTP revision as a tool to implement the 2040 Growth Concept's Climate Smart Strategies. For example, through the 2018 RTP, Metro should prioritize active transportation projects and investments, especially in designated centers and corridors and transit-dependent communities.
- ◆ Too often, transportation decisions are made without taking into account land-use, and, especially in the case of school siting, transportation impacts and costs are frequently not considered in the process. Metro should offer clear guidance to cities and counties on location of new schools, services, shopping, and other health-promoting resources and community destinations close to neighborhoods.

*Make transit more convenient, frequent, accessible, and affordable*

- ◆ Commit regional flexible transportation funds for access to transit.
- ◆ Fund reduced fare programs and service improvements for transit-dependent communities such as youth, older adults, people with disabilities, and low-income families.
- ◆ Expand and sustain the Youth Pass program, including expanding routes and frequency along school corridors.

*Provide information and incentives to expand the use of travel options*

- ◆ Commit a larger portion of funds to expand travel options that will include grade-school populations and school staff through education and encouragement programs such as Safe Routes to School.
- ◆ Link completion of transportation- and parking-demand management initiatives to scoring criteria for infrastructure funding opportunities such as regional flexible funds, ConnectOregon, and Oregon Statewide Transportation Improvement Program.

*Make biking and walking safe and convenient*

- ◆ Complete a region-wide active transportation needs assessment, including needs around schools and access to transit.
- ◆ Commit a larger portion of regional flexible funds to active transportation, and expand funding available for active transportation and transit investments.
- ◆ Adopt a Vision Zero strategy — and ensure targets contained within the Performance Monitoring Approach match this strategy.
- ◆ Build a diverse coalition working together to build and monitor local and state commitment to implement and fund the Regional Active Transportation Plan, including Safe Routes to Schools and Safe Routes to Transit.

*Funding*

- ◆ Metro should specifically call out the 2018 RTP revision as a tool to implement the transit and active transportation actions in the Climate Smart Strategy.
- ◆ Metro should use the Climate Smart Strategy as a filter for evaluating individual transportation projects and GHG reduction benefit when providing funding for projects within the region; Metro should advocate that other partners, such as the Oregon DOT or TriMet, have similarly stringent requirements for GHG reductions for projects funded within the Metro region.
- ◆ At all levels, Metro should utilize its leadership and role as the region's Metropolitan Planning Organization to support and seek opportunities to advocate for new, dedicated funding mechanisms for active transportation and transit, and leverage local, regional, state and federal funding to achieve local visions that align with the region's desired outcomes.

### Performance Monitoring Approach

The performance monitoring approach is in need of completion, with many metrics not yet finalized. The National Partnership recommends the following as this approach is completed:

- ◆ Metro must ensure targets contained within the Performance Monitoring Approach match the toolbox's strategy and are well coordinated. For example, adopting a Vision Zero strategy should have a related 2035 target of **zero fatalities**; measurement of pedestrian and bicycle injuries and fatalities should be linked with motor vehicle injuries and fatalities; etc.
- ◆ Measurement of transportation investments should include **specific near-term and longer-term targets**, and in some cases, measure both **system completeness** and number of miles. Examples could include: 75% of regional pedestrian network complete by 2020; 80% of schools region-wide participate in Safe Routes to School programs and have safe walking and bicycling infrastructure within a mile around schools by 2025; 100% of base year (2010) transit stops are fully accessible by 2035; etc.
- ◆ Coordination of immediate and near-term actions from the toolbox should include **specific benchmark dates** for evaluating progress.
- ◆ Metro leadership should make a commitment to take appropriate steps to **incentivize, reward, or penalize success and failure** of local, regional, and state partners in achieving the adopted Climate Smart Communities Strategy and target GHG reductions.
- ◆ While many of the performance measures will ensure positive equity outcomes for the region, the performance monitoring should explicitly include measurement of data that benefits equity outcomes. For example, share of **low-income** households within 1/4-mile frequent bus service and 1/2-mile of high capacity transit.

Thank you for recognizing the elemental role of investment in safe walking, bicycling, and transit to creating a region that will be Climate Smart, healthy, livable, and economically and environmentally sound. Your leadership on Climate Smart Communities will ensure a coordinated and cooperative outcome with the regional partners who will be needed to help to prioritize and fund the recommended approach. This, in turn, will allow each jurisdiction to implement existing plans and provide clear guidance for near-term and future policies, plans, and investments that will provide multiple benefits for this region and the many lifetimes ahead.

We strongly support the vision and outcomes of the Climate Smart Communities Scenarios project and will be strong proponents to help propel its implementation. We welcome the adoption of these strategies and complementary Toolbox of Actions, and we look forward to working with Metro and regional partners to ensure these strategies are supported to be quickly funded and implemented so that everyone in our region can be guaranteed a Climate Smart future that reaches GHG reduction targets while creating a region that is healthy, equitable, active, well-connected, and economically and environmentally secure.

The National Partnership urges you to recognize the importance, inherent in this Climate Smart work, of supporting our region's children — who will be the ones who benefit, or suffer, from the decisions you make today. We thank you for your forward-thinking analysis and recommendations, and for the opportunity to comment on this important work for our region.

Yours sincerely,

Kari Schlosshauer  
Pacific Northwest Regional Policy Manager  
Safe Routes to School National Partnership  
Portland, Oregon



American Planning Association  
**Oregon Chapter**

*Making Great Communities Happen*

PO Box 28454 Portland, OR 97228  
PHONE: (503) 626-8197

[oapa@oregonapa.org](mailto:oapa@oregonapa.org) • <http://www.oregonapa.org>

October 29, 2014

Dear President Hughes and Members of the Metro Council, MPAC, and JPACT:

The Oregon Chapter of the American Planning Association represents more than 800 professional and citizen planners in the state of Oregon.

We commend the attention you are giving the Climate Smart Scenarios initiative. Through listening, leadership, innovation, and investment, we know that we can make a difference on greenhouse gas reductions from the land use and transportation sectors in Oregon. We acknowledge that progress on the proposed climate smart strategies can also contribute to other goals shared by Metro and the state including environmental protection, community resilience to natural hazards, social equity, and economic development. We applaud your efforts to identify Climate Smart implementation measures that achieve multiple community objectives. It is possible to affirm that our communities, ecosystems and future generations are worth the considerations and necessary investments you are weighing. Course correction is both possible and responsible.

The changes you are considering to the Regional Framework Plan are commendable. OAPA agrees that for this effort to yield desired results, we must:

- Provide resources to track, respond and invest accordingly in strategies to implement the preferred scenario.
- Support implementation of locally adopted plans aimed at reducing greenhouse gas emissions.
- Increase support for transit and associated transit oriented developments.
- Invest in transition to cleaner fuels.
- Implement a price on carbon pollution to fuel a cleaner Oregon economy.
- Commit that we can grow cleaner and better.
- Require, rather than encourage, climate responsive actions in Policy 11.3 of the draft Regional Framework Plan amendments.

OAPA members stand ready to help implement the Climate Smart Communities Scenario. We urge you to adopt the Scenario and allow our communities to advance to the work of implementing strategies to reach our desired future conditions.

Please contact us about taking our next steps, together.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jason Franklin'.

Jason Franklin, AICP, President  
American Planning Association, Oregon Chapter







October 30, 2014

Tom Hughes, President  
Metro Council  
600 NE Grand  
Portland, OR 97232

Dear President Hughes and Councilors,

I am writing on behalf of myself and my two young children to comment on Metro's Climate Smart Communities project. I've read the documents and, while I applaud Metro's efforts to identify and fund actions intended to reduce greenhouse emissions from vehicles, as mandated by the state, I am disappointed at the project's narrow focus. There is nothing in the documents regarding Climate Adaptation. Humanity must quickly act on *climate mitigation*, but I believe that Metro has a bigger, more relevant, role to play as a *facilitator of climate adaptation*.

Over the years, Metro has always done a good job at addressing issues of livability at and within the urban-rural interface, recognizing its role as a regional player in between the national and local scale. However, this time I couldn't find a reference to Metro's role in the greenhouse gas emissions problem relative to state and national emissions targets. Without this context, the reader doesn't see the 'big picture' of our emissions problem, and that Oregon and Metro hold sway over a relatively small piece of the puzzle. Without this contextual information, Metro risks losing the support of its electorate who may not see the response as commensurate with Metro's level of impact on the problem. There are reasons for Metro to do what it can to reduce vehicle emissions. Demonstration of what can be done here is essential to sparking the imagination, courage, and can-do attitude of planners worldwide. However, the truth is that leaders of the world's largest countries and other people involved with the decision making leading up to the United Nations December 2015 Meeting in Paris are the people who will make the meaningful decisions about what our automobile and energy use emissions will be. As a taxpayer in the metropolitan area with serious concern about my childrens' future vis-a-vis climate change impacts, I can not support a Climate Smart Communities effort that addresses only the mitigation piece. It appears naive of the global context of the problem and ignores the arena where Metro has the biggest responsibility and opportunity to make a difference for future generations who will be living here - by working on *adaptation* to climate change.

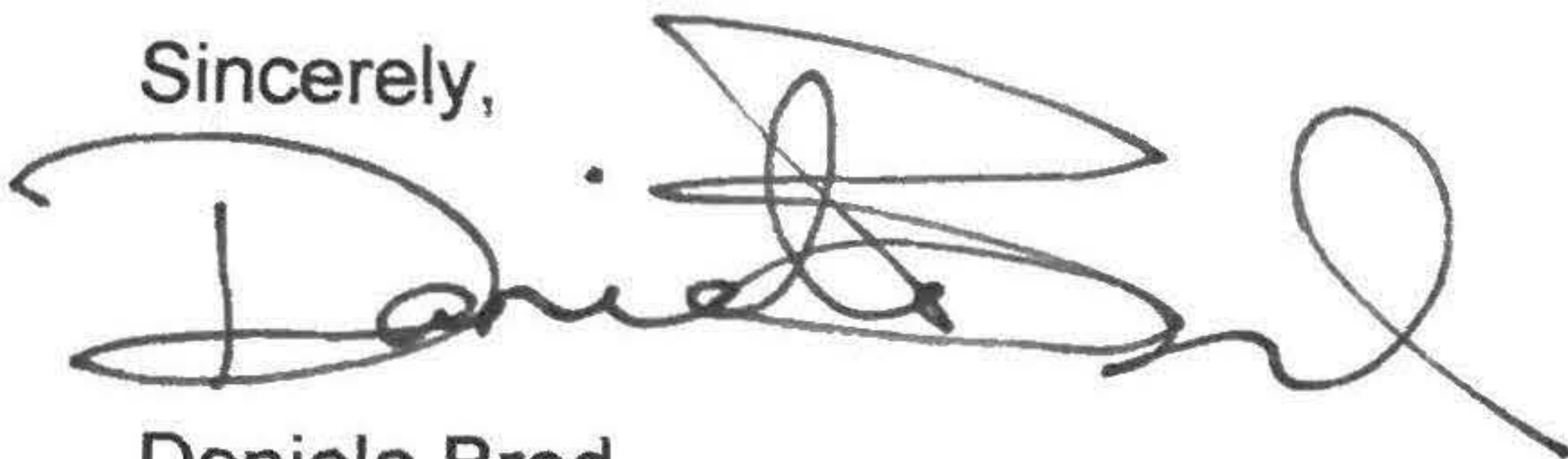
Because I am concerned about my childrens' ability to manage their household, live and work in a metro area experiencing additional stresses related to certain climate change impacts, I was at the hearing with my four-year old daughter two weeks ago where Portland City Council recently accepted the Climate Preparation Strategy, along with an updated Climate Action Plan. Today I could not attend your hearing so I am writing to urge you to do three important things:



- Realize we are facing a huge and multi-decade lag effect that we have to deal with in regards to climate change and the best place to do this preparation and adaptation work is at the local level.
- Acknowledge that Metro, as regional coordinator for natural resources and land use policies, is positioned better than any other local agency to take the lead and become a player preparing our communities for climate change.
- Specifically, expand your climate change agenda to find the time and resources to identify and implement preparation actions. The Preparation Strategy approaches detailed in Portland's document are a good place to start. It will not necessarily require additional program or resources. It will, however, take prioritization and moving certain projects and programs up in the schedule. I request that you identify actions and then set up systems to prioritize these actions for funding.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Daniela Brod', with a large, stylized flourish at the end.

Daniela Brod

Volunteer with Citizens' Climate Lobby and SW Portland Mom



Community  
Cycling  
Center



UPSTREAM  
PUBLIC HEALTH



OPAL  
ORGANIZING PEOPLE / ACTIVATING LEADERS



10/30/2014

Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Re: Climate Smart Communities draft approach

Dear President Hughes and Metro Councilors,

We are excited today to share our thoughts with you on the draft approach for Climate Smart Communities. As member organizations of the Transportation Justice Alliance have been engaged in this process, we have worked with staff to provide feedback and have been happy to see the many ways that community expertise has influenced the strategies and the monitoring approach.

We very much appreciate that Metro went above and beyond its mandated task throughout the process, working with community based organizations, the Oregon Health Authority, and others to understand the impact of the scenarios on community health and well-being.

The Transportation Justice Alliance is keenly aware of how critical it is to integrate transportation and housing policies, and we support Metro's efforts to include housing supports in the Toolbox. There is a range of tools that we would like to see available across the region, and we were very supportive of the earlier Toolbox language that explicitly emphasized inclusionary zoning as one of these tools. Because affordable housing is a regional issue, while we support increasing the tools available to local jurisdictions, we are concerned that "restore local control" can be read in such a way as to undermine the role that Metro should play in this issue. There is also an opportunity in the Toolbox to commit agency partners across the region to seeking funding for affordable and accessible housing.

The Transportation Justice Alliance, is excited to support several of the existing policies in the draft approach, including making transit more convenient, frequent, accessible, and affordable and making biking and walking more safe and convenient. These two policy areas have the highest relative climate benefits according to Metro's analysis and were strongly supported in each meeting and workshop we attended. However, when the



Approach, the Toolbox, the Performance Monitoring, and the Early Actions are examined together, it becomes clear that these two policies are not fully supported and are often undermined by other policies.

For example, one of the three Early Actions TPAC will be discussing is to advocate for increased funding for **all** transportation modes and well over **half** of the recommended investments in the draft approach are road projects that will not help the region reduce greenhouse gas emissions. Given the technical analysis that shows that investments in transit and active transportation have the greatest climate benefit, the recognized multiple social, environmental, and economic benefits of improving our transit and active transportation systems, and the strong support that the public has shown in elevating transit and active transportation above the other strategies – the Approach, Toolbox, Performance Monitoring, and Early Actions should all be aligned to prioritize investments in transit and active transportation. We support the language of Early Action #3. We would like to see similar language that makes clear the necessity to prioritize greenhouse gas emissions-reducing projects, and we recommend that Metro convene an oversight committee made up of transportation, land use, public health, environmental, and social justice advocates and professionals.

Because our region's most vulnerable community members will disproportionately bear the burdens of climate change, we look forward to working with Metro and other partners to implement a robust climate mitigation plan. It's also important to recognize, however, that adaptation supports will also be critically important for the members of our community who have the fewest resources. Investments in transit and in active transportation bolster both climate mitigation and climate adaptation. To make the most of these benefits, though, transportation options must be affordable. The draft approach recognizes this in policy language, but there are no performance measures addressing the affordability. We would like to see Climate Smart Communities monitoring include tracking transit costs over time compared to inflation and include a measure of household housing + transportation cost burden.

The Transportation Justice Alliance looks forward to continuing to work with Metro and other regional partners to achieve the Climate Smart Communities goal of demonstrating leadership on climate change.

Thank you for your time.

Asian Pacific American Network of Oregon

Coalition for a Livable Future

Community Cycling Center

OPAL Environmental Oregon

Upstream Public Health

1000 Friends of Oregon



October 30, 2014

Metro Council  
600 NE Grand Avenue  
Portland, OR 97232

Re: Comments on Climate Smart Communities Scenarios Project

Dear President Hughes and Metro Council Members:

The Coalition for a Livable Future is pleased to support the Climate Smart Communities project. Climate change is one of the defining issues of our time, and our response to it will affect both local communities and the planet far into the future. We look forward to working with Metro to implement climate strategies that also support equitable development, public health, and widely shared economic prosperity.

Several years in the making, the Climate Smart Communities plan not only integrates land use and transportation to meet greenhouse gas (GHG) emissions from light vehicles, but focuses on strategies that meet the aspirations of cities and counties around the region and all of Metro's six desired outcomes. We served on the Technical Work Group, and found the analysis to be detailed and incredibly well-thought out.

We appreciate that staff consistently included elements beyond the important work of addressing climate change to also create vibrant communities, improve health, address equity, improve the environment, and support the local economy. Oregon Health Authority's Health Impact Analysis demonstrated the opportunity for the Climate Smart Communities plan to increase physical activity, reduce air pollution, reduce crashes, and save lives and health care costs.

The addition of The Toolbox of Possible Actions is essential, as the next steps will include the difficult task of coordinating action and finding the resources to implement the plan. The Performance Monitoring is also very important, as it allows the region to evaluate its level of success and consider strategies and priorities in light of what we learn.

Below are several elements we want to highlight, some with recommendations for changes:

**Increased Transit:** We strongly support the plan's call for significant increases in transit service as well as reduced fares for populations in need. More transit creates climate improvements as well as better job access, cleaner air, and many other health and safety benefits. A major commitment by Metro and local governments to increase transit revenue will be necessary to achieve this goal.

**Increased Walking and Biking:** We strongly support increasing funding for walking and biking, as called for in the Climate Smart Communities plan and the region's recently adopted

Active Transportation Plan. These investments are key to addressing climate change, as well as creating safe, healthy, vibrant communities.

Recommended edit: The Draft Toolbox of Possible Actions currently calls for advocating for increased funding for all transportation modes, prioritizing maintaining and preserving existing infrastructure. However, to reach our climate goals, we need to do more on active transportation than merely maintain current infrastructure. As a result, we recommend that the plan prioritize funding for new transit, walking, and biking infrastructure, and for transit service.

Recommended edit: Add Regional Flexible Funds to the Draft Toolbox of Possible Actions as an opportunity to increase funding for active transportation.

**Implementation through the Regional Transportation Plan:** The next Regional Transportation Plan (RTP) is an important vehicle for implementing the Climate Smart Communities plan, and we appreciate that the ordinance reflects this opportunity. The RTP update should include a financially constrained project list that meets the GHG target called for in the Climate Smart Communities plan, and also provides the opportunity to update performance measures, policies, and the Regional Transportation Functional Plan.

Recommended edit: Add the upcoming RTP Update to the Draft Toolbox of Possible Actions as an opportunity to implement the Climate Smart Communities plan.

**Affordable Housing:** Creating affordable housing options near frequent transit lines is a significant factor in reducing GHG emissions. It is also an important equity strategy, supporting low income communities' ability to affordably access housing, transportation, jobs, and other key destinations. This strategy also has additional co-benefits, including reducing auto reliance, improving health, and helping seniors to continue living independently. Metro's new effort to advance housing choice could be a valuable part of implementing the Climate Smart Communities plan.

Recommended edit: In the Toolbox of Possible Actions, include supporting increased funding for affordable housing, particularly along frequent transit lines.

Recommended edit: In the Toolbox of Possible Actions, rather than simply recommending the restoration of local control, be explicit in supporting local tools for affordable housing, including the removal of the statewide ban on inclusionary zoning.

Recommended edit: In the Draft Performance Monitoring Approach, include an indicator related to housing affordability such as housing cost burden, which incorporates both housing and transportation.

**Implementation of Local Plans:** The Climate Smart Communities plan is significantly dependent on the implementation of adopted plans. However, many local jurisdictions are currently unable to successfully carry out their adopted plans. To do so will require local policy changes to support affordable housing, parking, and mixed-use development, and increased

funding for active transportation as discussed above. Metro will have a role in supporting many of these changes.

Recommended edit: Add language indicating that Metro's transportation and land use policy and investment decisions will be evaluated based on whether they help the region achieve the GHG target.

**Under-Utilized Land:** Surface parking lots and brownfields are inefficient uses of land that make it more difficult to create healthy, vibrant communities where people don't need to drive to meet daily needs. Changing policies to manage parking, and increasing funding to revitalize brownfields, are important elements of the Climate Smart Communities plan and will support a host of other benefits.

**Climate Adaptation:** By design, the Climate Smart Communities plan did not focus on adaptation to the changing climate and instead focused on mitigation of GHG emissions. As discussed in the comments by Urban Greenspaces Institute, our region's changing climate will increasingly cause significant health and ecological consequences, and it is important to address climate adaptation at every level of government. We appreciate that the Toolbox of Possible Actions includes green street designs that include tree plantings to sequester carbon emissions, and hope to see an increased focus on adaption in future regional and local efforts.

Recommended edit: Find opportunities within the Climate Smart Communities plan to add references on the need to adapt to the changing climate.

Recommended edit: Consider additional green streets strategies to include in the Toolbox of Possible Actions.

Thank you for considering these comments, and for thoughtfully developing this important plan.

Sincerely,



Mara Gross  
Executive Director  
Coalition for a Livable Future



Mayor  
Honorable Lori DeRemer



City Manager  
Jason Tuck

October 30, 2014

Councilor Donna Jordan  
Member of JPACT  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Councilor Jordan,

The City of Happy Valley has been one of the fastest emerging cities in Oregon for well over a decade. As a growing municipality, the City acknowledges the need to participate in environmental stewardship through climate reduction policy development. In consideration of this responsibility, it is imperative that the Climate Smart strategy be inclusive of two elements in order to effectively engage local jurisdictions: local flexibility and a commitment to increasing highway capacity.

It is paramount that local jurisdictions retain absolute flexibility in implementing climate reduction strategies. A streamlined policy for emission reduction will not be effective environmentally, economically or otherwise in municipalities that are less dense or not easily serviced by certain modal transportation options. Local flexibility provides jurisdictions with fluidity to invest in innovative solutions, harnessing resources unique to the communities they represent. This fluidity of choice will maximize both economic and environmental efficiency.

Anticipating transportation system changes induced by the Climate Smart project, the City strongly encourages the expansion of motor vehicular capacity on existing freeways and highways. Expanding capacity for long term population growth will ease congestion, thereby mitigating emissions attributable to idling vehicles. Reduced congestion will also decrease motorist fatality, and increase regional economic prosperity as households expend a lesser portion of time and income on travel expenses.

In summary, with respect to the innovative local climate reduction solutions already being implemented, and acknowledging the regional significance of the Climate Smart project, the City strongly encourages Metro to affirm and promote policies that uphold local flexibility and increases in long term highway capacity.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lori DeRemer', is written over a horizontal line.

Lori DeRemer, Mayor  
City of Happy Valley

16000 SE Misty Drive, Happy Valley, Oregon 97086  
Telephone: 503-783-3800 Fax: 503-658-5174  
[happyvalleyor.gov](http://happyvalleyor.gov)

Mayor  
Honorable Lori DeRemer



City Manager  
Jason Tuck

October 30, 2014

Chair Jody Carson  
Member of MPAC  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Chair Carson,

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Anticipating transportation system changes induced by the Climate Smart project, the City strongly encourages the expansion of motor vehicular capacity on existing freeways and highways. Expanding capacity for long term population growth will ease congestion, thereby mitigating emissions attributable to idling vehicles. Reduced congestion will also decrease motorist fatality, and increase regional economic prosperity as households expend a lesser portion of time and income on travel expenses.

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Sincerely,

A handwritten signature in dark ink, appearing to read 'Lori DeRemer', is written over a light blue circular stamp.

Lori DeRemer, Mayor  
City of Happy Valley

16000 SE Misty Drive, Happy Valley, Oregon 97086  
Telephone: 503-783-3800 Fax: 503-658-5174  
[happyvalleyor.gov](http://happyvalleyor.gov)





October 30, 2014

Hon. Tom Hughes, President  
And Metro Councilors  
600 NE Grand Avenue  
Portland, OR 97232

**Re: Climate Smart Scenarios – Preferred Approach**

Dear President Hughes and Metro Councilors:

As noted by Mayor Jerry Willey in his October 24, 2014 letter, the region has achieved a monumental milestone in reaching consensus on a preferred approach to meet the state goals for reduction greenhouse gas emissions from light-duty vehicles. The agreement on the approach is testament to the region's commitment towards improving the quality of the environment for generations to come. While we may take a moment to celebrate this accomplishment, the larger tasks are still ahead of us: gaining understanding and agreement of how we will go about implementing the preferred approach and the actual tasks of implementation. In order to get to implementation, we need to be as thoughtful in developing the implementation tools and documentation as we were in analyzing and selecting a preferred approach.

With the consideration of implementation in mind, we offer the following suggestions, in addition to Mayor Willey's testimony, which is attached:

**Goals, Targets and Timing.**

It is important to keep in mind some key statutory/rule goals, targets and their timing:

1. *"By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels."* ORS 468A.205(1)(c)
2. **By 2035**, reduce greenhouse gas emissions from light vehicle travel by 52 percent by 2035 (OAR 660-044-0010(2)(a)).
3. **February 1, 2014** – the Land Conservation and Development Commission and Department of Transportation report to the House and Senate interim committees related to transportation on progress toward implementing the land use and transportation scenarios required under House Bill 4078 (2009). (Oregon Laws 2009, chapter 865, section 38(3)).
4. **December 31, 2014** – Metro to *" . . . amend the regional framework plan and the regional growth concept to select and incorporate a preferred land use and transportation scenario that meets [the 2035] targets. . . "* (OAR 660-044-0040(1)).<sup>1</sup>

**Commitment to Adopted Plans.**

The importance of our commitment to our adopted plans must be paramount to our implementation efforts under the Climate Smart Scenarios project. The implementing rules for the Climate Smart Scenarios project provide that the purpose of scenario planning is intended:

*. . . to be a means for local governments in metropolitan areas to explore ways that urban development patterns and transportation systems would need to be changed to*

<sup>1</sup> The requirements for the preferred land use and transportation scenario are set forth in OAR 660-0040(3), which is attached to this letter.

*achieve significant reductions in greenhouse gas emissions from light vehicle travel. OAR 660-004-0000(4).*

The result of the scenario planning is to provide:

*...information on the extent of changes to land use patterns and transportation systems in metropolitan areas needed to significantly reduce greenhouse gas emissions from light vehicle travel in metropolitan areas, including information about the benefits and costs of achieving those reductions. (OAR 660-044-0000(5)).*

This information is then to be used to “inform local governments as they update their comprehensive plans, and to inform the legislature, state agencies and the public as the state develops and implements an overall strategy to meet state goals to reduce greenhouse gas emissions.” (Id.)

As the scenario testing has shown, implementation of our adopted plans not only achieves the state greenhouse gas reduction goals for the region, they exceed the target reductions, reflecting the commitment of all the Metro jurisdictions to solving this issue. Thus, while we do need to be aspirational in our planning, we must heed the remainder of the above OAR:

*Scenario planning is a means to address benefits and costs of different actions to accomplish reductions in ways that **allow communities to assess how to meet other important needs**, including accommodating economic development and housing needs, expanding transportation options and reducing transportation costs. (Id.)*

### **Technology.**

Throughout the process, Hillsboro has consistently advised that we need to remain open to how technological advances may further efforts in meeting the state goals in ways we cannot foresee. This sentiment is echoed in the implementing statewide rules:

*Pursuant to OAR 660-044-0035,<sup>2</sup> the commission shall review the targets by June 1, 2015, based on the results of scenario planning, **and updated information about expected changes in vehicle technologies and fuels, state policies and other factors.** (OAR 660-044-0000(6)).*

Clearly, it is contemplated that we will revisit our progress and need not come up with all answers today. This is an important fact to keep in mind in the following discussion regarding the proposed implementation Toolbox.

Our adopted plans reflect the balance of needs of the individual jurisdictions. As these plans have been subject to extensive public outreach, they must be honored.

### **The Toolbox.**

**Local autonomy in choosing implementation methods.** OAR 660-044 states in several places that the preferred strategy should allow implementation in a manner that “maximizes attainment of other community goals and benefits.” (OAR 660-044-0040(5)(b); see also 660-044-0000(4), “scenario planning is a means to address benefits and costs of different actions to accomplish reductions in ways that **allow communities to assess how to meet other important needs.**” Emphasis added.)

While draft Ordinance No. 14-1346 clearly articulates the ability to “locally tailor” implementation tools, the amendments to the Framework Plan and the Toolbox need to contain identical language.

**More time and collaboration needed in refining the Toolbox.** The draft Toolbox is a starting point for providing more detail on the required “policies and strategies intended to achieve the target reductions in greenhouse gas emissions” (OAR 660-044-0040(3)(c)), which are outline in both the proposed

<sup>2</sup> OAR 660-044-0035(1) requires a review of the greenhouse gas emissions reduction targets every four (4) years starting June 1, 2015.



Framework Plan amendments and the *Draft Climate Smart Strategy*. As the Toolbox is not one of the required components necessary for adoption of the preferred strategy, we recommend that Metro convene a working group to refine the Toolbox over the next few months.

Our general concerns with the Toolbox are:

- Undefined terms throughout, such as “Vision Zero strategy” (in the Making biking and walking safe and convenient strategy) and “EcoRule” (in the policy regarding the provision of information and incentives to expand the use of travel options). Without definition or additional context, it is impossible to evaluate the monetary implications of such strategies. Moreover, such tools are likely to be underutilized if there is no understanding on what they are, potentially creating a lost opportunity for the region.
- Too broad a spectrum of policies. Climate smart cannot be the cure-all for any perceived shortcomings in our land use regulatory system. For example, we were surprised to see removing the ban on inclusionary zoning as a strategy.<sup>3</sup> Similarly, there needs to be more of a connection of Brownfield redevelopment with achieving the greenhouse gas reduction target.
- Need for additional emphasis on development patterns in new urban growth areas. While there should be emphasis on development in existing centers and corridors, new expansion areas, such as South Hillsboro, South Cooper Mountain and River Terrace, offer opportunities to further the region’s efforts towards achieving the greenhouse gas targets. These new areas can be developed to accommodate alternative modes of transportation, such as walking, biking and transit, from the outset, versus expensive retrofitting. As these expansion areas are being planned as complete communities, they will offer the opportunity for new residents to reduce or eliminate vehicular trips for every day needs such as shopping, dining, education and recreation. Another area that will bring benefit to the region is the ability to place more emphasis on using best practices to reduce greenhouse gas emissions from the built environment (i.e., green building practices).<sup>4</sup>
- Overbroad statements on local funding for transit and road maintenance. In several locations, Metro is tasked with considering local funding. More description is needed on how Metro will be involved in local funding - Will Metro be assisting local jurisdictions in securing funding? What is the source of such funding? What impact will there be to existing funding mechanisms? We would also like to see further discussion about the role and function of the proposed funding coalition.
- Managed Parking. There needs to be consistency that managed parking is an option only in areas served by frequent transit and active transportation connections.
- Analysis and discussion is necessary on how the Metro draft Toolbox compares to the state toolbox ([www.oregon.gov/ODOT/TD/TP/Pages/ghgtoolkit\\_categories.aspx#cat2](http://www.oregon.gov/ODOT/TD/TP/Pages/ghgtoolkit_categories.aspx#cat2))?

Given that the Toolbox will guide implementation over the next 20 years, we should take great care in getting this right and getting a better regional understanding of the tools and their implications.

#### **More information needed to determine compliance with OAR 660-044-0040.**

More information and analysis is necessary to determine compliance with the following to provisions of OAR 660-044-0040:

- Funding. OAR 660-044-0040(2)(i) requires that “If the preferred scenario relies on new investments or funding sources to achieve the target [Metro shall] evaluate the feasibility of the

<sup>3</sup> Under the policy for implementing the 2040 Growth Concept and local adopted land use and transportation plans, the strategy for supporting the restoration of “local control of housing policies and programs. . .”

<sup>4</sup> While buildings and the built environment are not part of the Climate Smart Strategies, greenfield development provides an opportunity to help reduce greenhouse gas emissions. Such efforts are consistent with the State Ten-Year Energy Action Plan, Goal 1 (Maximize energy efficiency and conservation to meet 100 percent of new electric load Growth).

*investments or funding sources.” With a total price tag of \$24 billion and an annual cost of \$1.425 billion (\$945 million plus \$480 million to maintain and operate our road system), more detail is needed to satisfy the requirements of the OAR.<sup>5</sup>*

- Effects of alternative scenarios on development and travel patterns in the surrounding area. Metro is required to evaluate *“whether proposed policies will cause change in development or increased light vehicle travel between metropolitan area and surrounding communities compared to reference case.”* (OAR 660-044-0040(2)(i)(D)).

If these items are to be addressed in the findings, we ask that the findings be made available for discussion by the Metro Technical Advisory Committee in early November.

### Ordinance

We have raised several concerns with the draft ordinance with Metro staff and look forward to working with staff and the Metro Technical Advisory Committee prior to the December hearing.

In summary, we recommend that Metro, prior to adopting the preferred scenario, direct staff to take the following actions:

- Work through the various committees to refine the short list of actions to be undertaken in the next year (Mayor Willey’s letter dated October 24, 2014).
- Work with the various committees to refine the Toolbox, which would be adopted by resolution in 2015 (Mayor Willey’s and this letter).
- Include language in the Framework Plan amendments and the Toolbox identical to the draft Ordinance and consistent with OAR 660-044 that local jurisdictions have the ability to “locally tailor” implementation tools.
- Provide information on OAR 660-044-0040(2)(i) in timely manner so that jurisdictional partners can review and comment.

Thank you for your consideration.

Sincerely,



Colin Cooper, AICP  
Planning Director

<sup>5</sup> At the October 22, 2014 Metro Policy Advisory Committee meeting, it was indicated that identifying other funding would be difficult over the next two months. However, per the OAR, funding sources need to be identified and evaluated for feasibility.



## OAR 660-044-0040

### Cooperative Selection of a Preferred Scenario; Initial Adoption

(1) Metro shall by December 31, 2014, amend the regional framework plan and the regional growth concept to select and incorporate a preferred land use and transportation scenario that meets targets in OAR 660-044-0020 consistent with the requirements of this division.

\* \* \*

(3) The preferred land use and transportation scenario shall include:

(a) A description of the land use and transportation growth concept providing for land use design types;

(b) A concept map showing the land use design types;

(c) Policies and strategies intended to achieve the target reductions in greenhouse gas emissions in OAR 660-044-0020;

(d) Planning assumptions upon which the preferred scenario relies including:

(A) Assumptions about state and federal policies and programs;

(B) Assumptions about vehicle technology, fleet or fuels, if those are different than those provided in OAR 660-044-0010;

(C) Assumptions or estimates of expected housing and employment growth by jurisdiction and land use design type; and

(D) Assumptions about proposed regional programs or actions other than those that set requirements for city and county comprehensive plans and land use regulations, such as investments and incentives;

(e) Performance measures and targets to monitor and guide implementation of the preferred scenario. Performance measures and targets shall be related to key elements, actions and expected outcomes from the preferred scenario. The performance measures shall include performance measures adopted to meet requirements of OAR 660-012-0035(5); and

(f) Recommendations for state or federal policies or actions to support the preferred scenario.

(4) When amending the regional framework plan, Metro shall adopt findings demonstrating that implementation of the preferred land use and transportation scenario meets the requirements of this division and can reasonably be expected to achieve the greenhouse gas emission reductions as set forth in the target in OAR 660-044-0020. Metro's findings shall:

(a) Demonstrate Metro's process for cooperative selection of a preferred alternative meets the requirements in subsections (2)(a)-(j);

(b) Explain how the expected pattern of land use development in combination with land use and transportation policies, programs, actions set forth in the preferred scenario will result in levels of greenhouse gas emissions from light vehicle travel that achieve the target in OAR 660-044-0020;

(c) Explain how the framework plan amendments are consistent with and adequate to carry out the preferred scenario, and are consistent with other provisions of the Regional Framework Plan; and,

(d) Explain how the preferred scenario is or will be made consistent with other applicable statewide planning goals or rules.

(5) Guidance on evaluation criteria and performance measures.

(a) The purpose of evaluation criteria referred to in subsection (2)(h) is to encourage Metro to select a preferred scenario that achieves greenhouse gas emissions reductions in a way that maximizes attainment of other community goals and benefits. This rule does not require the use of specific evaluation criteria. The following are examples of categories of evaluation criteria that Metro might use:

(A) Public health;

(B) Air quality;

(C) Household spending on energy or transportation;

(D) Implementation costs;

(E) Economic development;

(F) Access to parks and open space; and,

(G) Equity

(b) The purpose of performance measures and targets referred to in subsection (3)(e) is to enable Metro and area local governments to monitor and assess whether key elements or actions that make up the preferred scenario are being implemented, and whether the preferred scenario is achieving the expected outcomes. This rule does not establish or require use of particular performance measures or targets. The following are examples of types of performance measures that Metro might establish:

(A) Transit service revenue hours;

(B) Mode share;

(C) People per acre by 2040 Growth Concept design type;

(D) Percent of workforce participating in employee commute options programs; and

(E) Percent of households and jobs within one-quarter mile of transit.

Stat. Auth.: ORS 197.040 & 2009 OL Ch. 865 §37(8) (HB 2001)  
 Stats. Implemented: 2009 OL Ch. 865 §37(8) (HB 2001)  
 Hist.: LCDD 10-2012, f. 12-4-12, cert. ef. 1-1-13



October 30, 2014



29799 SW Town Center Loop East  
Wilsonville, OR 97070  
Phone 503-682-0411  
Fax 503-682-1015  
TDD 503-682-0843  
Web [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)

**Testimony of Wilsonville Mayor Tim Knapp Before the Metro Council in  
Support of Ordinance No. 14-1346, “For the Purpose of Adopting a  
Preferred Climate Smart Communities Strategy and Amending the  
Regional Framework Plan to Comply with State Law”**

Good day Council President Hughes and Members of the Metro Council:

I am Tim Knapp, and I serve as Mayor for the City of Wilsonville. I am here today to express my support for Ordinance No. 14-1346 that adopts a preferred Climate Smart Communities Strategy and amends the Regional Framework Plan to comply with state law. I want to commend all those whose efforts went into developing the region’s draft preferred approach and this strategy in response to the mandate of the 2009 Oregon legislature.

In this testimony, I call out several salient issues that I believe are necessary in order for the Strategy to succeed.

First, I strongly support having the “toolbox of actions” in hand for cities to use to help the region achieve greenhouse gas-reduction goals. Being able to customize a community’s response to the issue of climate change is important for gaining public acceptance and matching local aspirations and resources to the task at hand. Elected officials from across the region made it clear that a one-size fits all approach is not practical for our communities, and we appreciate the flexible approach of the draft Strategy to accommodate local situations. I believe that many components of the toolbox are applicable and useful for Wilsonville.

I support the Strategy’s recommendation to advocate for state legislative initiatives related to the Oregon Clean Fuels program, brownfield redevelopment, local housing policies and programs, and transportation funding. In order to achieve the greenhouse gas-reduction targets mandated by the state legislature, it is appropriate to request greater assistance from the state in helping local jurisdictions meet these regional goals, which have obvious state-wide significance.

I want to call out the recommendation for expanding funding for low-carbon travel options and programs, including transit, intelligent transportation systems (ITS), travel information and incentives, Safe Routes to Schools and especially Safe Routes to Transit programs. The City has had good success to date with our “SMART Options” transit-ridership outreach program with our larger industrial employers.

In particular, commuting workers and major employers like Xerox, Mentor Graphics and Rockwell Collins have embraced our “last-mile” connection from the SMART Transit Center / WES Commuter Rail Station that meets every arriving WES train and delivers employees to their Wilsonville worksites within 10 minutes of arrival. The state could be of great assistance working with TriMet and local jurisdictions on improving those “last-mile” connections from the home or workplace to public transit services.

In calling for a dramatic expansion in the levels of transit service with a \$4 billion increase in public transit funding, new, diverse, sustainable funding sources need to be developed. Over reliance primarily on employer-paid payroll taxes places an unfair burden on the region’s private employers to pay for enhanced transit service. Until we as a region and state can develop wider sources of support for an increase in public transit services, I do not understand how we can achieve the goals of the Strategy.

I will note that the draft plan calls for \$100 million in operational investments in SMART, but I am not clear that we have a plan for how we will generate funds of that magnitude. Even more puzzling is how Tri-Met is expected to come up with \$3.9 billion in increased transit operating funding. To achieve an increase in transit operating funds of this scale requires major political lifting by state and regional leaders.

And while the legislature’s mandate focused on light trucks and vehicles, I believe that the region could make major headway on greenhouse gas-reduction by changing over the transit fleets from high-carbon diesel fuel to low-carbon alternative fuels, including CNG and battery-electric power. Transitioning the public transit fleet to alternative fuels could be a potential effort shared with private-sector utility, shipping and distribution firms for financing and implementing the needed fueling infrastructure.

One item that the City is especially concerned about that is not addressed by the proposed recommendations in the Climate Smart Communities Strategy pertains to the larger issues of community design in the Regional Framework Plan. That is, I do not understand how we can achieve the targeted greenhouse gas-reductions if we continue to site a majority of employment opportunities on one side of the region while planning for a majority of new housing on the other side of the region.

While it is true that workers may not necessarily prefer to live close to where they work, limiting possibilities for those that seek a shorter commute inhibits the region’s ability to achieve reductions in vehicle miles traveled targeted in the Regional Transportation Plan and greenhouse gas-reduction goals of the Climate Smart Communities Strategy.

Rather than force workers to commute, our city, for example, seeks the ability to offer local housing opportunities to accommodate future development of the approximately 1,050 acres of regionally significant industrial and employment lands at Coffee Creek and Basalt Creek that have already been brought into the UGB adjacent to Wilsonville, Tualatin and Sherwood. This kind of thoughtful land-use planning contributes to livable communities, reduces the demand on regional roadways, and improves access to travel choices such as transit (SMART in Wilsonville) and active transportation options.

All in all, I believe that the seven policies/categories that form the basis for the preferred approach of the Strategy (Adopted Plans; Transit, Biking and Walking; Streets and Highways; Technology; Travel Information/Travel Options; and Parking Management) provide an easy-to-understand framework for our future actions. In addition, long-term success of the proposed Climate Smart Communities Strategy relies on policies that support greater fuel efficiency, cleaner fuels and securing adequate funding for our transportation investments.

I thank you for your time today and welcome any questions that you may have.

# Public comments

## Emails

**From:** [craig stephens](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Suggestion  
**Date:** Thursday, September 18, 2014 1:39:36 PM

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I would like to make a suggestion relative making Oregon and the Metro area in particular better aligned to reduce carbon dioxide emissions. I come at this from an educational and career background (I am now retired) in physics, risk management and a nearly life-long observational standpoint that oil based energy needs to be replaced with solar energy. When I was young this was considered ridiculous because the energy cost of making silicon was a lot higher than pumping West Texas crude and refining it in Pasadena Texas. Unfortunately even though the economics have given way to the reality of the cost of a drilling platform going from \$10,000 (Wyoming in 1960) to \$20,000,000,000 (deep water off Brazil in 2010) and silicon costs going from a few bucks per 2 inch diameter slice (1960) to \$500 for a 12 inch diameter slice with 48 times more area (2010), powerful entrenched (economically and mentally, although in Oregon we are only consumers in denial) have convinced us to avoid legislation such as a carbon tax, an eminently reasonable thing to do but politically suicide.

My suggestion is pretty simple and is based on thinking about what the most important thing is. And that thing is to allow our children to be educated and at the same time reduce greenhouse emissions and carcinogenic emissions from school buses. As you probably know the Oregon Legislature passed legislation that school buses, which I am told are mandatory and are 70% funded out of Salem for public schools, shall not be required to meet the 2007 Clean Air Standards until 2017 and no incremental progress is required. There is another proviso that this will only be required if it can be shown that school kids get cancer from the bus fumes at a rate of more than one in a million. (This is not a big deal because the initial EPA findings, rejected by Congress and sent back, were that one in 2000 school kids that are exposed daily to the carcinogenic fumes of a non-filtered diesel school bus will get cancer on average. Even allowing for massive error in that number, which is not, unfortunately necessarily the case, the cancer rate for exposure *inside the bus* is much higher than one in a million.)

*So the biggest and most successful and effective way to reduce carbon emission, reduce childhood poisoning for kids going to school and utilize the resources of Oregon to set the pace is to convert the school bus fleet to electric.\* These vehicles are available from a couple of suppliers and the cost is over \$150,000. But think of the long term benefit. Not only are these buses cheaper in the long run, they improve the quality of life (air quality) for the communities they are in (here in LO the fleet of school buses queue up in a residential neighborhood every day and a friend who lived there and mentioned how he was limited in traveling because of this in front of his house has now died of lung cancer. You will probably suspect smoking or Radon. Neither of these were existent.*

*Of course you could go part way and consider natural gas school buses. And you could go further and consider natural gas Trimet buses (following LA's example) or electric Trimet buses or safe bike paths through cities like Lake Oswego.*

*So that's my big suggestion. Like my childhood idea of making solar panels to replace burning oil for energy, it is not going to happen in my lifetime. But you might consider it for when we flat run out of stuff that comes out of the ground, especially since Oregon has no energy source that comes out of the ground but uses a lot and has some of the worst quality air at schools in the US according to the EPA.*

*Thanks for considering!*

*\*Good use of the "Kicker" rather than returning to taxpayers! 100% for clean school buses across the state. Maybe require a company to build them here as part of the bidding process? Both the Marathon facility (owned by a bus manufacturer) and Freightliner facility are adequate for such manufacture.*

Craig Stephens  
330 Durham St. (near the diesel Trimet bus line)  
Lake Oswego OR 97034



*cyanblue189@gmail.com*  
(503) 636 2633

**From:** [John Smith](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** climate stupid scenarios....and loot rail...  
**Date:** Friday, September 19, 2014 7:47:28 PM

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Adding High Capacity Transit (HCT) in Tigard will NOT significantly reduce congestion now or in the future just look to Portland and the past for proof.

HCT is either Light Rail Transit (LRT) or Bus Rapid Transit (BRT). BRT means larger buses that make fewer stops in at least 50% dedicated road lanes and traffic signal priority over car lanes. Yes, that means the buses use road lanes that our cars CANNOT use.

FIRST, a 2012 Metro survey confirmed PEOPLE CHOOSE TO DRIVE 84% OF THE TIME in the Portland Metro area. That's down just 3.6% since 1994 despite \$4B invested in HCT including opening the Westside MAX, Interstate Ave. MAX, Airport MAX, Interstate 205 MAX and WES Commuter Train.

Even in Portland where light rail and buses have blanketed the area only 12.1% commute by public transit. And that number is significantly inflated because 45% who commute downtown do so by public transit, but in the suburbs only 4.2% commute by public transit. According to the 2013 Tigard Survey only 15% (5.8% margin of error) of Tigard residents are employed in Downtown Portland, but buses already go to downtown frequently and along most of the proposed HCT routes. The proposed new HCT doesn't go even remotely near the largest employers in Oregon and Washington County like Intel, Nike, Tektronix, Genentech, Solarworld, St. Vincent Hospital, etc. Is anyone really going to ride HCT downtown to catch the light rail out to Hillsboro? I seriously doubt it, so most who will ride the proposed HCT already ride buses. Therefore, even THE BEST POSSIBLE OUTCOME FROM ADDING HCT WOULD BE LESS THAN A 5% INCREASE IN COMMUTING BY PUBLIC TRANSIT.

DOES THE OFTEN NEARLY EMPTY \$161M WES COMMUTER TRAIN REALLY REDUCE CONGESTION? AFTER 5 YEARS OF OPERATION? At 940 riders each day, WES STILL ONLY CARRIES 78% OF THE COMMUTERS THAT TRI-MET PROJECTED ON DAY 1. Highway 99W carries over 50,000 cars a day.

SECOND, commuting only accounts for about 25% of all travel in the region, but the new HCT is not planned to go down Highway 99W, Tigard's main business corridor. According to the 2009 City of Tigard survey 2 out of 3 Tigard residents prefer increased road capacity or roadway developments/improvements over light rail in order to address traffic congestion on 99W.

THIRD, TRI-MET HAS CUT SERVICE 4 TIMES IN 5 YEARS, including what The Oregonian called one of the most sweeping series of service cuts in its history in 2012. TRI-MET EXPECTS MORE CUTS IN 2017 AND BEYOND due to their \$1.126B of UNFUNDED PENSION AND HEALTH BENEFITS. In order to maximize MAX ridership and eliminate duplicate services caused by the \$1.49B Milwaukie Light Rail, TRI-MET IS ALREADY DISCUSSING ELIMINATING OR REDUCING BUS SERVICE ON 18 OF 79 LINES IN THE PORTLAND METRO AREA. The proposed \$1.68B SW Corridor Plan's HCT will also reduce Tigard bus service and move people from buses to trains forcing people to drive to catch the HCT or not even ride public transit.

FOURTH, PUBLIC TRANSIT IS SLOW AND ISN'T CLOSE TO OUR HOMES OR DESTINATIONS. HCT WILL ONLY EXACERBATE THAT DUE TO THE FORCED

## REDUCTIONS IN BUS SERVICE AND ADDED HCT TRANSFERS.

Tri-Met asserts “that most people are willing to walk up to a quarter-mile to a bus stop and a half-mile to a light rail stop. Many walk much further. Most people walk or bike to transit. Less than 5% of current Tri-Met riders access the system from Park & Ride lots”. How close do you live and work to the proposed HCT and far are you willing to walk in the rain to ride HCT?

To go from Tigard to Hillsboro, Tri-Met takes 89 minutes including 9 minutes of walking and 21 minutes of waiting, and that doesn't include the walk to your employer or the drive to and wait at the park and ride. So it takes nearly 4 hours roundtrip and you will be exhausted and soaking wet, but you can drive door to door in 45 minutes on the worst days. How many extra hours per day are you willing to lose to ride Tri-Met?

FIFTH, WE WILL LOSE ROAD CAPACITY TO ADD HCT. Interstate Avenue used to be a fast moving 4 lane major road used by many. Now Interstate is a useless congested slow moving 2 lane road with light rail going down it. The current Plan for HCT has major stretches of Barbur being reduced to 2 traffic lanes, and THE RESULTING TRAFFIC JAM ON BARBUR WILL BACKUP INTO TIGARD. We could also lose road capacity on Hall/Durham/72<sup>nd</sup>/Upper Boones Ferry, etc.

FINALLY, due to limited funding resources the addition of HCT will almost certainly stop the widening of Highway 217, Hall Blvd and Durham Road, and finally kill forever the Westside Bypass and I5-99W connector projects. But, any one of these road projects would probably do more to reduce congestion than adding HCT. After all Tigard's population has tripled in the last 30 years, so shouldn't road capacity go up accordingly?

Bringing HCT to Tigard will NOT significantly increase public transit ridership because transit is slow and inconvenient, and the bus service reductions that coincide with adding HCT will force people to drive to the HCT. Road capacity and road construction funds will be taken away by HCT delaying or canceling much needed road improvements and expansions. Adding HCT to Tigard won't significantly reduced congestion for the 84% who drive, but HCT just might increase congestion.

**From:** [Fran Mason](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Small-motor pollution  
**Date:** Saturday, September 20, 2014 8:31:30 PM

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Dear Metro-

Small-motor engines also contribute to pollution. The use of gas-powered lawnmowers and leaf-blowers needs to be addressed, as every little bit helps.

Many are looking for ways they can contribute on an individual level. The obvious is drive less and weatherize, but an educational campaign to educate regarding individual actions would be smart. Use a push mower, a rake, electric leaf-blower, unplug appliances when not in use, etc. Have a public survey on these actions!

F Mason



**From:** [Clifford Higgins](#)  
**To:** [Peggy Morell](#); [Laura Dawson-Bodner](#)  
**Subject:** FW: NOTICE: Climate Smart Communities public comment period 9/15-10/30  
**Date:** Tuesday, September 23, 2014 12:53:00 PM

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[Comment on Climate Smart.](#)

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**From:** zephyr moore [mailto:salmoneedshade@gmail.com]  
**Sent:** Monday, September 22, 2014 10:53 PM  
**To:** Clifford Higgins  
**Subject:** Re: NOTICE: Climate Smart Communities public comment period 9/15-10/30

Dear Clifford,

All tires sold as new all are unfinished with rubber hairs and walls (together called hairs later in letter) on each tread lug and across the sidewalls. A tire on a wheel bears the weight of vehicle that erodes the pavement. The rubber hairs, of no help to traction, are the same weight as rubber tire. The weight of hairs erodes pavement.

Each tread of a tire had a hair and wall. These ripped from tire as the car travelled the first mile. So the tread you see is smooth. The petroleum based rubber hairs immediately go to storm drain, river then local ocean.

The hairs also have surface area. Every tire revolution the hairs disturb the air. Oxygen-fuel is consumed to overcome the turbulence as hair's surface area flutters each tire revolution.

The hairs have mass (Physics) so force is used to change their inertia. Because hairs are away from axle, each tire revolution the hairs move the circumference plus the cycloid. So hairs travel faster than car speed.

Rubber hairs' weight, surface area and mass (Physics) oppose all motion for the life of a tire.

To eliminate this perpetual cost of transportation, require that all tires be finished at manufacturer.

Salmon silently sip dinosaur soup because drivers use unfinished tires. W.W.S.D.?

We're all in this alone, together,

Zephyr Thoreau Moore

On Mon, Sep 15, 2014 at 5:23 PM, Clifford Higgins <[Clifford.Higgins@oregonmetro.gov](mailto:Clifford.Higgins@oregonmetro.gov)> wrote:

***The Climate Smart Communities Scenarios Project draft Climate Smart Strategy is available for public review and comment from Sept. 15 to Oct. 30, 2014.***

In 2009, the Oregon Legislature required the Portland metropolitan region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After four years of collaboration and engagement with regional partners and the public, a draft Climate Smart Strategy is ready for review.

**Your voice is important**

You are invited to provide feedback during the **public comment period from Sept. 15 through Oct. 30, 2014.**

- Take a short survey online at [makeagreatplace.org](http://makeagreatplace.org) on transportation and land use policies and actions that can shape our communities.

To provide more in depth feedback, visit [oregonmetro.gov/draftapproach](http://oregonmetro.gov/draftapproach) to download and review the draft approach and implementation recommendations (Regional Framework Plan amendments, toolbox of possible actions and performance monitoring approach) and provide comments in one of the following ways:

- Mail comments to Metro Planning, 600 NE Grand Ave., Portland, OR 97232
- Email comments to [climatescenarios@oregonmetro.gov](mailto:climatescenarios@oregonmetro.gov)
- Phone in comments to [503-797-1750](tel:503-797-1750) or TDD [503-797-1804](tel:503-797-1804)
- Testify at a Metro Council hearing on Oct. 30, 2014, at 600 NE Grand Ave., Portland, OR 97232 in the Council chamber

To learn more about the Climate Smart Communities Scenarios Project, visit [oregonmetro.gov/climatescenarios](http://oregonmetro.gov/climatescenarios).

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**From:** [Kim Ellis](#)  
**To:** [Peggy Morell](#); [Laura Dawson-Bodner](#)  
**Subject:** Comment on Climate Smart Strategy  
**Date:** Friday, September 26, 2014 4:54:30 PM

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**From:** <Siegel>, Scot <[ssiegel@ci.oswego.or.us](mailto:ssiegel@ci.oswego.or.us)>  
**Date:** Thursday, September 25, 2014 4:44 PM  
**To:** Kim Ellis <[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)>  
**Cc:** "Andreades, Debra" <[dandreades@ci.oswego.or.us](mailto:dandreades@ci.oswego.or.us)>, "Lazenby, Scott" <[slazenby@ci.oswego.or.us](mailto:slazenby@ci.oswego.or.us)>, "Siegel, Scot" <[ssiegel@ci.oswego.or.us](mailto:ssiegel@ci.oswego.or.us)>  
**Subject:** Comment on Climate Smart Strategy

Dear Kim,

The City has reviewed the Climate Smart Communities strategy document that will be discussed at the upcoming MTAC meeting. Our reading of the document leads us to understand that it is aspirational and that the proposed policies and amendments to the Regional Framework Plan would not require local jurisdictions to amend their Comprehensive Plans, TSPs or land use regulations.

As you are aware, Lake Oswego has just completed an extensive process to update its Comprehensive Plan and TSP and is not anxious to initiate another process at this time. It is also the City's belief that the proposed amendments to the Regional Framework Plan guide Metro in its decision making but do not apply to cities as they amend their plans or codes; nor do they mandate funding for specific projects.

I would welcome a brief conversation with you if our understanding of the strategy is incorrect. Thank you for the opportunity to comment.

**Scot Siegel**

Planning & Building Services Director

[City of Lake Oswego](#)

[PO Box 369](#)

[Lake Oswego, OR 97034](#)

tel: [503.699.7474](tel:503.699.7474)



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**From:** [Kim Ellis](#)  
**To:** [Ottenad, Mark](#); [Metro Climate Scenarios](#)  
**Cc:** [Kraushaar, Nancy](#); [Neamtzu, Chris](#); [Peggy Morell](#)  
**Subject:** Re: Climate Smart and public input  
**Date:** Wednesday, October 01, 2014 11:33:39 AM

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Hi Mark-

Thanks for your email. I spoke with Chris this morning before MTAC, but also wanted to follow-up directly with you.

The public input component of the CSC strategy has been significant throughout the project and has been structured to inform both MPAC and JPACT as well the Metro Council. Ultimately, it's the policy committees who make the recommendation to the Metro Council. That is their role, and it is their responsibility to consider public input. We have been proactively shaping the draft approach since January of this year. The documents posted for public review reflect public input from January through May (as well as previous project phases), the recommendation of MPAC and JPACT from May 30, and an analysis of that recommendation for their ability to meet the target. At this point in the process -- there are not a lot of surprises in what the draft approach represents compared to what MPAC and JPACT recommended on May 30 for testing and what the public supports (per early results from our online survey about the draft strategy).

The Oct. 30 hearing is the first evidentiary reading of the CSC ordinance the Council will consider for adoption on Dec. 18. It also coincides with the close of our formal 45-day comment period. The comments received through Oct. 30 will be provided to MPAC and JPACT for their consideration on Nov. 7 along with TPAC and MTAC's straw proposals on the short list of priority toolbox actions and options for demonstrating the region's commitment to implementation given the voluntary nature of the toolbox. The Nov. 7 meeting will not result in a final recommendation, but a preliminary recommendation on the overall components of the Climate Smart Strategy, the short list of toolbox actions and how to demonstrate the region's commitment to implementation. MPAC and JPACT will be asked to make their final recommendations to the Council on Dec. 10 and 11, respectively and those will be forward to the Council for consideration on Dec. 18.

A second Metro Council hearing will be held on Dec. 18 prior to their final action -- legally, comments can be submitted into the record at any time, including between Oct. 30 and Dec. 18. Any comments we receive after Oct. 30 will be added to the record and provided to the policy committees and Metro Council.

Hope this helps. Let me know if you have further questions.

Best,  
Kim

--

Kim Ellis, AICP, principal transportation planner  
Metro - Planning and Development Department

600 NE Grand Ave.



Portland OR 97232  
503-797-1617  
[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

[www.oregonmetro.gov](http://www.oregonmetro.gov)  
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**From:** <Ottenad>, Mark <[ottenad@ci.wilsonville.or.us](mailto:ottenad@ci.wilsonville.or.us)>  
**Date:** Monday, September 29, 2014 4:08 PM  
**To:** Kim Ellis <[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)>, Metro Climate Scenarios  
<[Metro.ClimateScenarios@oregonmetro.gov](mailto:Metro.ClimateScenarios@oregonmetro.gov)>  
**Cc:** Nancy Kraushaar <[kraushaar@ci.wilsonville.or.us](mailto:kraushaar@ci.wilsonville.or.us)>, Chris Neamtzu  
<[neamtzu@ci.wilsonville.or.us](mailto:neamtzu@ci.wilsonville.or.us)>  
**Subject:** Climate Smart and public input

Hi Kim,

I am wondering if you can help me understand the public input component of the CSC strategy.

That is, I understand that an Oct 30 public hearing is scheduled before Metro Council on CSC and proposed Regional Framework Plan.

Then, on Nov 7 a special Joint JPACT and MPAC meeting is scheduled to “discuss public comments, potential refinements and recommended actions to the draft Climate Smart Strategy.” I presume that Metro seeks a recommendation from JPACT and MPAC for the Metro Council.

Can you help me understand the sequence of these events? That is, on the surface, it would appear that the joint meeting should occur first with a recommendation that is then all rolled into public comment for a public hearing. I am concerned that critics may indicate that the Nov 7 recommendation, if any, is ineffective since the official public hearing will have already been held.

Any info that you can help me with is appreciated so that I can answer the questions I believe will come from local government officials.

Thank you.

- Mark

Mark C. Ottenad  
Public/Government Affairs Director  
City of Wilsonville  
29799 SW Town Center Loop East  
Wilsonville, OR 97070  
General: 503-682-1011  
Direct: 503-570-1505  
Fax: 503-682-1015

Email: [ottenad@ci.wilsonville.or.us](mailto:ottenad@ci.wilsonville.or.us)

Web: [www.ci.wilsonville.or.us](http://www.ci.wilsonville.or.us)

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**Subject:** Re: Climate Smart Communities -- Scenarios  
**Date:** Thursday, October 2, 2014 2:08:40 PM Pacific Daylight Time  
**From:** Angus Duncan  
**To:** Kim Ellis  
**CC:** Bob Cortright, Tom Kloster, Peggy Morell, McFarlane, Neil, Eric Hesse

Kim,

Thank you for your customary responsiveness. I found your explanations very helpful.

It was in fact the Draft Climate Smart Strategy document I was reviewing. I still can't find the GreenSTEP reference on page 4 (or elsewhere), but am satisfied with the understanding that Metro used GreenSTEP and its light vehicle fleet turnover assumptions. I also understand that Metro is appropriately focused on tasks that fall directly within its planning and performance responsibilities. Vehicles and fuels are a little outside of those venues. However, a citizen reading this without the STS context I bring might not understand how important to success are his vehicle and fuel choices, since this factor neither shows up as a "policy area" nor as a prior condition to the region achieving its carbon goals. I offer this not as a criticism of Metro's planning work but as a suggestion for possibly better communicating the nature of the larger task.

I also appreciate that the document uses a "Benefits/Challenges" box for each policy area. Very helpful.

I'll look forward to TriMet's SEP work, which I hope will examine not just service levels but the nexus of transit service economics and an evolving urban design that enables service levels to both strengthen and extend further into medium density neighborhoods and neighborhoods dominated by low-income households.

More creative use by TriMet and transportation planners of the kinds of modeling tools that characterize some of the new people-mover services (Lyft; Uber; Car2Go) would be welcome also, as would more creative thinking by all of us about how these kinds of services can be integrated into urban transportation strategies to collective advantage.

Thanks again for your response, and for the commitment and good work you and your Metro colleagues bring every day to your important tasks.

Regards,

Angus

*Angus Duncan  
President, Bonneville Environmental Foundation  
Chair, Oregon Global Warming Commission  
240 SW First Avenue  
Portland, OR 97204*

*Phone 503.248.1905  
Cell 503.248.7695  
[aduncan@b-e-f.org](mailto:aduncan@b-e-f.org)*

On Oct 2, 2014, at 11:31 AM, Kim Ellis <[Kim.Ellis@oregonmetro.gov](mailto:Kim.Ellis@oregonmetro.gov)> wrote:

Hi Angus-

As always, thanks for your email and comments. I'm not certain which report you reviewed – we released 4 documents for review at: [oregonmetro.gov/draftapproach](http://oregonmetro.gov/draftapproach)

- Key results (9/12/14)
- Draft Climate Smart Strategy (9/15/14)
- Draft Regional Framework Plan amendments (9/15/14)
- Draft Toolbox of Possible Actions (9/15/14)
- Draft Performance Monitoring Approach (9/15/14)

I'm assuming you reviewed the Draft Climate Smart Strategy. Page 4 of the report calls out that the draft approach assumes the fleet and technology assumptions the state used when setting our 20% reduction target. The GreenSTEP model was used to calculate the emissions reductions and other results we are reporting. We are in the process of documenting the technical details and do not have a final technical report available at this time. In the mean-time, attached is a PDF summarizing Key results of the analysis (including costs) and a PDF of the key GreenSTEP model inputs that reflect the draft approach recommended by our policy committees for testing. Page 2 of the GreenSTEP input summary shows the more detailed fleet and tech assumptions. My understanding is the electric grid transition is part of the background assumptions within GreenSTEP and as a result we used what the ODOT assumed in their STS work. Is there anything more you need on how the emissions are calculated?

As you noted, the draft approach includes significant increases in transit service as called for in our 2014 Regional Transportation Plan. This level of service also reflects what is likely needed to implement a significant portion of the Service Enhancement Plans TriMet has been developing in partnership with local governments, community organizations and businesses across the region. The SEP work is expected to be completed in the next year.

In terms of the barriers to implementation – we reference the funding barrier in many of the documents we've prepared, and view funding as the single largest barrier to achieving our adopted plans and, as a result, the GHG target. The toolbox identifies short term actions that the state, Metro, local governments and special districts can take to begin to address some of the barriers that have been identified to date, including funding. The Oregon Transportation Forum work is one state related pathway you are involved in that can help support our efforts to adequately fund transportation in our region (and state). There are also local and regional funding discussions underway that will also continue into 2015 and beyond, particularly as we move toward the next Regional Transportation Plan update.

The Metro Council and other policymakers have expressed the desire for the preferred strategy to be doable and reflect local priorities and visions for the future. I believe we have a draft approach that is a sound starting point for the region. There is a clear recognition we still have a lot to do to make those plans a reality – funding being a key piece of that. There is also a recognition that it isn't simply redividing the existing pot of funding for a number of reasons – new funding is also needed, particularly for transit and active transportation. We will need help from many diverse interests to address this long-standing issue and hopefully make progress beginning with the 2015 Legislature.

Thanks for looking at our work and draft recommendations. Let me know if you have further questions or want to discuss further. Your insight and perspective is always welcome.

Best,  
Kim



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Kim Ellis, AICP, principal transportation planner  
Metro - Planning and Development Department

600 NE Grand Ave.  
Portland OR 97232  
503-797-1617  
[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)

[www.oregonmetro.gov](http://www.oregonmetro.gov)  
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**From:** Angus Duncan <[aduncan@b-e-f.org](mailto:aduncan@b-e-f.org)>  
**Date:** Wednesday, October 1, 2014 11:10 AM  
**To:** Kim Ellis <[kim.ellis@oregonmetro.gov](mailto:kim.ellis@oregonmetro.gov)>  
**Cc:** CORTRIGHT Bob <[Bob.Cortright@state.or.us](mailto:Bob.Cortright@state.or.us)>  
**Subject:** Climate Smart Communities -- Scenarios

Kim,

I did a quick read-through the Climate Smart Communities Scenarios report (09-15-14), and while I find much to agree with and applaud in its proposed (and in many cases, underway) measures, a couple of first-order questions did occur.

First, the STS analysis aiming at state T&LU targets relied heavily on vehicle fleet turnover to low emissions vehicles (and complementary turnover of power plant fleet supplying EV's to low emissions also). Maybe I missed that chapter, or perhaps there's a fleet turnover factor that's assumed? Can you clarify?

There's not a lot of discussion of barriers to realizing these outcomes. Again perhaps that's not the purpose of this document. But is it plausible, or even an above-board assertion, to cite an achievable per cent reduction without singling out a few of the hills that will need to be climbed (e.g., funding availability and accessibility for non-roadway work; resistance to transit in outlying areas of WA and Clackamas counties)?

Is there, somewhere, the documentation of how GHG savings were calculated and attributed to measures (or packages of measures)? Again, it's hard to evaluate the plausibility of making the goal if one can't see and weigh a reliance, say, on a very large bump in transit service, especially in medium-density areas where transit economics are most challenging.

Of course there's no outcome I would be happier with than a 29% reduction in Metro area T&LU GHG emissions through 2035. The strategies need to add up the carbon savings, and they need to be doable. Or we need to figure out how to influence the politics so they are doable.

Regards,

Angus

*Angus Duncan  
President, Bonneville Environmental Foundation  
Chair, Oregon Global Warming Commission  
240 SW First Avenue*

Portland, OR 97204

Phone 503.248.1905  
Cell 503.248.7695  
[aduncan@b-e-f.org](mailto:aduncan@b-e-f.org)

<CSC key results brochure 12SEP\_FINALweb.pdf><Summary of key GreenSTEP  
inputs2014\_06\_20.pdf>

**From:** [bill Badrick](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** survey  
**Date:** Monday, October 06, 2014 12:06:23 PM

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We are in a Climate Melt-Down. California as dry as a bone, and those folks will start moving north en-mass. We need to turn our single-family housing stock into walkable dense multi-family settlement patterns now. We need Active Transportation Policy and Funding to support this inevitable future. We need streetcars on every avenue, just like Portland once had. No more polluting single-passenger cars should be allowed. We should not spend one more Transportation Dollar supporting these destructive out-of-date vehicles.

Bill Badrick

**From:** [Chris Hagerbaumer](#)  
**To:** [Metro Climate Scenarios](#)  
**Cc:** [Kim Ellis](#)  
**Subject:** OEC comments on draft Climate Smart Strategy  
**Date:** Wednesday, October 15, 2014 3:27:58 PM

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To: Metro Planning

From: Chris Hagerbaumer, Oregon Environmental Council

RE: Draft Climate Smart Strategy

Date: October 15, 2014

Oregon Environmental Council (OEC) thanks Metro for doing a terrific job developing a robust plan to reduce greenhouse gas emissions from cars and trucks. Yes, it was mandated, but you took the task to heart and did the due diligence with regard to research, analysis and community engagement. It's exciting and affirming that the approach relies on policies and investments you had already identified as important for the region's future. Of course, the hardest part is yet to come—securing the funds to make the needed investments and bringing all parts of the region along, but the co-benefits are so huge and the costs of inaction so great, that it's a true imperative.

OEC had the opportunity to participate in the October 1 Climate Smart Communities community leaders meeting. We second the many recommendations made there, and stress a few below:

OEC supports the **Toolbox of Possible Actions** in its entirety. Provision of transportation options (transit, pedestrian and bicycling facilities) is particularly important to us. We would also emphasize a few specific actions:

1. Restore local control of housing policies and programs. Too many lower-income residents have been pushed out of the region's core due to the fact that affordable housing policies and investments have not been implemented along with all of the strategies that have made the core more desirable (and expensive). We suggest rephrasing this action to ensure that it's about achieving housing affordability, not just restoring local control (local control works only if local decision-makers actually care about affordable housing). This needs to be a real regional conversation with real solutions that ensure housing affordability no matter where one lives in the region.
2. Use green street design, not only planting trees to support carbon sequestration and using materials that reduce infrastructure-related heat gain, but capturing,

absorbing and cleaning stormwater and making more use of pervious, rather than impervious, surface materials. These strategies will help the region save money and adapt to the unwelcome effects of climate change.

3. Fully utilize parking pricing strategies. Yes, this is a tough sell, but it's one of the most effective ways to manage demand. Parking spaces are not truly "free," and too much free parking merely subsidizes cars and car trips. In most urban areas, there's more space for cars (roads, parking lots and driveways) than humans (buildings and sidewalks), which is kind of insane. Cities should charge the fair market price for on-street parking, using the revenues to finance added public services in the metered neighborhoods. Likewise, parking minimums hurt housing affordability (as mentioned above, housing affordability is one of the most important issues to grapple with).

4. Expand the list of actions under "Demonstrate leadership on climate change." The actions listed are primarily focused on inventories, reports and plans. Yes, you will demonstrate true leadership by implementing the plan, but we suggest "evangelizing" in appropriate venues. Share your story with other metropolitan areas across the country. Be loud and proud about tackling the most pressing issue of our time. On a related note, some of the resistance to some of the tools (e.g., the current backlash against mixed-use development in downtown Lake Oswego) has to do with a lack of understanding of how these tools work, how they help the community broadly, and how everyone needs to be part of the solution. There continues to be a communication challenge about the necessity of compact urban development, not to mention climate change, which needs to be overcome. Not everyone will get on board, but more will as the merits are proved and the story is told.

With regard to the **Draft Performance Monitoring Approach**:

- You may have already done so, but we suggest reviewing the indicators developed for Mosaic, the value and cost informed transportation planning tool recently developed by ODOT. There may be some quantitative and qualitative indicators that would make sense to use in this process.
- Because of the importance of housing affordability, please develop an indicator related to housing affordability for the policy "Implement the 2040 Growth Concept and local adopted land use and transportation plans."
- Perhaps adopt a measurement for 20-minute neighborhoods.
- Public EV charging stations could be a measure for the policy related to fuels and vehicles.
- The measure "secure adequate funding for transportation investments" could be quite specific, e.g., 60% of transit needs met by 20XX, 75% of sidewalk infrastructure complete by 20XX, etc.

Again, thank you for your great work. OEC will be with you all the way.

Chris Hagerbaumer | Deputy Director  
Oregon Environmental Council  
222 NW Davis Street, Suite 309  
Portland, OR 97209-3900  
503.222.1963 x102



[chrish@oeconline.org](mailto:chrish@oeconline.org) | [www.oeconline.org](http://www.oeconline.org)

~It's Your Oregon~

**From:** [Mike DeBlasi](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate scenario  
**Date:** Thursday, October 16, 2014 4:18:57 PM

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If then Metro areas really wants to control greenhouse gases from cars then there should be a major push for commuter rail between Salem and Portland. Enough people commute between these two cities (in single passenger vehicles) to support commuter transit. The vanpools and Express bus to Wilsonville do not count. They're not available to everyone, not frequent enough and get stuck in traffic.

I know ODOT is working to build a higher speed system from Eugene to Portland as part of interstate rail. But a dedicated commuter system needs to be built that has good frequency in both directions. Even in the near term converting one I-5 lane to a carpool (3+) lane with Bus Rapid Transit would help.

Otherwise, you'll never get control of the pollution.

**From:** [Gary & Ruth Warren](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Greenhouse gas emissions  
**Date:** Friday, October 17, 2014 12:42:21 PM

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I live in Hillsboro, Oregon and am very concerned about the air quality in our City. The fall season starts the burning of wood fireplaces and in our neighborhood a neighbor who burns "junk wood" in an unapproved burner in his man cave/uninsulated shed. Him along with a neighbor who burns wood that he stores outdoors create quite the air pollution which is visible to the naked eye. I am allergic to wood smoke as I am sure others are and it bothers me a lot even though my home has 2x6 construction and double pane windows. The smoke still manages to enter my home and I notice there is a "black" covering on things in and out of my home. Neither person "needs" to burn wood as they can well afford to use gas or electricity to heat their structures. I believe wood burning, except in rare instances, needs to be banned in this area. Our homes are equipped with proper heating devices that burn gas or run on electricity which are cleaner fuels. I have read that sitting next to a wood stove with your baby is like blowing cigarette smoke in the baby's face - just as toxic.

I also am near the Hillsboro Airport who encourages flight training and touch and go operations which entail circling my densely populated residential neighborhood almost all afternoon and into the evening. I know people who live under the flight path who experience air traffic night and day. The fixed wing training flights burn leaded fuel which is a known problem, especially to young children.

Global warming is a crisis and we are adding to the problem with burning wood. Let's be the "progressive" Oregon and ban the burning of wood and requiring flight training not be done over residential areas and stop encouraging foreign flight students to train in the US and pollute our air; China's is unsafe for humans so let's not follow in their footsteps.

If you have the power to change things, please step up and do it. It is for our health and the health of future generations.

Ruth Warren  
5093 NE Stable Court  
Hillsboro, Oregon 97124

**From:** [Blaine Ackley](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 5:46:07 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. Bikers save the roads for essential services and those who cannot ride their bicycles.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

**From:** [Naveed Bandukwala](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Feedback on Climate Smart Communities  
**Date:** Tuesday, October 21, 2014 10:05:56 PM

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#### TO WHOM IT MAY CONCERN

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thanks

Naveed



**From:** [stephen couche](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 2:46:06 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,  
Steve Couche  
Reed Neighborhood  
SE Portland

**From:** [Dean Davidson](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Draft Approach  
**Date:** Tuesday, October 21, 2014 2:43:57 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thanks,

-Dean

**From:** [Joseph Eisenberg](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 10:48:07 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also stop road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,  
Joseph Eisenberg  
17/14 NE 45th Ave  
Portland OR 97213

**From:** [leeanne.fergason@gmail.com](mailto:leeanne.fergason@gmail.com)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 9:47:19 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,  
LeeAnne Fergason  
7411 SE Knight St  
Portland OR 97206

**From:** [Eric Geisler](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 8:58:05 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach. I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Eric Geisler



**From:** [Jason Gillies](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Active Transportation  
**Date:** Tuesday, October 21, 2014 3:27:52 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I want to see more walkable communities and safe cycling routes. Walking safely to the grocery store, local restaurant or shopping is not accessible from thousands of communities. This type of active transportation reduces vehicular use, encourages environmental stewardship and awareness, and connects people socially.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Jason Gillies  
9707 SW 90th Ave.  
Portland, OR 97223

**From:** [Greenebaum, Barbara](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Feedback  
**Date:** Tuesday, October 21, 2014 3:14:52 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. We really need safe routes to ride where there is a shoulder or bike lane on the road. I ride the safest roads I can find but in WA Co, there are just not enough routes that are safe. I'm tired of wondering when someone talking on their cell phone and driving 20mph over the speed limit is going to run over the top of me and my bike. Before new projects are started, we need to make sure the existing ones make sense and are providing a safe place for those who want to walk, run, and bike.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways. Instead, give us more accessible and safe places to ride, run, and walk.

Thanks---

Barb Greenebaum

**From:** [Nathan Grey](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 6:40:20 PM

---

Dear policy-makers,

I have recently moved to Portland because of its many benefits and progressive policies. I am delighted to provide input to the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable with an emphasis on transit options that reduce or limit greenhouse gasses.

As a daily biker and a public health practitioner, I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Portland is recognized throughout the world for its efforts to reduce global warming and its progressive transportation policies. Our reputation far outweighs our size. I urge you to take steps that will continue to set the bar high for our community, our nation and the world. The stakes are high. Now is not the time to take half-steps.

Sincerely,

Nathan Grey

**From:** [Rachel Hammer](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Stand up for Oregon's Climate  
**Date:** Tuesday, October 21, 2014 5:13:40 PM

---

*I would like to provide feedback on the Climate Smart Communities Draft Approach.*

*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

*I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.*

*I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.*

*The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.*

Sincerely,  
Rachel Hammer  
Portland, OR

**From:** [Google Scott](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 2:49:23 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I also want the region to invest far more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also make road widening and highway projects an extremely low priority. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you,  
Scott Hillson  
[scott.hillson@gmail.com](mailto:scott.hillson@gmail.com)

**From:** [Kanna Hudson](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Please make bikes a priority  
**Date:** Tuesday, October 21, 2014 3:15:27 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you!

Sincerely,

Kanna Hudson



**From:** [Thomas Huminski](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Draft Scenarios  
**Date:** Tuesday, October 21, 2014 7:52:30 PM

---

Dear Decision Maker,

Regarding the Climate Smart Communities Scenarios, please prioritize bicycling and walking as transportation modes. Transit is important, but active transportation is what our region needs to encourage.

I support \*new, dedicated funding\* for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,  
Thomas Huminski  
Northeast Portland

**From:** [Sara Jay Jensen](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Draft Approach  
**Date:** Tuesday, October 21, 2014 2:32:26 PM

---

*I would like to provide feedback on the Climate Smart Communities Draft Approach.*

*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

*I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.*

*I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.*

*The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.*

Thanks!  
Sara J.

Sara Jensen  
Technical Support  
[Idealist.org FAQ](#)  
646.786.6886

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<https://www.youtube.com/watch?v=nodoiyyW4GI&feature=youtu.be>

How's our support? Fill out our super-short [Satisfaction Survey!](#)

**From:** [Sandy Joos](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities  
**Date:** Tuesday, October 21, 2014 5:55:44 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach and let you know that I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. First, I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. Second, I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. Third, the Climate Smart Communities Preferred Approach should de-prioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you for your attention,

Sandra Joos, 4259 SW Patrick Pl, Pdx, 97239

**From:** [Adrienne Leverette](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 2:22:49 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Sincerely,  
Adrienne Leverette

**From:** [Mauria McClay](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 7:00:19 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach. I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

**From:** [Nathan McNeil](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 2:24:49 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.



**From:** [Tom McTighe](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 3:33:53 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you!  
Tom

**From:** [Cooper Morrow](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 3:42:58 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

**From:** [marcmoscato@gmail.com](mailto:marcmoscato@gmail.com) on behalf of [Marc Moscato](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** taking action on climate change  
**Date:** Tuesday, October 21, 2014 5:26:20 PM

---

*I would like to provide feedback on the Climate Smart Communities Draft Approach.*

*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

*I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.*

*I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.*

*The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.*

--

Marc Moscato | Executive Director  
Know Your City | 800 NW 6th Ave #331 | Portland, OR 97209  
p: [971.717.7307](tel:971.717.7307)

Know Your City engages the public in art and social justice through creative placemaking projects. Our programs and publications aim to educate people to better know their communities, and to empower them to take action.

<http://knowyourcity.org>  
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<https://twitter.com/kycpdx>  
<http://instagram.com/kycpdx>

**From:** [Tanja Olson](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 3:25:47 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Tanja Olson

**From:** [Paul Pederson](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** One Citizen's Support of Active Transportation  
**Date:** Tuesday, October 21, 2014 2:50:41 PM

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As an avid bike commuter and occasional public transit rider, I have some feedback on the Climate Smart Communities Draft Approach:

Simply put, we need dedicated funding for active transportation. It is imperative that Metro set aside the money to make things like biking, walking, and transit a priority. We need to dedicate flexible federal funding to active transportation projects.

Focusing spending on active transportation has numerous benefits: healthier populace, cleaner environment, and more bang for our buck in terms of public spending.

The Climate Smart Communities Preferred Approach should also remove focus from road widening and highway projects. Dedicating \$20.8 billion of spending on road projects is short-sighted. We need to focus on maintaining our existing roads, not building or expanding them.

Metro needs to look to the future, not live in the past when it comes to fund allocation. Put your money where your mouth is and build infrastructure for active transportation.

Paul C Pederson  
[paul.c.pederson@gmail.com](mailto:paul.c.pederson@gmail.com)

**From:** [Greg Petras](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Smart Communities Draft Feedback  
**Date:** Tuesday, October 21, 2014 2:54:21 PM

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*I would like to provide feedback on the Climate Smart Communities Draft Approach.*

*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

*I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.*

*I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.*

*The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.*



**From:** [Allison Plass](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Draft Approach  
**Date:** Tuesday, October 21, 2014 2:25:13 PM

---

Hello,

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Allison Plass - Graphic Design & Marketing Coordinator

**[MWA ARCHITECTS INC.](#)**

[SAN FRANCISCO](#) [OAKLAND](#) [PORTLAND](#)

direct 503 416 8125 | office 503 973 5151 | email [aplass@mwaarchitects.com](mailto:aplass@mwaarchitects.com)

**From:** [Allan Rudwick](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** I would like to provide feedback on the Climate Smart Communities Draft Approach.  
**Date:** Tuesday, October 21, 2014 12:44:39 PM

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To Whom it may concern:

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

We're close to an ideal prioritization. A few changes will make it better

Thank you

Allan Rudwick

228 NE Morris St, Portland OR 97212

--

Allan Rudwick  
(503) 703-3910

**From:** [Adam Scherba](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate smart communities and active transportation  
**Date:** Tuesday, October 21, 2014 5:06:28 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you for considering this issue.

-Adam Scherba, Portland, OR

**From:** [Chris Shaffer](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Tuesday, October 21, 2014 4:49:32 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

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I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

**From:** [Katy Wolf](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Active Transportation should be priority to meet climate goals  
**Date:** Tuesday, October 21, 2014 7:59:24 PM

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*I would like to provide feedback on the Climate Smart Communities Draft Approach.*

*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

I could continue with the cut/paste but I'm sure you're going to get a lot of that.

Basically: Down with roads, fossil fuel dependency, and business as usual.

Make changes now if you want to provide any kind of livable future for the next generation.

Sincerely,  
Katy Wolf

**From:** [Jeff Barna](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Draft Approach  
**Date:** Wednesday, October 22, 2014 9:19:34 AM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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Regards;  
Jeff Barna

**From:** [Laura Belson](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Feedback  
**Date:** Wednesday, October 22, 2014 12:32:06 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

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The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.



**From:** [Stephen Bernal](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Wednesday, October 22, 2014 4:28:39 AM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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---

Stephen Bernal  
NE Portland

**From:** [Christine Bierman](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Wednesday, October 22, 2014 6:21:21 AM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

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*Sent from my Verizon Wireless 4G LTE DROID*

**From:** [Dianne Ensign](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Wednesday, October 22, 2014 11:41:00 AM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you for considering my comments.

Sincerely,

Dianne Ensign  
Portland, OR 97219

**From:** [Tom Jeanne](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Active transportation projects must be the region's first priority  
**Date:** Wednesday, October 22, 2014 12:25:44 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

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Tom

Thomas L. Jeanne, MD  
PGY-3 Chief Resident, Preventive Medicine  
MPH Student, Epidemiology & Biostatistics  
Oregon Health & Science University  
Portland Veterans Affairs Medical Center  
608.628.6310

**From:** [Lundenberg, Jay](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Wednesday, October 22, 2014 4:52:34 AM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

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I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

**From:** [Matt Morrissey](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Draft  
**Date:** Wednesday, October 22, 2014 9:53:23 AM

---

*I would like to provide feedback on the Climate Smart Communities Draft Approach.*

*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

*I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.*

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*The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.*

*It's time to reverse the historic prioritization given to car users.*

Thanks for your consideration of this note.  
Dr Matthew C Morrissey

**From:** [Jennifer Noll](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** climate smart communities  
**Date:** Wednesday, October 22, 2014 5:28:31 AM

---

*I would like to provide feedback on the Climate Smart Communities Draft Approach.*

*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

*I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.*

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--

Jennifer Noll  
Assistant Professor  
Fariborz Maseeh Department of Mathematics and Statistics  
Portland State University  
503-725-3643  
[noll@pdx.edu](mailto:noll@pdx.edu)



**From:** [Drew Stevens](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Draft Approach  
**Date:** Wednesday, October 22, 2014 10:36:27 AM

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Dear Oregon Metro,

I want to express my view that expanding mass transit and active transit options while simultaneously instituting disincentives for personal vehicle commuting is the best way Oregon Metro can positively impact our community's transit carbon footprint and reduce our contribution to global climate change.

Following is a letter drafted by the BTA, which I fully support.

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Best Regards,

Drew Stevens  
R&D Engineer  
Lensbaby LLC.  
[Lensbaby.com](http://Lensbaby.com)  
p 503.278.3292

**From:** [Heidi Welte](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Wednesday, October 22, 2014 6:00:19 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach. I support the recommended investments to make transit more frequent, reliable, accessible, and affordable. I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy. I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized. The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

**From:** [Mac Martine](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities  
**Date:** Thursday, October 23, 2014 7:36:51 AM

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*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

*I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.*

*I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.*

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*-Mac Martine  
503.929.0757*

**From:** [Brian Lockhart](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Friday, October 24, 2014 4:45:21 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Brian Lockhart

2416 NE 43<sup>rd</sup> Avenue

Portland, OR 97213

**From:** [Maren Souders](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation in Metro's climate plan  
**Date:** Friday, October 24, 2014 12:05:07 AM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

--

"Everything you want is just outside your comfort zone."

R. Allen

**From:** [Bill Vollmer](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** feedback on climate smart communities draft document  
**Date:** Friday, October 24, 2014 9:21:27 PM

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I support the region investing more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

--

Bill Vollmer  
[cyclinguybill@gmail.com](mailto:cyclinguybill@gmail.com)

**From:** [Stephanie Byrd](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Climate Smart Communities Draft Approach  
**Date:** Monday, October 27, 2014 8:17:27 PM

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I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.

The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.

Thank you,

Stephanie Byrd  
SW Portland resident



**From:** [John Carr](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Feedback on the Climate Smart Communities Draft Approach  
**Date:** Monday, October 27, 2014 10:13:39 AM

---

Dear Metro:

Biking and walking go hand in hand with improved public transit. So while I want the Portland region to invest more in safe biking and walking options, this has to be paired with more accessible public transit. **TriMet should be fareless to all users on all (or most) routes.** Pay for it with increased taxes or by dedicating federal funding to the project.

Short of pulling people into active transportation by opening up public transit, I would support new **dedicated funding for active transportation.** Metro should dedicate all eligible flexible federal funding to active transportation projects and use estimated climate benefits to determine which projects are prioritized.

I also strongly believe that The Climate Smart Communities Preferred Approach **should not prioritize road widening and highway projects**, as these aren't worth it from a climate perspective. If anything, they would spur the wrong kinds of growth for our region. Instead, we should maintain our current roads, use them more intelligently, and dedicate funds towards creating a more flexible, equitable transportation system.

Sincerely,  
John Carr

2918 SE 67th Ave.  
Portland 97206

**From:** [Peggy Morell](#)  
**To:** [Laura Dawson-Bodner](#)  
**Cc:** [Kim Ellis](#)  
**Subject:** FW: Clackamas County Commission \*seriously\* wants to widen highways to "reduce" GHG emissions?!?  
**Date:** Thursday, October 30, 2014 1:41:02 PM

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**From:** Carlotta Collette  
**Sent:** Thursday, October 30, 2014 12:41 PM  
**To:** Craig Dirksen; Kim Ellis; Peggy Morell  
**Subject:** Fwd: Clackamas County Commission \*seriously\* wants to widen highways to "reduce" GHG emissions?!?

Comment on Climate Smart.

Carlotta

Begin forwarded message:

**From:** Tim Davis <[pdxfan@gmail.com](mailto:pdxfan@gmail.com)>  
**Date:** October 30, 2014 at 9:40:07 AM PDT  
**To:** Carlotta Collette <[Carlotta.Collette@oregonmetro.gov](mailto:Carlotta.Collette@oregonmetro.gov)>  
**Subject:** Clackamas County Commission \*seriously\* wants to widen highways to "reduce" GHG emissions?!?

Dear Carlotta Collette,

This is Tim Davis, and I am appalled once again by the totally backward thinking coming out of Clackamas County. Building wider roads only creates MORE congestion and exacerbates climate change!!

Please, \*please\* don't take their ridiculous request seriously. This report is all you need to very clearly refute their insane claim with actual science:  
<http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf>

I just cannot believe that our region continues to embrace 1950s thinking that's been proven not just incorrect but incredibly harmful both to the planet and everyone living on it. Our UGB is also obscenely large, by the way; there is absolutely no way that most of the land area added to the UGB in the last round should have been included.

We need to create a PEOPLE-friendly metro area--not one that's a slave to cars and parking. If we do so, we will actually benefit ALL people, including those who get from A to B solely by driving!

Thank you so much for your consideration,  
Tim

**From:** [Timothy Holdaway](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Prioritize active transportation  
**Date:** Thursday, October 30, 2014 1:05:40 PM

---

I would like to provide feedback on the Climate Smart Communities Draft Approach.

I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.

I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.

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Sincerely,

Timothy Holdaway

Portland, 97206

**From:** [Elijah Patton](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Regional planning  
**Date:** Thursday, October 30, 2014 8:56:12 AM

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Dear Commissioners and Planners,

Please stop making the car the king. I know most people rely on a car every day. But not nearly all of those people have to use a car, they choose to do so. If we invest more in walking biking and transit, then they will be easier choices to make. If we make mega highways that make it convenient for driving then people won't have incentive to take the slow underfunded bus. Please make the right decision.

Everyday I ride the bus home. It is full with 50 people. But we get stuck in traffic. Why? Personal vehicles with 1 person in them zooming off the freeway and past us into a traffic jam. Think about how much carbon we can offset if those people had other options than a new lane on freeway. We could instead build more rapid bus and separated safe bike lanes.

I urge you to do the right thing. We the people are watching. We the people do vote. We the people will remember. We want climate justice. We want freedom from the car is king world. As a disabled veteran from the current fiasco I can tell you it isn't worth our blood. Let's get healthy and moving the old fashioned way. Let's take a walk and think about what is right for everybody.

Thanks,

Eli Patton

**From:** [Joe Vasicek](#)  
**To:** [Metro Climate Scenarios](#)  
**Subject:** Feedback on Climate Smart Communities Draft Approach  
**Date:** Thursday, October 30, 2014 10:08:27 AM

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*I would like to provide feedback on the Climate Smart Communities Draft Approach.*

*I support the recommended investments to make transit more frequent, reliable, accessible, and affordable.*

*I want the region to invest more in making biking and walking safe and convenient. Biking and walking projects are inexpensive, create jobs, reduce greenhouse gas emissions, and provide many other benefits to our health, neighborhood safety, livability, and economy.*

*I also support new dedicated funding for active transportation. Metro should lead by example by dedicating all eligible flexible federal funding to active transportation projects and using estimated climate benefits to determine which projects are prioritized.*

*The Climate Smart Communities Preferred Approach should also deprioritize road widening and highway projects, as the climate benefit analysis found that these expenditures would result in a less than one percent reduction in emissions. Recommending \$20.8 billion of spending on road projects likely overstates the region's real road funding priority, which is fixing and maintaining our existing roads, not building new or expanded roads and highways.*