

**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

# Public comment report

Sept. 15 to Oct. 30, 2014

*Nov. 12, 2014 - DRAFT*

**MAKING A  
GREAT  
PLACE**

## About Metro

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

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

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

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Visit the project website for more information about the Climate Smart Communities Scenarios Project at [www.oregonmetro.gov/climatescenarios](http://www.oregonmetro.gov/climatescenarios).

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## Executive summary

During this comment period, participants were invited to comment on the draft approach, including potential changes in related policies, which were released on Sept. 15, 2014.

### Direct responses to the draft approach

For those interested in reviewing the draft documents and providing detailed comments, the following were posted to the project web page at [www.oregonmetro.gov/draftapproach](http://www.oregonmetro.gov/draftapproach):

- overview of the draft approach
- key results from the draft approach
- draft Regional Framework Plan amendments
- draft toolbox of possible actions
- draft performance monitoring approach.

In response to these documents, Metro received 90 letters and emails from local governments, community based organizations and individuals.

### Responses to the online comment tool

To hear from a wider audience, Metro also commissioned Pivot Group, LLC to create an online questionnaire to gather feedback on seven of 10 Climate Smart policy areas. Metro received 2,347 responses to the questionnaire.

For each policy, respondents were asked if there should be more investment in that area and then asked what should be considered as communities and the region implement these policies. Of respondents to these questions:

1. 83 percent support more investment in making transit convenient, frequent, accessible and affordable. Top requests for things to consider were to:
  - provide more frequent, reliable transit service to reduce travel times
  - expand the transit network to provide greater access to transit stops
  - improve safety and access at station locations.
2. 83 percent support more investment in making biking and walking safe and convenient. Top requests for things to consider were to:
  - invest in a comprehensive system of sidewalks and bike lanes
  - separate modes for safety
  - focus on safety for walkers and bikers – and drivers too.
3. 76 percent support more investment in making streets and highways safe, reliable and connected.
  - prioritize investing in safety for all modes
  - focus on maintaining and repairing existing roads, highways and bridges
  - prioritize improvements to vehicular travel over other modes to help reduce congestion.
4. 85 percent support more investment in technology to actively manage the transportation system. Top requests for things to consider were to:
  - prioritize investments that improve traffic flow
  - make sure it is cost effective
  - not prioritize technology.

5. 68 percent support more investment in providing information and incentives to expand the use of travel options. Top requests for things to consider were that:
  - there is already enough information available about travel options
  - it is more important to fund system improvements than to spend money on education and marketing
  - investments to educate travelers about non-single occupancy vehicle options are supported.
6. 72 percent support implementation of policies to manage parking to make efficient use of land and parking spaces. Top requests for things to consider were to:
  - provide more parking, free parking and fewer parking meters
  - increase cost of parking and remove on-street parking
  - provide more park and ride lots and parking management tools that support non-single occupancy vehicle modes.
7. 83 percent support more investment in the maintenance of existing transportation infrastructure and new improvements to accommodate a growing region. Top requests for things to consider were to:
  - use funding efficiently and ensure that users pay for the transportation they use in a fair way
  - prioritize maintenance and widening of roads to make auto travel efficient
  - prioritize investment in transit.

## Staff recommendation

Comments addressing specifics of the draft documents are documented in the summary of recommended changes, available at the end of this report. The summary provides the comments and staff responses and recommendations for changes for the draft strategy, Regional Framework Plan amendments, toolbox of possible actions, and performance monitoring approach to be deliberated by Metro advisory committees and the Metro Council for action before the end of the year.

Comments received during this period specific to implementation efforts will inform existing regional planning and decision-making processes, including Regional Transportation Plan updates, Regional Flexible Funds allocation processes, growth management decisions and corridor planning, as well as local and state planning and decision-making processes.

Project staff expects to provide more detailed information gathered during this comment period in spring 2015 to other Metro staff as well as city, county and regional agency staff and policymakers to further inform these implementation efforts.

## Introduction

The Climate Smart Communities Scenarios Project responds to a state mandate to the Portland metropolitan region to develop and implement a strategy to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035. The project engaged community, business, public health and elected leaders in a discussion to shape a Climate Smart Communities Strategy that accommodates expected growth, meets the state mandate, and supports local and regional plans for downtowns, main streets and employment areas.

Working together over the last four years, community, business and elected leaders have been shaping a strategy to meet the state goal while creating healthy and equitable communities and a strong economy.

### Phase 1: Understanding our land use and transportation choices (January 2011 to January 2012)

This phase focused on understanding the region's choices and produced the strategy toolbox, a comprehensive review of the latest research on greenhouse gas reduction strategies and their potential effectiveness and benefits. Staff also engaged public officials, community and business leaders, community groups and government staff through two regional summits, 31 stakeholder interviews and public opinion research.

The Phase 1 findings indicated that current adopted plans and policies – if realized – along with state assumptions related to advancements in cleaner, low carbon fuels and more fuel-efficient vehicle technologies,

including electric and other alternative fuel vehicles, provide a strong foundation for meeting the state target.

Although current plans move the region in the right direction, current funding is not sufficient to implement adopted local and regional plans. As a result, the region concluded that a key to meeting the target would be the various governmental agencies working together to develop public and private partnerships to invest in communities in ways that support adopted local and regional plans and reduce greenhouse gas emissions.

### Phase 2: Shaping our land use and transportation choices (January 2012 to October 2013)

This phase focused on shaping and evaluating future choices for supporting community visions and meeting the state greenhouse gas emissions reduction target. Metro conducted a sensitivity analysis of the policy areas tested during Phase 1 to better understand the greenhouse gas emissions reduction potential of individual strategies within each policy area.

Metro also undertook an extensive consultation process by sharing the Phase 1



findings with cities, counties, county-level coordinating committees, regional advisory committees and state commissions. Metro also regularly convened a local government staff technical working group throughout 2012. The work group continued to provide technical advice to Metro staff, and assistance with engaging local government officials and senior staff.

In addition, Metro convened workshops with community leaders working to advance public health, social equity, environmental justice and environmental protection in the region. A series of discussion groups were held in partnership with developers and business associations across the region. More than 100 community and business leaders participated in the workshops and discussion groups from summer 2012 to winter 2013.

A set of criteria were developed through the Phase 2 engagement process that would be used to evaluate and compare the scenarios considering costs and benefits across public health, environmental, economic and social equity outcomes.

### **Phase 3: Development and selection of a preferred land use and transportation scenario (October 2013 to December 2014)**

The final phase of the process began in October 2013 with release of the Phase 2 analysis results. The results demonstrated that implementation of the 2040 Growth Concept and locally-adopted zoning, land use and transportation plans and policies would make the state-mandated greenhouse gas emissions reduction target achievable – if the region is able to make the investments and take the actions needed to implement those plans.

In February 2014, the Metropolitan Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) approved moving forward to shape and recommend a preferred approach for the Metro Council to adopt by the end of 2014. As recommended by both policy committees, development of the key components of the preferred approach began with the adopted 2040 Growth Concept, the 2014 Regional Transportation Plan (RTP) and the adopted plans of the region’s cities and counties including local zoning, capital improvement, comprehensive and transportation system plans. During this time, the RTP was in the process of being updated to reflect changes to local, regional and state investment priorities, which were different from what was studied in during Phase 2.

From January to April 2014, Metro facilitated a Community Choices discussion to explore policy priorities and possible trade offs. The activities built upon earlier public engagement to solicit feedback from public officials, business and community leaders, interested members of the public and other identified audiences. Interviews, discussion groups and statistically valid public opinion research were used to gather input that was presented at a joint meeting of MPAC and JPACT on April 11, 2014. In addition, more detailed information about the policy areas under consideration was provided in a discussion guide, including estimated costs, potential benefits and impacts, and a comparison of the relative climate benefits and cost of six policy areas:

- make transit convenient, frequent, accessible and affordable
- use technology to actively manage the transportation system



## Discussion guide for policymakers

The guide summarized the results of the Phase 2 analysis and public input received through the Community Choices engagement activities.



- provide information and incentives to expand the use of travel options
- make biking and walking safe and convenient
- make streets and highways safe, reliable and connected
- manage parking to make efficient use of land and parking spaces.

Between April 11 and May 30, the Metro Council and staff engaged local governments and other stakeholders on the results of the joint MPAC/JPACT meeting, primarily through the county-level coordinating committees and regional technical and policy advisory committees. On May 30, another joint meeting of the MPAC and JPACT was held to review additional cost information, public input and recommendations from technical advisory committees on a draft approach for testing.

Metro staff worked with the project's technical work group over the summer to

develop modeling assumptions to reflect the draft approach. Metro completed the evaluation in August, 2014. Analysis shows the draft approach, if implemented, achieves a 29 percent per capita reduction in greenhouse gas emissions. But the draft approach does more than just meet the target. It will deliver significant environmental and economic benefits to communities and the region, including:

- less air pollution and run-off of vehicle fluids means fewer environmental costs, helping to save money that can be spent on other priorities
- spending less time in traffic and reduced delay on the system saves businesses money, supports job creation, and promotes the efficient movement of goods and a strong regional economy
- households save money by driving more fuel-efficient vehicles fewer miles and walking, biking and using transit more
- reducing the share of household expenditures for vehicle travel helps household budgets and allows people to spend money on other priorities; this is particularly important for households of modest means.

After a four-year collaborative process informed by research, analysis, community engagement and discussion, community, business and elected leaders have shaped a draft Climate Smart Communities Strategy that meets the state mandate and supports the plans and visions that have already been adopted by communities and the region

On Sept.15, 2014, Metro staff launched an online survey and released the results of the analysis and the draft strategy and implementation recommendation for review and comment through Oct. 30, 2014.

## Summary of engagement

### Promotion

The comment period was promoted through postings on the Metro newsfeed and project website and email notification to the Opt In panel, Climate Smart Communities Scenarios Project interested persons list (700+ subscribers), and Metro planning department's ePlanning news list (3,000+ subscribers). Notices were also disseminated through the Office of Neighborhood involvement (2,000 subscribers), Washington County community planning organizations system (17,000+ subscribers), Clackamas County citizen participation organizations system (200+ subscribers), Multnomah County Office of Citizen Involvement and Metro's Public Engagement Network. Ads were placed in the Beaverton Valley Times, Gresham Outlook and Portland Observer.

Participants of the community leaders meeting, addressed below, were asked to communicate knowledge of draft approach to their networks to encourage participation in public comment period. This was especially important to project staff to encourage participation by historically underrepresented populations.

### Outreach elements

During the Sept. 15 through Oct. 30 comment period, Metro received comments via email, letter, a community leaders meeting and an online questionnaire.

### Opportunity to offer detailed comments on the draft approach

For those interested in reviewing the draft documents and providing detailed comments, the following were posted to the project web

page at

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

- overview of the draft approach
- key results from the draft approach
- draft Regional Framework Plan amendments
- draft toolbox of possible actions
- draft performance monitoring approach.

Metro received 90 letters and emails in response to these documents, including comments from:

- 1000 Friends of Oregon
- Bicycle Transportation Alliance
- Citizens' Climate Lobby
- City of Happy Valley
- City of Hillsboro
- City of Wilsonville
- Clackamas County Board of Commissioners
- Coalition for a Livable Future
- Drive Oregon
- Oregon Health Authority
- Oregon Environmental Council
- Safe Routes to School National Partnership
- Transportation Justice Alliance
- Urban Greenspaces Institute.

### Community leaders meeting

As part of the public comment period and ongoing efforts to ensure community members have meaningful opportunities to inform the regional decision-making process, Metro convened community leaders working on issues related to equity, environment, public health, housing and transportation to discuss the draft Climate Smart strategy and implementation recommendations for

reducing greenhouse gas emissions and creating great communities.

The Oct. 1 meeting brought together community leaders who have been involved in past Climate Smart Communities Scenarios Project engagement activities, and provided an opportunity for participants to ask questions and provide direct input on the draft strategy and implementation recommendations. The meeting also served to activate the community leaders to communicate knowledge of draft approach to their networks to encourage participation in public comment period.

Meeting participants:

- Samuel Diaz, 1000 Friends of Oregon
- Chris Hagerbaumer, Oregon Environmental Council
- Andrea Hamburg, Oregon Health Authority
- Duncan Hwang, Asian Pacific American Network of Oregon
- Nicole Iroz-Elardo, Oregon Health Authority
- Lisa Frank, Bicycle Transportation Alliance
- Jared Franz, OPAL Environmental Justice Oregon
- Mary Kyle McCurdy, 1000 Friends of Oregon
- Pam Pham, 1000 Friends of Oregon
- Cora Potter, Ride Connection
- Kari Scholoshauer, Safe Routes to School
- Chris Smith, Portland Transport
- Steve White, Oregon Public Health Institute
- Elizabeth Williams, Coalition for a Livable Future

## Online questionnaire

To hear from a wider audience, Metro also commissioned Pivot Group, LLC to create an online questionnaire to gather feedback on seven of 10 Climate Smart policy areas.

Since a result of prior work on the project prioritized the policy areas to be addressed in the strategy, the goal with this questionnaire was twofold: to assess the sentiment of the region on investment levels for those policy area investment levels by asking, “Should your community and our region invest more in...” and to inform the work ahead by asking, “What should be considered when implementing this policy area?” The results on levels of investments confirm the prioritization that happened in spring 2014 and provide a rich body of suggestions as regional, county and city staff and policymakers look toward implementation in 2015 and beyond.

To encourage participation and provide policymakers valuable feedback, the questionnaire was designed to:

1. allow people to respond from their experiential knowledge instead of needing to review paragraphs of explanation about the plan and process before answering questions
2. be short enough for folks to want to complete
3. ask questions where the input received can be used to inform decisions on the table.

For each of the seven policy areas, participants were asked a yes or no question on whether more investment should be made in that area and then asked for their thoughts on what should be considered when implementing that policy. Participants were

only shown detail on the policy area when they chose to review that information.

Metro received 2,347 responses to the questionnaire. In comparison, similar outreach in spring 2014 garnered 1,225 responses to its online questionnaire.

## Summary of comments

### Direct responses to the draft approach

Metro received 90 emails and letters in response to the draft approach, Regional Framework Plan amendments, toolbox of possible actions and performance monitoring and reporting approach.

Comments addressed support or critique of the general approach and specifics of the draft documents. These are documented in the summary of recommended changes, available at the end of this report. The summary provides the comments and staff responses and recommendations for changes for the draft strategy, Regional Framework Plan amendments, toolbox of possible actions, and performance monitoring and reporting approach to be deliberated by Metro advisory committees and the Metro Council for action before the end of the year.

### Community leaders meeting

The discussion at the community leaders meeting addressed many topics, from how public input is used to the importance of addressing climate change and the role of Metro in the region in leading or enforcing policies that address issues of land use and transportation. Regarding the policy areas of the draft strategy, comments included:

- We are really good at implementing some parts of adopted plans and not completing other parts such as the Regional Active Transportation Plan.
- Space and compact growth need to be addressed. Parking is an inefficient use of our land. Changing policies on parking is the new frontier in land use and

transportation and can leverage behavior change.

- We need to demonstrate that this is possible so others will join us – our region’s actions alone won’t make a difference.
- We should build out the full Regional Active Transportation Plan to realize benefits, and then focus on transit.
- Parking brings up a couple of things, including a need for the dense efficient use of urban space and a conversation on how we develop buildings.
- Vulnerable communities cannot adapt as costs continue to climb.
- Leadership on climate change policy area needs more teeth; it needs to include specific actions of what Metro is doing or will do to lead on addressing climate change.

Comments regarding the draft performance monitoring approach included:

- The number of miles one travels actively is as important as vehicle miles traveled from a health perspective. Daily vehicle and pedestrian miles are important to track.
- Household cost burden needs to be added to housing *and* transportation.
- Household utility expenses should also be tracked.
- Measurement of fatalities should be called out in the walk/bike section.
- Affordability is part of the transit policy but there is no measurement for it.
- Residential units and jobs in the urban growth boundary should be broken down into sub-targets.
- “Make progress” and “Secure funding” are not measurable goals.

A complete summary of the meeting is available at the end of this report. Comments received during the meeting are also included in the summary of recommended changes, which provides the comments and staff

responses and recommendations for changes to the draft documents to be deliberated by Metro advisory committees and the Metro Council.

## Online questionnaire

### Who participated?

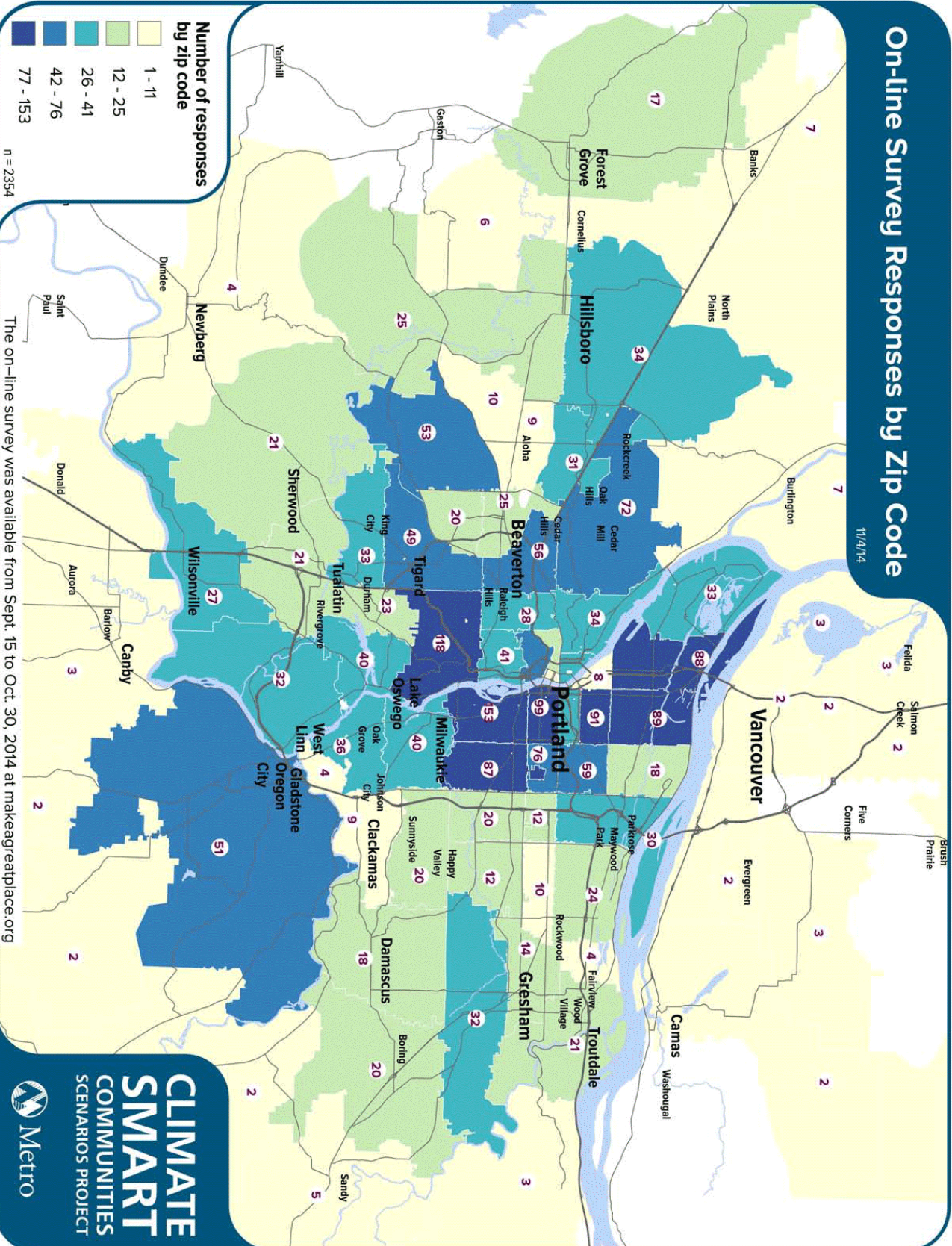
A total of 2,184 surveys were collected from residents of the Portland metropolitan area. An additional 163 responses were received from participants who live outside the region, which were not including as part of this summary information compiled and reported by Pivot Group.

	Count	Percent	Regional population
<b>County</b>			
Multnomah	1359	62%	49%
Washington	480	22%	34%
Clackamas	345	16%	17%
Out of region	163	–	–
<b>Education</b>			
High school degree or less	26	1%	n/a
Some college/technical/community college/2 year degree	282	13%	n/a
College degree/4 year degree	774	36%	n/a
Post graduate	1072	50%	n/a
<b>Length of time in the community</b>			
Fewer than 6 years	300	14%	n/a
6 to 10 years	367	17%	n/a
11 to 20 years	496	23%	n/a
More than 20 years	994	46%	n/a
<b>Age</b>			
20 years or younger	2	<1%	(18-20) 6%
21 to 35 years	302	14%	26%
36 to 50 years	649	30%	28%
51 to 65 years	765	36%	25%
66 years or older	432	20%	14%
<b>Ethnicity</b>			
African	1	<1%	n/a
African American/Black	19	<1%	4%
American Indian/Native American or Alaskan Native	44	2%	2%
Asian or Pacific Islander	44	2%	8%
Hispanic/Latino	47	2%	12%
Slavic	17	<1%	n/a
White/Caucasian	1749	82%	83%
Middle Eastern	15	<1%	n/a
No Response	299	14%	–
Other			6%

*Ethnicity numbers reflect the option of selecting more than one race/ethnicity.*

# On-line Survey Responses by Zip Code

11/4/14



**Number of responses by zip code**

- 1 - 11
- 12 - 25
- 26 - 41
- 42 - 76
- 77 - 153

n = 2354

The on-line survey was available from Sept. 15 to Oct. 30, 2014 at [makeagreatplace.org](http://makeagreatplace.org)

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## Travel options

Policies one through three delve into various travel options available in the region. Respondents gave their opinion regarding future investments in the areas of regional transit, biking and walking, and road systems to better meet the public’s transportation needs.

### Policy 1. Invest more in making transit convenient, frequent, accessible and affordable?

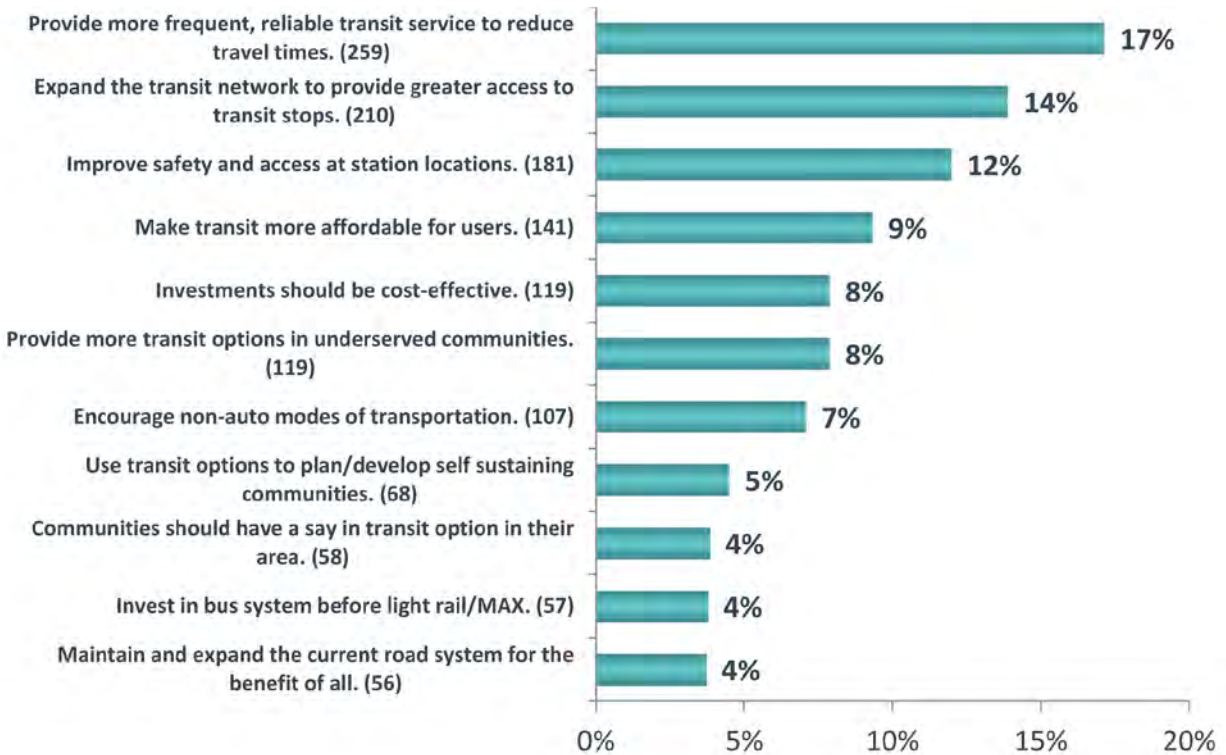
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
<b>Yes</b>	1812 83%	1213 90%	360 75%	239 69%	278 91%	1512 82%	1541 89%	137 81%
<b>No</b>	362 17%	139 10%	118 25%	105 31%	26 9%	324 18%	199 11%	32 19%
<b>No response</b>	10	7	2	1	0	10	9	0

Eighty-three percent of respondents support additional investment into the region’s transit system. Seventeen percent of respondents were opposed to more investment.



- At 90 percent, respondents who live in Multnomah County are significantly more likely to support additional investment, followed by Washington County at 75percent. Clackamas County residents expressed the least amount of interest in additional investment at 69 percent.
- Ninety-two percent of younger respondents (respondents under 36) support additional investment into the region’s transit system. Comparatively, 82 percent of respondents age 36 to 50 support more investment.

Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



While some respondents view a need for free – or nearly free – transit, virtually all agree on the need for an affordable and accessible transit system. People want value when traveling and select options that reflect that. In addition, pricing needs to be appropriately reduced for low income users that cannot afford transit.

There are many factors considered for improving transit. Most respondents determined the speed of transit trips and frequency need to be addressed. They expressed the need for competitive travel times compared to vehicle travel and greater frequency, during off hours and weekends in particular. In addition, the transfer times for transit need to be more realistic to make the service more practical for users.

Many people suggest improved biking and walking paths to stations to increase safety. Safe and easy access to stations is a concern because people want to feel at ease when using transit at all hours or with family. Encouraging non-auto transportation is supported, but no clear directive is provided. Here, people are more focused on messaging than action. Single occupancy vehicle users should be informed of the affects of transportation, especially concerning environmental issues. Many places do not currently have access to light rail and/or limited bus access, from the suburbs of Portland, to rural areas and beyond.

Some expressed a need to not only provide service in underserved areas, but to provide robust transit options to those with limited income and resources. Improving or expanding service to low income communities is a common priority. Low income individuals need transit options and respondents here want equality amongst communities in order to assist this issue.

Value is stressed when considering investment on transit, particularly as it relates to cost effectiveness. Some suggest shifting emphasis to the bus transit system and reducing investment in light rail. They are aware of the cost difference between bus and light rail, and see the value in improving the bus system.

**Policy 2. Invest more in making biking and walking safe and convenient?**

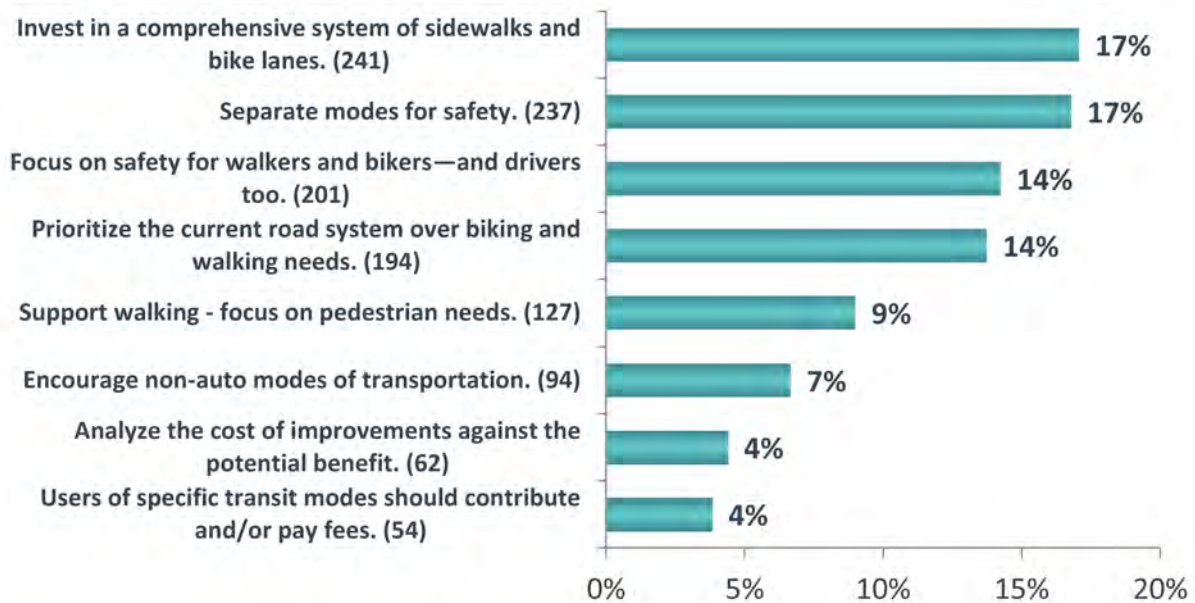
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
<b>Yes</b>	1811 83%	1200 89%	372 78%	239 70%	283 93%	1505 82%	1529 88%	138 82%
<b>No</b>	363 17%	152 11%	107 22%	104 30%	21 7%	331 18%	211 12%	31 18%
<b>No response</b>	10	7	1	2	0	10	9	0

Eighty-three percent of respondents support additional investment in making biking and walking safe and convenient. Seventeen percent of respondents were opposed to more investment.



- At 89 percent, respondents who live in Multnomah County are significantly more likely to support additional investment, followed by Washington County at 78 percent. Clackamas county residents expressed the least amount of interest in additional investment at 70 percent.
- Younger respondents (respondents under 36) were more likely to support additional investment into biking and walking safety, with 93 percent supporting investment compared to 82 percent of respondents age 36 to 50.

Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



There is a common feeling that sharing the road with various travel users can be dangerous. There was a demand for improvements to make the roads a safer environment for everyone. Some felt that there should be different roads for the different transportation users, while others felt that facilities especially designed for walkers and bicyclists would not be used unless they were a direct route to where that person was traveling. Sharing the road was thought to be the most cost effective solution, but would require both motorists and cyclists to abide by the rules of the road. Bike users need to learn basic safety techniques so they are more visible and careful when sharing the road, and motorists need to be regularly reminded if they are traveling on a major bike thoroughfare.

Most people believe there is a balance between space used for driving and space used for biking or walking. While respondents feel that roads should not lose much space for bike lanes, they still support biking and walking space in moderation. There are location specific needs for biking lanes, and respondents want to see that lanes are only implemented when needed.

Some people are looking to have bike lanes separated from heavy traffic as much as possible. Current lanes are not safe enough to encourage use from the general public. This theme is pushing safer intersections and routes to provide better overall conditions for users. There is a need to not only improve existing walkways but to expand the infrastructure for easy accessibility. Bike lanes are still a priority; however, there is less emphasis on lanes being fully separated from traffic and focusing more on extension of the network.

Pedestrians are considered underserved by respondents. They believe bike usage has enough support and would like to see greater intersection safety for walking. Focusing on walkway

investment would allow safer travel for pedestrians, encouraging people to feel more confident in their safety when walking.

**Policy 3. Invest more in making streets and highways safe, reliable and connected?**

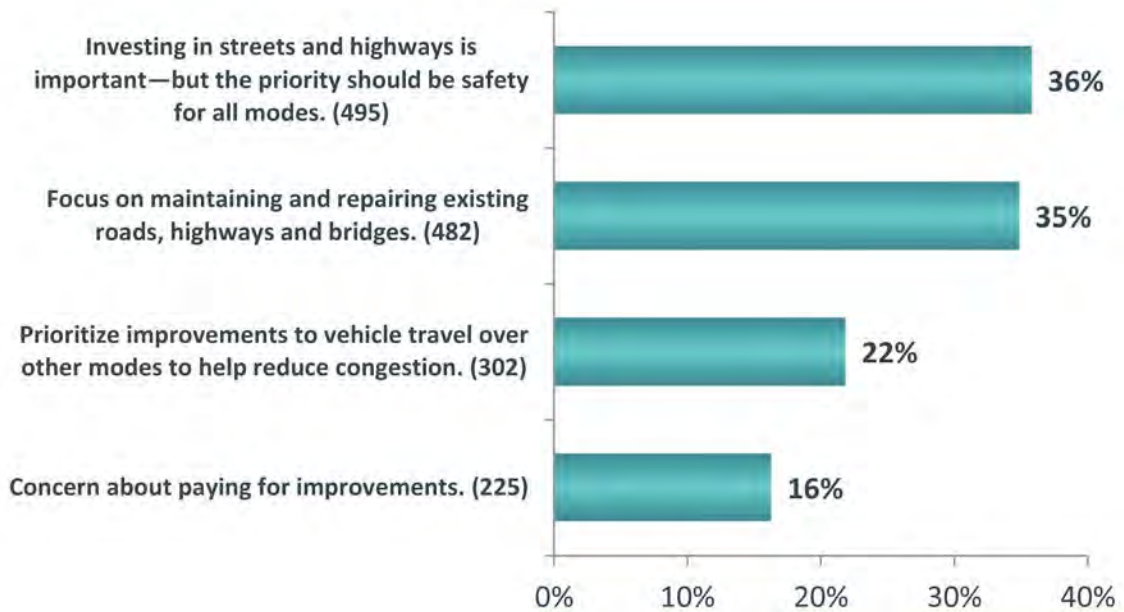
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
<b>Yes</b>	1629 76%	946 71%	403 84%	280 82%	171 56%	1430 79%	1299 75%	124 73%
<b>No</b>	527 24%	392 30%	75 16%	60 18%	133 44%	388 21%	425 25%	45 27%
<b>No response</b>	28	21	2	5	0	28	25	0

At 76 percent, additional investment in streets and highways was less popular overall compared to other policy areas.

- Respondents in both Washington and Clackamas counties were more in favor of additional investment in this area, at 84 percent and 82 percent respectively, compared to 71 percent of Multnomah County respondents.
- No significant difference was detected between ethnicities or education levels.



Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



There is support for additional investment toward the roads and highways of the region. Many of the respondents who support additional investment would like the focus to be on repairing and

maintaining current thoroughfares, while some residents are interested in adding new, connected roadways and highways to create alternate travel routes. Respondents believe these options will contribute to a safer environment for travelers.

“Maintain what we have” was emphasized by many people. They consider current infrastructure to be sufficient and want focus to be shifted toward maintenance of roads. Widening of roads was a primary concern from many people; they did not want to see investment spent here. Simple maintenance, such as repairing potholes is a necessity.

Many respondents are nervous about the potential tax increase that would result from investment in this area. They want to be confident that their money is being spent on long term solutions, and not short term “patch” work. They expect that various developers should be considered before simply choosing the lowest priced offer. Many propose a higher fuel tax or taxation of private vehicles to assist with the expenses.

Improving traffic flow is a primary concern. They understand that car travel is the primary means of transportation and that investment here aides a utilitarian approach. Expansion of freeway lanes is expected to reduce congestion the most, although there is a voice for improving traffic signal timing to contribute to better traffic flow.

There are many people that are satisfied with current investment or consider the present system adequate. They believe further investment will increase issues and support investment in this area only when necessary.

### Optimization of systems and programs

Policies four, five and six explore improving efficiency of the travel system through technology, public information and parking management. Respondents gave their opinion regarding future investments in these areas to better meet the public’s needs.

#### Policy 4. Invest more in technology to actively manage the transportation system?

	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
<b>Yes</b>	1842 85%	1174 87%	390 82%	278 82%	254 84%	1560 86%	1508 87%	136 83%
<b>No</b>	314 15%	168 13%	85 18%	61 18%	50 16%	258 14%	219 13%	28 17%
<b>No response</b>	28	17	5	6	0	28	22	5

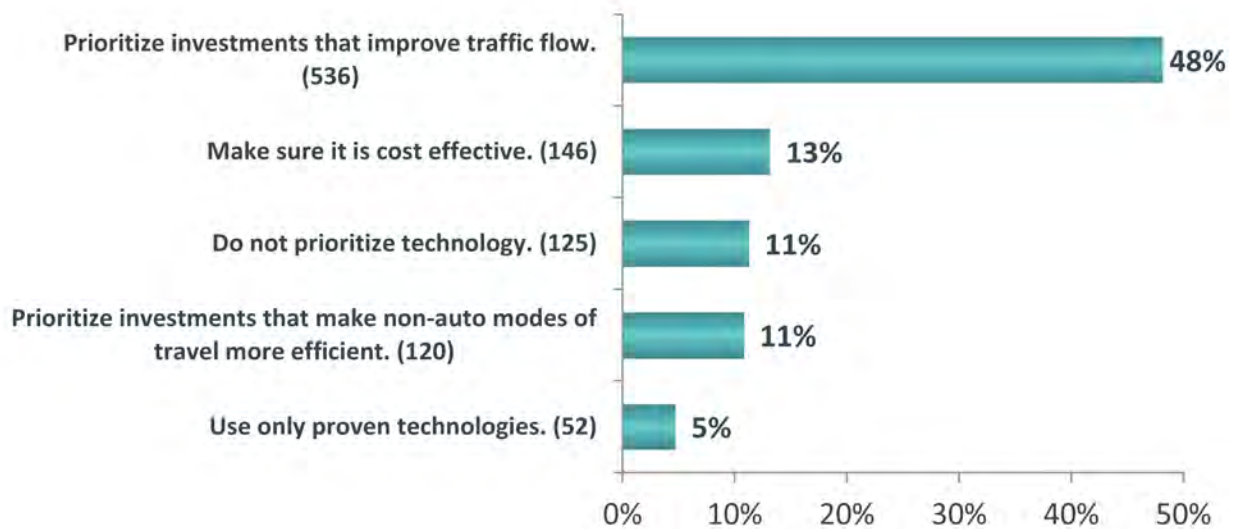
Eighty-five percent of respondents support the use of technology to wisely manage the transportation system. This is the highest rated policy area.

- Support was high for respondents located in all counties, with the highest in Multnomah at 87 percent, followed by Washington and Clackamas counties, each at 82 percent.



- A significant difference was not detected between age groups, ethnicities or education levels.

Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



Signs and reader boards on freeways are seen as expensive and useless by many respondents. Without having potential alternative routes to take with information provided, the signs provide no assistance to travelers. Many expressed an opinion that technology as a resource lacks value and the ability to significantly improve the system.

Others believe that technology that improves traffic flow is an asset and warrants investment. They support the use of smartphone applications to alert travelers regarding traffic. This option is seen as cost effective and scalable to a large audience. Improved timing of traffic signals is a revisited theme here. Some people add that pedestrian signals should make road vehicles more aware of when crosswalks are in use.

People support technology investment in this theme, but want decision making to focus on value. They are skeptical that all investments are necessary or a realistic expense. Most people prefer investment to be spent on specific areas of need, while restricting investment on overdeveloped areas. They also want established technology used, rather than investing in new, unproven technology.

There was a call for utilizing technology tools to improve transit. These respondents believe investment belongs with transit, not traffic flow. Traffic is seen as a motivation to switch to mass transit and things, such as timing traffic signals, are not useful expenditures.

**Policy 5. Invest more in providing information and incentives to expand the use of travel options?**

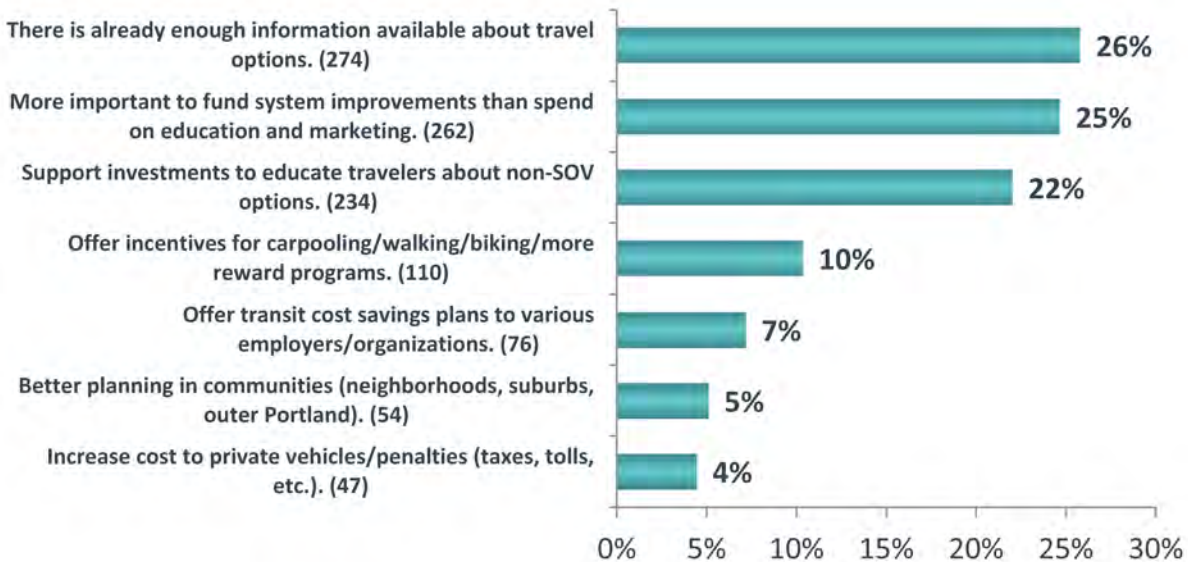
	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
<b>Yes</b>	1456 68%	992 74%	267 56%	197 58%	231 76%	1206 66%	1257 73%	115 69%
<b>No</b>	698 32%	346 26%	209 44%	143 42%	71 24%	612 34%	466 27%	51 31%
<b>No response</b>	30	21	4	5	2	28	26	3

Overall, at 68 percent, respondents were supportive of additional investment in providing information and incentives to promote alternative travel options, but less supportive of this than other policy areas



- Multnomah County residents were far more likely to offer additional support to this area, with 74 percent giving a positive response compared to 56 percent in Washington County and 58 percent in Clackamas County.
- Other groups who expressed higher support of this policy include those who are under 36 years of age (76 percent compared to 66 percent for those 36 and older) and those who have a high school diploma compared to respondents with some post-secondary education (81 percent compared to 68 percent).

Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.





**Policy 6. Implement policies to manage parking to make efficient use of land and parking spaces?**

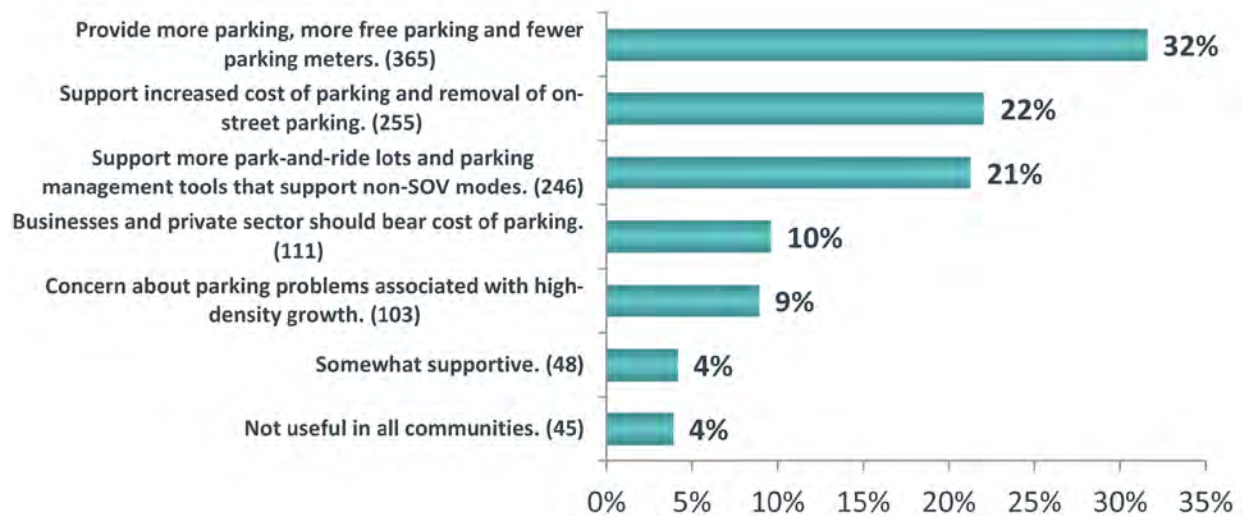
	County			Age Group		Ethnicity		
	Total	Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
<b>Yes</b>	1539 72%	993 75%	320 68%	226 67%	218 72%	1306 73%	1312 77%	110 66%
<b>No</b>	591 28%	329 25%	152 32%	110 33%	83 28%	490 28%	394 23%	57 34%
<b>No response</b>	54	37	8	9	3	50	43	2

Seventy-two percent of respondents support the implementation of parking policies.

- Multnomah County residents were more likely to support parking policies, with 75 percent providing a positive response compared to 68 percent and 67 percent of Washington and Clackamas residents, respectively.
- Significant differences were not detected between various age groups, ethnicities or education levels.



Respondents were asked what should be considered when considering implementation in this area. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



Most people desired greater efficiency from current parking options. These considerations ranged from smaller parking spaces, less/better regulated handicap spaces and extended free parking spaces. Efficiency of parking structures in particular was requested. Many want to focus on building structures taller or underground to increase capacity. Lastly, many commented that the lack of parking hurt businesses in the area. Several people mention that they explicitly avoid Portland due to parking issues.

Educating the public that parking isn't "free" was a recurring comment. People here expect the price of parking to be increased and want the removal on-street parking. They want heavy users of parking to bear the cost of parking and not have it subsidized. Having less parking and higher rates is expected to discourage vehicle traffic, which they feel will help alleviate congestion in dense areas.

Respondents see privatization as a more efficient means to provide for the area's varied parking demands. In general, having government manage this resource is not desired. As well, businesses in dense areas are expected to provide parking for their customers or suffer lower traffic from consumers. It is also generally seen as the business community's responsibility to share their parking spaces when not in use to help increase utility.

There is wide support for investment in park-and-ride lots. Many comment that the current lots are over utilized and are in need of expansion, in particular the Sunset Transit Center. The opinions are balanced between building more parking structures and adding locations. In addition, some people are concerned about safety issues and see the implementation of security guards as a necessity.

Density related issues are a primary concern for parking. Respondents requested that developers be required to provide parking for apartment complexes. The consensus was that the lack of parking at these structures only adds to on-street parking congestion and people are adamant to alleviate these issues with future planning of apartments. Many referred to Northwest Portland as the hub of future density issues.

### Transportation investment overall

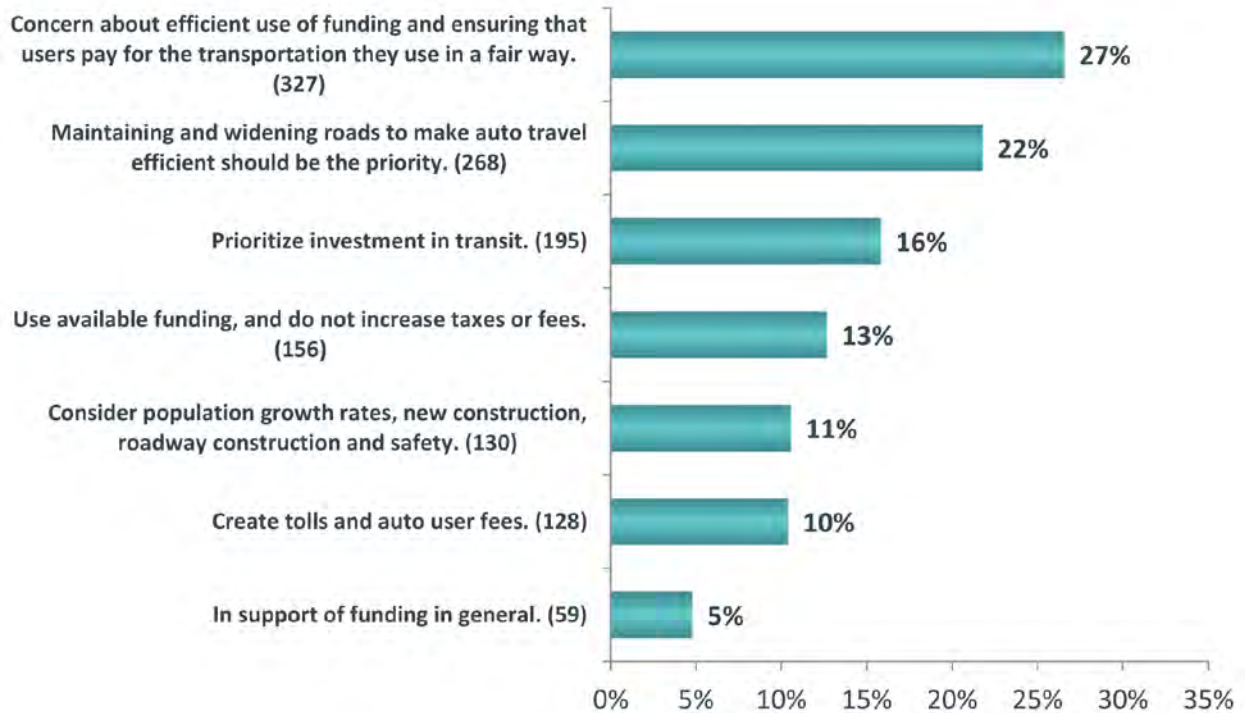
#### Policy 7. Invest more in the maintenance of existing transportation infrastructure and new improvements to accommodate a growing region?

	Total	County			Age Group		Ethnicity	
		Multnomah	Washington	Clackamas	Under 36	36 and Over	White	Non-White
<b>Yes</b>	1773 83%	1131 85%	374 79%	268 79%	259 85%	1496 83%	1485 86%	141 84%
<b>No</b>	375 17%	205 15%	100 21%	70 21%	44 15%	316 17%	235 14%	27 16%
<b>No response</b>	36	23	6	7	1	34	29	1

Eighty-three percent of respondents support investment into the maintenance of current infrastructure and planning for growth. More Multnomah County residents were supportive of funding for this policy area than other respondents (85percent compared to 79percent for Washington and Clackamas counties, respectively).



Respondents were asked what should be considered when deciding how to implement this policy. The following themes were identified and are listed in order of frequency mentioned. Note that a single response could include more than one theme and that less mentioned themes are not reflected here.



The primary issue identified when considering investing in this area was how the funds would be used and distributed among the various travel options. There is a common opinion that depending on where certain funds are collected, those funds should be earmarked for specific uses. A common example given was using gas tax monies for non-road improvements. While some did not agree with how the funds were being allocated to different programs and projects, others felt that funds were not being used wisely and questioned the management of expensive transportation projects.

Maintenance of current roadways was identified as a top priority. Respondents, with various perspectives, generally felt that road maintenance should be mandatory. Opinions began to branch, however, when discussing the need to widen or expand roadways. Many felt that investing in the transit system would serve more of the population as public transit is adopted by more residents, while others felt that additional investment should go to expanding roadways since at this time more people drive than ride transit vehicles.

When it comes to funding transportation projects many opinions were expressed. Some felt it was only fair that users pay for the maintenance and expansion of each transportation mode. This was true not only for those who thought that drivers should pay to maintain the road system but also for those who want the transit system to be more self-sustaining and to require licenses for bicycles. Concern was also expressed about the ineffectiveness of the gas tax as more and more fuel efficient vehicles are on the road.

While some respondents did not necessarily want to encourage growth in the region by making forward thinking improvements, many respondents felt improvement was necessary to maintain a workable transportation system.

## Message to policymakers

A final question gave participants the opportunity to provide one message regarding the Climate Smart strategy to policy makers. Due to the volume of responses, these results are still being compiled and will be communicated to the advisory committees and Metro Council during their deliberation process.

## Further informing implementation

The Climate Smart Strategy will be implemented through existing regional planning and decision-making processes, including Regional Transportation Plan updates, Regional Flexible Funds allocation processes, growth management decisions and corridor planning, as well as through local and state planning and decision-making processes, rather than a specific Climate Smart implementation program.

Comments received during this period will inform these implementation efforts. Project staff expects to provide more detailed information gathered during this comment period in spring 2015 to other Metro staff as well as city, county and regional agency staff and policymakers for additional consideration.

Through its planning processes, in coordination with its Equity Strategy (currently under development), Metro is committed to continue to improve its engagement practices to ensure more diverse perspectives – especially those of historically underrepresented communities – are meaningfully engaged in regional planning, decision-making, and on-going implementation activities. Future public engagement processes will be developed in coordination with Metro's diversity, equity and inclusion program and Metro's existing advisory committees, and follow the best practices and processes set out in Metro's Public Engagement Guide.

As a large portion of Metro's implementation responsibilities will be carried out through the next Regional Transportation Plan, staff will begin scoping the work plan and engagement for the next scheduled update to the RTP in 2015. The scoping effort will engage local governments, community and business leaders and the networks they represent. The update is expected to occur over multiple years in order to address federal and state planning requirements and policy considerations and engagement recommendations identified through the Climate Smart Communities Scenarios Project and the 2014 RTP update.

# Public comment notices

# Summary of recommended changes *as of Nov. 3, 2014*

This log reflects staff recommendations that are subject to review and refinement by Metro's technical and policy advisory committees. Recommendations may be changed or refined through the advisory committee and adoption process.

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

### Climate Smart Communities Scenarios Project

### Summary of Recommended Changes

(comments received Sept. 15 through Oct. 30, 2014)

The public review drafts of the Climate Smart Communities Strategy (Exhibit A), Regional Framework Plan Amendments (Exhibit B), Toolbox of Possible Actions (2015-20) (Exhibit C) and Performance Monitoring Approach (Exhibit D) were released for final public review from Sept. 15 to Oct. 30, 2014.

Metro's technical and policy advisory committees discussed and identified potential refinements to the public review materials at their October and November meetings. Public agencies, advocacy groups and members of the public submitted comments in writing, through Metro's website and in testimony provided at a public hearing held by the Metro Council on Oct. 30, 2014.

This document summarizes recommended changes to respond to all substantive comments received during the comment period. New wording is shown in **bold underline**; deleted words are ~~bold crossed out~~. Wording in unbolded underline text was included in the public review drafts of each exhibit. Amendments identified below will be reflected in Exhibits A-D to Ordinance No. 14-1346.

<b>Comments On the Climate Smart Strategy (Exhibit A)</b>					
#	Exhibit	Comment	Source(s)	Date	Staff recommendation
1	<b>Climate Smart Strategy (Exhibit A)</b>	Add a description of the Statewide Transportation Strategy and state fleet and technology assumptions included in the Climate Smart Strategy in the document to provide broader context of the relationship of the Climate Smart Strategy to state actions.	Angus Duncan, Drive Oregon	10/2/14, 10/28/14	<p><i>Amend Exhibit A as requested to add a description of the Statewide Transportation Strategy and state fleet and technology assumptions included in the Climate Smart Strategy.</i></p> <p>In addition, the Toolbox of Possible Actions identifies specific actions that the state, Metro, local government and special districts are encouraged to take to support Oregon's transition to cleaner, low carbon fuels, more fuel-efficient vehicles and transit fleet upgrades.</p>
2	<b>Climate Smart Strategy (Exhibit A)</b>	Support state efforts to transition to cleaner, low carbon fuels, more fuel-efficient vehicles and transit fleet upgrades.	Oregon Health Authority	10/7/14	
3	<b>Climate Smart Strategy (Exhibit A)</b>	Support active transportation and transit levels of investment, but deprioritize road widening and highways projects given the relative low greenhouse gas emissions reduction. Recommending \$20.8 billion of spending on road projects likely overstates the regions real road funding priority, which is fixing and maintaining existing roads, not building new or expanded roads and highways.	BTA and 45 community members	10/21- 10/30/14	<p><i>No change recommended to Exhibit. See also recommendation for Comment #15 in Exhibit B comments section.</i></p> <p>Comments 3 and 4 have been forward to the Regional Transportation Plan (RTP) project team. The next scheduled update to the RTP will provide the forum for reviewing the plan's investment priorities within the context of updated financial assumptions, a new growth forecast, updated ODOT, TriMet and local TSP priorities, new policy guidance from the state or federal level, and the more comprehensive set of outcomes the RTP is working to achieve.</p>
4	<b>Climate Smart Strategy (Exhibit A)</b>	Prioritize expanding transit and providing travel information and incentives to reduce VMT and encourage active modes.	Oregon Health Authority	10/7/14	
5	<b>Climate Smart Strategy (Exhibit A)</b>	Rather than a blanket statement of prioritizing transit, local governments within transportation corridors needs 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	City of Hillsboro	10/30/14	

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
6	<b>Climate Smart Strategy (Exhibit A)</b>	Adding High Capacity Transit (HCT) in Tigard will NOT significantly reduce congestion now or in the future.	John Smith	9/19/14	<i>No change recommended to Exhibit A .</i>  This comment has been forwarded to the Southwest Corridor project team for consideration in the planning process currently underway. SW Corridor Study recommendations will be incorporated in the Regional Transportation Plan.
7	<b>Climate Smart Strategy (Exhibit A)</b>	20% by 2035 is ridiculous too slow. We should be doing 20% by 2015. The Germans have reduced their emissions by 25%. The planet is cooking. By 2035, will we even be here? How can we speed this up? Set higher reductions.	Karen Davis	9/19/14	<i>No change recommended to Exhibit A.</i>  The Climate Smart Strategy, when implemented, will result in a 29% reduction by 2035.
8	<b>Climate Smart Strategy (Exhibit A)</b>	Adopt and implement investments and strategies that reduce per capita VMT from 130 to less than 107 miles per week.	Oregon Health Authority	10/7/14	<i>No change needed to Exhibit A.</i>  The Climate Smart Strategy as proposed is expected to achieve these VMT per capita reductions when implemented.
9	<b>Climate Smart Strategy (Exhibit A)</b>	Protect communities who live, work and attend school near highways and major roads through siting, design and/or mechanical systems that reduce indoor pollution.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit A. This comment has been forwarded to RTP project staff for consideration in the next scheduled plan update.</i>  While this is an important issue that needs to be addressed, policies and best practices should be developed through other efforts such as the Regional Transportation Plan. Noise pollution is another related issue.
10	<b>Climate Smart Strategy (Exhibit A)</b>	Commuter rail between Salem and Portland is needed; existing vanpools are not frequent enough and get stuck in traffic.	Mike DeBlasi	10/16/14	<i>No change recommended to Exhibit A.</i>  This strategy is identified in the Toolbox of Possible Actions (Exhibit B). The 2014 RTP and Oregon Statewide Transportation Strategy (STS) includes a policy to support expanded commuter rail and intercity transit service to neighboring communities. Analysis completed in 2010 as part of the High Capacity Transit (HCT) plan showed the Portland to Salem/Keizer area as the most promising of the commuter rail corridors evaluated. Responding to House Bill 2408, ODOT and other partners are currently developing proposals to improve the speed, frequency and reliability of passenger rail service in this corridor and beyond. Improvements are anticipated in the 2017-2020 time period. More information can be found at <a href="http://www.oregonpassengerrail.org">http://www.oregonpassengerrail.org</a>



**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
11	<b>Climate Smart Strategy (Exhibit A)</b>	Find opportunities to add references on the need to prepare for and adapt to the changing climate and begin work to address climate preparation at a regional level building on the Climate Smart Communities work and other work completed by the City of Portland and Multnomah County, which can be found at: <a href="http://www.portlandoregon.gov/bps/64079">www.portlandoregon.gov/bps/64079</a>	Urban Greenspaces Institute, Coalition for A Livable Future, Citizen's Climate Lobby	10/27/14, 10/30/14, 10/30/14	<i>Amend Exhibit A as follows:</i>  Include references on the expected climate impacts in Oregon and the need for both mitigation and adaption strategies. In addition, updates to Metro's Best Practices in Street Design handbooks in 2015 and the next RTP update present opportunities to further address climate preparation as it relates to transportation infrastructure. Staff will begin scoping the work plan for the next scheduled update to the RTP in 2015. The update is expected to occur over multiple years in order to address federal and state planning requirements and policy considerations and engagement recommendations identified through the Climate Smart Communities effort and the 2014 RTP update.
12	<b>Climate Smart Strategy (Exhibit A)</b>	Assure the Climate Smart Communities Strategy provides opportunity to experiment and innovate with local or supplemental transit service, such as the GroveLink service in Forest Grove.	Clackmas County Board of Commissioners	10/22/14	<i>Amend Exhibit A as follows:</i>  Clarify the transit element allows for local or supplemental service such as the South Metro Area Regional Transit (SMART) district and the GroveLink service in Forest Grove to complement regional transit service.  In this example, Ride Connection partnered with TriMet and the city of Forest Grove to operate this supplemental local service. The service need was identified through TriMet's Westside Service Enhancement Plan effort and past planning by the City of Forest Grove. TriMet will continue working with local governments, businesses and other partners to develop a SEP for other parts of the region that identify and prioritize opportunities to improve bus service as well as pedestrian and bike access to transit. SEP recommendations will be addressed as part of the next update to the RTP.  More information about the SEPs can be found at <a href="http://future.trimet.org">future.trimet.org</a>

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
13	<b>Climate Smart Strategy (Exhibit A)</b>	The Climate Smart Strategy, Toolbox, Performance Monitoring and Early actions should all be aligned to prioritize investments in transit and active transportation. These investments will have the greatest greenhouse gas emissions reductions, provide multiple social, environmental and economic benefits and have strong public support.	Transportation Justice Alliance	10/30/14	<p><i>No change recommended to Exhibits A, B, C and D.</i></p> <p>While the analysis and other national research show these investments do have the greatest greenhouse gas emissions reduction potential, provide multiple benefits and have strong public support, addressing climate change is one of six desired outcomes the region is working to achieve. The six desired outcomes are: economic prosperity, vibrant communities, safe and reliable transportation, equity, clean air and water and leadership on climate change. Therefore, the strategy, toolbox, performance monitoring and early actions include a balanced approach that implements adopted local and regional plans, and provides for locally-tailored implementation approaches.</p>
14	<b>Climate Smart Strategy (Exhibit A)</b>	Maintain an emphasis on increased highway capacity as a method of reducing greenhouse gas emissions and ensure the region has the ability to continue investing in highway capacity	Clackamas County Board of Commissioners, City of Happy Valley	10/22/14, 10/30/14	<p><i>No change recommended to Exhibit A.</i></p> <p>Increasing highway capacity alone to reduce congestion (and related greenhouse gas emissions) does not have a lasting impact on reducing greenhouse gas emissions due to advancements in fleet and technology (e.g., low carbon fuels, electric and plug-in hybrid electric vehicles) and the unintended effect of inducing additional vehicle miles traveled (called latent demand). This effect was shown in the CSC results and has been well documented through national research. More information can be found at <a href="http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf">http://www.sightline.org/wp-content/uploads/downloads/2012/02/analysis-ghg-roads.pdf</a> and <a href="http://www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf">www.arb.ca.gov/cc/sb375/policies/hwycapacity/highway_capacity_brief.pdf</a>.</p> <p>The Climate Smart Strategy includes priority street and highway investments adopted in local plans and the Financially Constrained 2014 Regional Transportation Plan (RTP) as part of a balanced approach to support vibrant communities and economic prosperity and planned development in the region's centers, corridors and employment areas.</p>

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
15	Climate Smart Strategy (Exhibit A)	Funding of the strategy needs more explanation to ensure the project meets OAR 660-044-0040(2)(i) given that the strategy relies on new investments and funding sources to meet the target. It is important for the region to not over commit funding we do not have.	City of Hillsboro	10/30/14	<p><i>No change recommended to Exhibit A.</i></p> <p>OAR 660-044-0040(2)(i) provides that “if the preferred scenario relies on new investments or funding sources to achieve the target,” then Metro shall “evaluate the feasibility of the new investments or funding sources.”</p> <p>The overall cost identified for the preferred scenario is \$24 billion over 25 years, which is \$5 billion less than the \$29 billion in funding identified in the 2014 RTP. The \$29 billion in funding identified in the 2014 RTP includes the same assumptions regarding funding sources that were adopted by JPACT and the Metro Council in 2010 for purposes of developing a funding target for the 2035 RTP. Therefore, these are not “new” funding sources, but are the same sources adopted by JPACT and the Metro Council in 2010, and again in 2014, for purposes of describing full RTP funding.</p>

**End of comments and recommended changes to Exhibit A**

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
<b>Comments on Regional Framework Plan Amendments (Exhibit B)</b>					
1	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 2, Objective 1.1.4 - revise to read " <u>Incent and</u> encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian-friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets."	Mayor Neeley, MPAC member	10/22/14	Amend as requested.
2	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 2, Objective 1.1.4 - revise to read "Encourage elimination of unnecessary barriers to compact, mixed-use, pedestrian- <u>and bicycle</u> -friendly and transit-supportive development within Centers, Corridors, Station Communities and Main Streets." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
3	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(ii) - revise to read "Makes bicycling and walking <u>the most</u> convenient <u>and</u> safe <u>and enjoyable transportation choice for short trips</u> , encourages transit use and reduces auto dependence and related greenhouse gas emissions" for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
4	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(iii) - revise to read "Provides access to neighborhood and community parks, trails, <del>and</del> walkways, <u>bikeways</u> and other recreation and cultural areas and public facilities" for consistency with 2014 RTP policy language.	Metro staff	10/22/14	Amend as requested.
5	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, page 3, Objective 1.10.(c)(iii) - revise to read "Provides access to neighborhood and community parks, trails, <u>schools</u> , <del>and</del> walkways, and other recreation and cultural areas and public facilities" to acknowledge the importance of providing access to schools.	Ruth Adkins, MPAC member	10/22/14	Amend as requested.

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
6	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 6th bullet to read, "Provide access to more and better choices for travel in this region and serve special access needs for all people, including youth, <del>elderly, seniors</del> and <del>disabled</del> people with disabilities <u>and low incomes.</u> " for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
7	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 10th bullet to read, "Make walking and bicycling <del>the most safe and</del> convenient, <u>safe and enjoyable transportation choices for short trips.</u> " for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
8	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 3, revise 11th bullet to read, "Limit dependence on <del>any single mode of driving alone</del> travel <del>and</del> <u>increasing</u> the use of transit, bicycling, walking, carpooling and vanpooling." to provide more clarity.	Metro staff	10/22/14	<i>Amend as requested.</i>
9	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 4, revise objective 2.1 to read, "Provide for reliable and efficient multi-modal <u>local</u> , regional, interstate and intrastate travel and market area access through a seamless and well-connected system of throughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities." to recognize importance of local travel and accessibility.	Metro staff	10/22/14	<i>Amend as requested.</i>
10	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, page 5, revise objective 3.3 to read, "Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low incomes, <del>children</del> <u>youth</u> , <del>elders</del> <u>older adults</u> and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities." for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
11	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 8, Objective 11.1 - Delete last bullet on demonstrating leadership on climate change given it is repetitive with the goal statement.	MTAC	10/15/14	<i>Amend as requested.</i>

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
12	<b>Regional Framework Plan Amendments (Exhibit B)</b>	Chapter 2, Page 8, Objective 11.1 - Delete reference to "regional plans and functional plans adopted by the Metro Council for local governments" because this is already defined in Chapter 8 (Implementation) of the RFP.	MTAC	10/15/14	<i>Amend as requested.</i>
13	<b>Regional Framework Plan Amendments (Exhibit B)</b>	Chapter 2, • Page 8, Objective 11.1 - Add reference to alternative fuel vehicles and fueling stations as part of supporting Oregon's transition to cleaner, low carbon fuels and more fuel efficient vehicle technologies.	MTAC	10/15/14	<i>Amend as requested.</i>
14	<b>Regional Framework Plan Amendments (Exhibit B)</b>	Chapter 2, Page 8, Objective 11.1 - Revise sub-bullet listed under 3rd bullet to read " <u>Making bicycling and walking the safest, most and convenient and enjoyable transportation choice for short trips</u> and for all ages and abilities by completing <u>gaps and addressing deficiencies</u> in the region's <u>pedestrian and bicycle networks</u> <del>of sidewalks and bike paths that connect people to their jobs, schools and other destinations;</del> " for consistency with 2014 RTP policy language.	Metro staff	10/22/14	<i>Amend as requested.</i>
15	<b>Regional Framework Plan Amendments (Exhibit B)</b>	Chapter 2, Page 8, Objective 11.2 - Policy language should be more direct and aspirational about linkages between the policies that reduce greenhouse gas emissions and Metro funding, such as the Community Development Grant Program and Regional Flexible Fund Allocation (RFFA) process. Use GHG emissions reduction as a filter for awarding funding to demonstrate leadership on climate change.	Community leaders meeting, MTAC, 1000 Friends of Oregon	10/1/14, 10/15/14, 10/22/14	<p><i>No change to Exhibit B recommended. This comment has been forwarded to the Metro staff responsible for the Community Development Grant Program (CDPG) and Regional Flexible Fund Allocation (RFFA) processes.</i></p> <p>Chapter 8 of the Framework Plan provides language linking policies and funding. Specifically Section 8.2.1 states that "In formulating the Regional Funding and Fiscal Policies, the following should be considered: (a) General regional funding and fiscal policies which support implementation of this Plan and related functional plans including but not limited to a policy requiring Metro, in approving or commenting on the expenditure of regional, state, and federal monies in the metropolitan area, to give priority to programs, projects and expenditures that support implementation if this Plan and related functional plans unless there are compelling reasons to do otherwise."</p> <p>Additionally, the Metropolitan Transportation Improvement Program 2015-18 Report states</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
					<p>“Efforts currently being undertaken at the federal level and in the... region will become policy frameworks to provide direction for future cycles of the MTIP.” Climate Smart Communities is identified as one of the policy frameworks and “The development of the next MTIP cycle will incorporate recommended strategies from the Climate Smart Communities project.”</p> <p>JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next CBDG cycle and RFFA cycle (and policy update) will begin in 2015.</p>
16	<b>Regional Framework Plan Amendments (Exhibit B)</b>	Chapter 2, Page 9, Objective 11.2 – delete bullet with reference to the Oregon Modeling Steering Committee because this seems to be unnecessary detail for a policy document.	MTAC	10/15/14	<i>Amend as requested.</i>
17	<b>Regional Framework Plan Amendments (Exhibit B)</b>	<p>Chapter 2, Page 9, Objective 11.3 – add reference to Toolbox of Possible Actions in policy statement and delete sub-bullets listing examples of possible actions because the actions are voluntary and could appear to be defacto priorities or criteria for funding eligibility. In addition, the level of policy detail for Goal 11 is much greater than other Chapter 2 goals and objectives.</p> <p>Add language to the Regional Framework Plan amendments to more clearly articulate the ability to "locally tailor" implementation tools identified in the Toolbox of Possible Actions.</p>	MTAC members, Clackamas County Board of Commissioners, City of Hillsboro, City of Happy Valley	10/15/14, 10/22/14, 10/30/14, 10/30/14	<p><i>See comment 18 and comment 19 in this section for recommended changes.</i></p> <p>For context, Chapter 2 of the Framework Plan reflects the goals and objectives included in Chapter 2 of the Regional Transportation Plan exactly, which provides less policy detail than other Framework Plan chapters. The 2018 RTP update presents an opportunity to update Chapter 2 of the Framework Plan to better match the level of policy detail contained in the other Framework Plan chapters.</p> <p>In addition, unless the Regional Framework Plan specifies that Metro require local governments to take a particular action, the RFP only directs Metro actions.</p>
18	<b>Regional Framework Plan Amendments (Exhibit B)</b>	Chapter 2, Page 9, Objective 11.3 – add reference to safe routes to school programs to list of possible actions.	Ruth Adkins, MPAC member	10/22/14	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
19	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.3 – retain but shorten the list of example actions and revise the language to read, "Encourage local, state and federal governments and special districts to take actions recommended in the <b>Toolbox of Possible Actions</b> regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as..."	MPAC members	10/22/14	<p><i>Amend as follows:</i></p> <p><u>"Encourage local, state and federal governments and special districts to <del>take</del> locally tailor actions recommended in the <b>Toolbox of Possible Actions</b> regional climate strategy to help meet adopted targets for reducing greenhouse gas emissions from light vehicle travel, including such as implement plans and zoning that focus higher density, mixed-use zoning and development near transit; complete gaps in pedestrian and bicycle access to transit; implement capital improvements in frequent bus corridors (including dedicated bus lanes, stop/shelter improvements, and intersection priority treatments) to increase service performance; adopt "complete streets" policies and designs to support all users; integrate multi-modal designs in road improvement and maintenance projects to support all users; implement safe routes to school and transit programs; prepare community inventory of public parking spaces and usage; and develop and implement local climate action plans."</u></p>
20	Regional Framework Plan Amendments (Exhibit B)	Chapter 7 (Management), page 8, to incorporate performance measures recommended to be tracked every two years as part of required reporting that responds to ORS 197.301. OAR 660-044-0040 requires that the preferred scenario include performance measures. The preferred scenario is to be adopted as part of the Regional Framework Plan, and, as a result, performance measures also need to be "adopted" as part of the Regional Framework Plan.	Metro staff in consultation with DLCD staff	10/23/14	<p><i>Amend as requested. See recommendation on comment #21 on Exhibit B in this section.</i></p> <p>Performance measures recommended to be added to Section 7.8.4 are: vehicle miles traveled; motor vehicles, pedestrian and bicycle fatalities and serious injury crashes; transit revenue hours; transit ridership; access to transit; travel time reliability; and air quality. Other performance measures, including greenhouse gas emissions, are recommended to be reported as part of federally-required updates to the Regional Transportation Plan.</p>



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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
21	Regional Framework Plan Amendments (Exhibit B)	Delete Objective 11.4 in Exhibit B and add to Chapter 7 (Management), Page 8, to add new objective that reads " <b><u>Monitor the following performance measures for Chapter 1 and 2 of this Plan as part of scheduled updates to the Regional Transportation Plan: (a) light duty vehicle greenhouse gas emissions; (b) household transportation/housing cost burden; (c) registered light duty vehicles by fuel/energy source; (d) workforce participation in commuter programs; (e) household participation in individualized marketing programs; (f) bike and pedestrian travel; (g) bikeways, sidewalks and trails completed; and (h) incident response clearance times.</u></b>	Metro staff in consultation with DLCD staff	10/23/14	<i>Amend as requested. In addition amend policy 7.8.6 to read as follows:</i>  7.8.6 Take corrective actions if anticipated progress is found to be lacking or if Metro goal and policies need adjustment. <del>in order to allow adjustments soon after any problem arises and so that relatively stable conditions can be maintained.</del>  Measures not currently monitored as part of federally-required RTP updates will be incorporated into the plan as part of the next scheduled update (due in 2018) in coordination with other performance measure updates needed to address federal MAP-21 requirements related to performance-based long-range transportation planning. In addition, this is a more appropriate location to direct monitoring and reporting on the progress of local and regional efforts to meet adopted targets for reducing greenhouse gas emissions.
22	Regional Framework Plan Amendments (Exhibit B)	Chapter 2, Page 9, Objective 11.3 - require, rather than encourage, climate responsive actions listed.	Oregon American Planning Association	10/29/14	<i>No change recommended to Exhibit B.</i>  Existing Metro functional plans, first adopted in 1996, already identify land use and transportation actions that local governments must implement that will help implement the Climate Smart Strategy. As noted, implementation of the Toolbox of Possible Actions does not mandate adoption of any particular policy or action and instead was developed with the recognition that existing city and county plans for creating great communities are the foundation for reaching the state target. Implementation actions in the toolbox are encouraged and allow local flexibility in how, when and where different actions may be applied, recognizing that some tools and actions may work better in some locations than others.
23	Regional Framework Plan Amendments (Exhibit B)	Chapter 1, larger issues of community design and jobs/housing balance appear unaddressed in the Regional Framework Plan. Opportunities for housing near job rich locations is important to reduce commute distances and demand on the region's roadways.	City of Wilsonville	10/30/14	<i>Amend Exhibit B, Chapter 1, page 10, Policy 1.10.1, as follows:</i>  "iv) Reinforces nodal, mixed-use, neighborhood-oriented <b><u>community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit and recreation, social and cultural activities.</u></b> "

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
24	Regional Framework Plan Amendments (Exhibit B)	Amend Framework Plan, Chapter 1, page 4, Policy 1.3.2(c) as follows:  Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services <u>and frequent transit service.</u> "	Staff recommendation on Comment #4 in Exhibit C section	10/30/14	<i>Amend as recommended.</i>
<b>End of comments and recommended changes to Exhibit B</b>					

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
<b>Comments on Toolbox of Possible Actions (Exhibit C)</b>					
1	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 1, implement 2040 Growth Concept and local adopted plans, under Metro actions, add an action that calls out that 2018 RTP update will be a tool to implement the Climate Smart Strategy.	1000 Friends of Oregon	10/22/14	<i>Amend as requested.</i>  This is also called out in the legislation adopting the Climate Smart Strategy.
2	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 1, implement 2040 Growth Concept and local adopted plans policy, revise language "Restore local control of housing policies and programs" to ensure that it's about achieving housing affordability, not just restoring local control. Be explicit about need for removal of statewide ban on inclusionary zoning.	Community leaders meeting, Oregon Environmental Council, 1000 Friends of Oregon, Coalition for a Livable Future, Transportation Justice Alliance	10/1/14, 10/15/14, 10/22/14, 10/30/14, 10/30/14	<i>Amend toolbox actions as follows:</i>  "Restore <b>all affordable housing tools to local governments control of to support local</b> housing policies and programs."  Policy 1.3.5 in Chapter 1 of the Regional Framework Plan encourages local governments to consider a range of tools and strategies to achieve affordable housing goals, including a voluntary inclusionary zoning policy.
3	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 1, implement 2040 Growth Concept and local adopted plans policy, too broad of a spectrum of policies have been identified in some toolbox actions. The Climate Smart Strategy should not be used as a cure all for any perceived shortcomings in the land use regulatory system - for example connection to brownfield redevelopment and removal of statewide ban on inclusionary zoning.	City of Hillsboro	10/30/14	<i>No change to Exhibit C recommended.</i>  Chapter 1 of Regional Framework Plan (Policy 1.3) includes these types of policies as ways to support implementing the 2040 Growth Concept - a key component of the Climate Smart Strategy. The toolbox actions identified are intended to support these existing policies and addresses implementation issues that have been consistently raised by community stakeholders throughout the Climate Smart Communities effort.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
4	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action to leverage Metro and the region's public investments to maintain and create affordable housing in transit-served areas.	1000 Friends of Oregon	10/22/14	<p>Amend toolbox as follows:</p> <p><b><u>"Leverage Metro and the region's public investments to maintain and create affordable housing options in areas served with frequent transit service."</u></b></p> <p>Amend Framework Plan, Chapter 1, page 4, Policy 1.3.2(c) as follows:</p> <p>Allow affordable housing, particularly in Centers and Corridors and other areas well-served with public services <b><u>and frequent transit service.</u></b></p> <p>In addition, this comment has been forwarded to staff working on Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs to further address through that work. Recommendations from these efforts may lead to Regional Framework Plan additional amendments and will be addressed in the next federally-required RTP update.</p>
5	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action to support increased funding for affordable housing, particularly along frequent transit lines.	Coalition for a Livable Future, Transportation Justice Alliance	10/30/14, 10/30/14	<p>Amend as follows:</p> <p><b><u>"Support increased funding for affordable housing, particularly along corridors with frequent transit service."</u></b></p>
6	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add new action " <b><u>Ensure major investments in transit and other community development projects are accompanied with policies that protect against economic displacement of lower-income residents.</u></b> "	1000 Friends of Oregon	10/22/14	<p><i>No change to Exhibit C recommended. See also recommendation on Comment #11 in this section.</i></p> <p>While this would address a significant implementation issue raised during the Climate Smart Communities effort, this comment has been forwarded to staff working on Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs to address. Recommendations from these efforts may lead to Regional Framework Plan amendments and will be further addressed in the next federally-required RTP update.</p>
7	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 2, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add an action to implement the 2040 Growth Concept's Climate Smart Strategies in the 2018 RTP.	Safe Routes to School National Partnership	10/28/14	<p><i>Amend as requested as follows:</i></p> <p>Add a new action that reads "<b><u>Implement the Climate Smart Communities Strategy in the 2018 RTP.</u></b>"</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
8	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 2, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, add an action to provide guidance to cities and counties on location of new schools, services, shopping and other health promoting resources and community destinations close to neighborhoods.	Safe Routes to School National Partnership	10/28/14	<i>No change recommended to Exhibit C.</i>  A significant amount of best practices and other guidance is available related to the location of new schools, services, shopping and other health promoting resources and community destinations close to neighborhoods, such as Metro's Community Investment Toolkit series, publications prepared by Oregon's Transportation Growth Management program and federal agencies. See: <a href="http://www.oregon.gov/LCD/TGM/Pages/publications.aspx">www.oregon.gov/LCD/TGM/Pages/publications.aspx</a> and <a href="http://www.epa.gov/smartgrowth/pdf/brochure_0906.pdf">www.epa.gov/smartgrowth/pdf/brochure_0906.pdf</a> for more information.
9	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 1, implement 2040 Growth Concept and local adopted plans policy, under Metro actions, revise 2nd near-term bullet to read "Expand on-going technical assistance and grant funding to local governments, developers and others to <b>advance implementation of local land use plans, and</b> incorporate..."	Metro staff	10/24/14	<i>Amend as requested.</i>
10	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 2, transit policy, revise last sub-bullet under development of TriMet SEPs to read, " <del>Consider</del> <b>Use</b> ridership demographics in service planning." This revision should be reflected in bullet under local government and special district actions.	Community leaders meeting and 1000 Friends of Oregon	10/1/14, 10/22/14	<i>Amend as requested.</i>
11	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 2, transit policy, under Metro actions, move "Research and develop best practices to support equitable growth and development..." to immediate time period.	Community leaders meeting, 1000 Friends of Oregon	10/1/14, 10/22/14	<i>Amend as requested.</i>  Work is underway as part of the Powell-Division Transit Study and Metro's Equity Strategy and Equitable Development work programs. Recommendations from these efforts may lead to Regional Framework Plan amendments and will be addressed in the next federally-required RTP update.
12	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 2, transit policy, under Metro actions, immediate term, delete 2nd bullet " <del>Consider local funding mechanism(s) for local and regional transit service.</del> " This is already listed under the first action.	City of Hillsboro	10/30/14	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
13	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, under Metro actions, add an action to implement the transit actions in the Climate Smart Strategy in the 2018 RTP.	1000 Friends of Oregon, Safe Routes to School National Partnership	10/22/14, 10/28/14	<p><i>Amend as follows:</i></p> <p>Add a new action that reads "<b><u>Implement the Climate Smart Communities Strategy transit investments and actions, including community and regional transit service plans, in the 2018 RTP.</u></b>"</p>
14	Toolbox of Possible Actions (2015-20) (Exhibit C)	Convert school bus and transit fleets to electric and/or natural gas buses to reduce greenhouse gas emissions and youth exposure to diesel and other emissions from existing fleets.	Craig Stephens, City of Wilsonville	9/18/14, 10/30/14	<p><i>Amend page 2 of the toolbox of actions to list these as possible actions in the near-term.</i></p> <p>The state mandated greenhouse gas emissions reduction target applies to vehicle weighing 10,000 pounds or less, which includes Type A-1 buses. While most SMART and TriMet buses weigh more than 10,000 pounds, the agencies are exploring and testing alternative fuel buses to assess fueling infrastructure needs and vehicle performance, maintenance and cost-effectiveness compared to the diesel buses it currently uses.</p>
15	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, add new actions: " <b><u>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 Youth Pass program, including expanding routes and frequency along school corridors.</u></b> "	Safe Routes to School National Partnership	10/28/14	<p><i>Amend existing toolbox language as follows:</i></p> <p>"Fund reduced fare programs and service improvements for <b><u>transit dependent communities such as</u></b> youth, older adults, people with disabilities and low-income families."</p> <p>Add new special district action that reads, "<b><u>Expand and sustain Youth Pass program, including expanding routes and frequency along school corridors.</u></b>"</p>
16	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 2, transit policy, add the following new actions to recognize the emissions reductions can come from electric transit vehicles or other low carbon alternative fuels: " <b><u>Support transit partners in seeking federal grant funds for electric buses;</u></b> " " <b><u>Seek increased state funding for electric buses;</u></b> " and " <b><u>Increased funding flexibility to allow for greater upfront capital spending on electric buses if those expenses are offset by operating savings.</u></b> "	Drive Oregon, City of Wilsonville	10/28/14, 10/30/14	<p><i>Amend to add the following new actions given that some transit vehicles do weigh less than 10,000 pounds:</i></p> <p><b><u>"Support transit partners in seeking federal grant funds for electric and other low-carbon alternative fuel buses;"</u></b></p> <p><b><u>"Seek increased state funding for electric and other low-carbon alternative fuel buses;"</u></b> and</p> <p><b><u>"Seek increased funding flexibility to allow for greater upfront capital spending on electric and other low-carbon alternative fuel buses if those expenses are offset by operating savings."</u></b></p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
17	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Pages 3 and 4, expand bullets on using green street design to not only call out planting trees to support carbon sequestration and using materials that reduce infrastructure-related heat gain. Add reference to green street designs for 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.	Oregon Environmental Council, Urban Greenspaces Institute, Coalition for a Livable Future	10/15/14, 10/27/14, 10/30/14	<i>No change to Exhibit C recommended.</i>  These benefits are important for the reasons stated. This comment has been forwarded to the Metro staff responsible for updating the region's best practices handbooks for street design with a recommendation to link the broader stormwater benefits of green street designs to climate adaptation strategies that will complement the greenhouse gas emissions reduction strategies identified through this project. The handbooks are scheduled to be updated in the 2015-16 time period. The update is listed as an immediate action in Exhibit C.
18	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 3, biking and walking policy, add new immediate action for local governments - " <u>Complete an inventory of sidewalk/bike lane gaps to help prioritize where limited funding could best be directed to encourage multi-modal movement.</u> "	City of Hillsboro	9/24/14	<i>Amend as follows:</i>  <b><u>"Review community inventory of sidewalk and bike lane gaps and deficiencies to help prioritize where limited funding could best be directed to encourage multi-modal movement."</u></b>  The Transportation Planning Rule and and Regional Transportation Functional Plan already require local governments to complete an inventory of bicycle and pedestrian facilities as part of their adopted local transportation system plan.
19	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 3, biking and walking policy, under Metro actions, add an action to implement the bicycle and pedestrian actions in the Climate Smart Strategy in the 2018 RTP.	1000 Friends of Oregon	10/22/14	<i>Amend as requested as follows:</i>  Add a new action that reads " <b><u>Implement the Climate Smart Communities Strategy active transportation investments and actions in the 2018 RTP.</u></b> "
20	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 3, biking and walking policy, add new Metro action: " <u>Complete a region-wide active transportation needs assessment, including needs around schools and access to transit.</u> "	National Safe Routes to School Partnership	10/28/14	<i>Amend as follows:</i>  add Metro action (near term) that reads, " <b><u>Update the Regional Active Transportation Plan needs assessment in the 2018 RTP.</u></b> "  add cities and counties action (near term) " <b><u>Conduct needs assessments for schools and access to transit during updates to TSPs and other plans.</u></b> "

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
21	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new Metro action: " <b><u>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</u></b> "	National Safe Routes to School Partnership	10/28/14	<p><i>Amend as follows, under Metro actions:</i></p> <p><b><u>"Build and monitor local and state commitment to implement the Active Transportation Plan, and Safe Routes to Schools and Safe Routes to Transit."</u></b></p> <p>Monitoring would occur through periodic updates to the Regional Transportation Plan. Funding active transportation is addressed in a separate action in the funding portion of the toolbox.</p>
22	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, add new actions to recognize potential role of electric bikes in the future: " <b><u>Simplify and clarify policy on e-bike use of bike lanes and other infrastructure;</u></b> " <b><u>Clarify that e-bikes are part of the region's active transportation strategy;</u></b> " and " <b><u>Fund pilot project to test the efficacy of e-bikes in attracting new riders.</u></b> "	Drive Oregon	10/28/14	<p><i>Amend as follows:</i></p> <p><b><u>"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;" and "Partner with Portland State University to develop a pilot project to test the efficacy of e-bikes in attracting new riders."</u></b></p>
23	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, under Metro actions, add an action to prioritize or commit regional flexible funds to active transportation.	1000 Friends of Oregon, John Carr, National Safe Routes to School Partnership, Coalition for a Livable Future	10/22/14, 10/27/14, 10/28/14, 10/30/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
24	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 3, biking and walking policy, under Metro actions, add an action to use the Climate Smart Strategy as a filter for evaluating individual transportation projects to construct or widen major roads and arterials.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>Metro does not apply a single filter to individual projects included in the Regional Transportation Plan, and most RTP projects are locally-funded and reflect locally adopted investment priorities. Adoption of the Climate Smart Strategy will incorporate reducing greenhouse gas emissions from light duty vehicles in system-level regional transportation planning and investment decisions.</p>



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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
25	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 3, biking and walking policy, include the following actions to support increased physical activity: integrate multi-modal designs in road improvement and maintenance to support all users, implement complete streets strategies and complete the active transportation network.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit C.</i>  The draft toolbox currently identifies these actions.
26	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 4, streets and highways policy, under Metro actions, delete first bullet under "Build a diverse coalition" as ensuring adequate funding for local maintenance is a local responsibility, not a Metro responsibility.	City of Hillsboro	10/30/14	<i>Amend as requested. See also recommendation on Comment #12 in this section.</i>  This amendment also applies to other references of local funding under Metro actions on Page 2, transit.
27	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 4, streets and highways policy, add " <b><u>Adopt a vision zero strategy to eliminate all traffic fatalities</u></b> " for each partner (e.g., state, Metro, local governments and special districts) to be consistent with reference in bike and pedestrian policy actions on page 3.	Community leaders meeting, Safe Routes to School Partnership	10/1/14, 10/28/14	<i>Amend as requested.</i>
28	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 4, streets and highways policy, page 5, use technology policy and provide travel information and incentives policy, and page 6 parking policy, under Metro actions, add an action to implement the actions and investments identified for these policy areas in the Climate Smart Strategy in the 2018 RTP: " <b><u>Implement the Climate Smart Communities Strategy streets and highways investments and actions in the 2018 RTP</u></b> "; " <b><u>Implement the Climate Smart Communities Strategy transportations system management investments and actions in the 2018 RTP</u></b> "; and " <b><u>Implement the Climate Smart Communities Strategy transportation demand management investments and actions in the 2018 RTP</u></b> "	Metro staff	10/24/14	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
29	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, using technology policy, add a new immediate term local government action to help implement the draft approach: <b><u>"Complete an inventory of the installed intelligent transportation systems (ITS) along arterials to help prioritize areas where limited funding could best be directed to increase roadway performance."</u></b>	City of Hillsboro	9/24/14	Amend as requested.
30	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, using technology policy, add new actions for all partners to recognize expanding role of ITS in the future: <b><u>"Pursue opportunities and funding for pilot projects that help establish the region as a living laboratory for sustainable and multi-modal ITS;"</u></b> <b><u>"Seek opportunities to leverage Oregon's road user fee pilot project to provide additional services to participating drivers;"</u></b> and <b><u>"Develop a pilot project to test wireless charging of electric vehicles, ideally encompassing both transit vehicles and passenger cars."</u></b>	Drive Oregon	10/28/14	Amend as requested.
31	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, providing information and incentives policy, add new actions to integrate promotion of efficient vehicles and fuel choices in the promotion of other travel options: <b><u>"Clarify that e-bikes are part of the regional toolkit of travel options;"</u></b> <b><u>Encourage regional carsharing services to increase their use of electric vehicles and other clean fuel alternatives;"</u></b> <b><u>"Integrate promotion of workplace charging into employer-based outreach programs that encourage transit, walking, bicycling and carpooling;"</u></b> and <b><u>"Integrate education about vehicle and fuel efficiency into public awareness strategies such as eco-driving promotion."</u></b>	Drive Oregon	10/28/14	Amend as requested.

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
32	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 5, provide information and incentives, add new action to 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.	Safe Routes to School National Partnership	10/28/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
33	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 5, provide information and incentives, add new action to link completion of transportation and parking demand management initiatives to scoring criteria for infrastructure funding opportunities, e.g., regional flexible funds, ConnectOregon, and the Oregon Statewide Transportation Improvement Program.	Safe Routes to School National Partnership	10/28/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>The toolbox already includes separate actions to link system and transportation demand management to capital investments. In addition, this comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
34	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 5, provide information and incentives, add new action on integrating use of new people mover services (Lyft, Uber, Car2Go) into urban transportation strategies.	Angus Duncan	10/2/14	<p><i>Amend as follows:</i></p> <p>add new action "<b><u>Integrate promotion of carsharing and new people mover services into employer-based outreach programs that encourage transit, walking, bicycling and carpooling;</u></b>"</p> <p>add new action "<b><u>Integrate education about carsharing programs into public awareness strategies.</u></b>"</p>
35	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 6, parking policy, fully utilize parking pricing strategies. Parking spaces are not truly "free, and pricing is one of the most effective ways to manage demand. 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.	Oregon Environmental Council	10/15/14	<p><i>No change recommended to Exhibit C. See also recommendations on Comments #36 and #37 in this section.</i></p> <p>The draft toolbox currently identifies an action to research and update regional parking policies to reflect the range of parking approaches available for different types of development. The existing action is recommended to moved to the 2015-16 time period to inform the 2018 RTP update.</p>

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
36	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, move the "near-term" action to research and update regional parking policies to "Immediate" time period. It will take time to complete the research and conduct pilot projects to inform the 2018 RTP update.	1000 Friends of Oregon	10/22/14	<p><i>Amend as requested and make the following change:</i></p> <p>move immediate action to "discuss priced parking as a revenue source" to list of near-term actions as this should be informed by the parking research conducted in the "Immediate" time period.</p> <p><i>See also recommendations on Comments #35 and #37 in this section.</i></p>
37	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, add a new action to link providing different parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing (e.g., recoup some of the private savings from providing fewer parking spaces in a development served by frequent transit service and use the savings to provide for or preserve affordable housing in the corridor)."	1000 Friends of Oregon	10/22/14	<p><i>Amend as follows:</i></p> <p>add "<b><u>and linking parking policies in mixed-use transit corridors and centers with maintaining and providing affordable housing.</u></b>"</p> <p><i>See also recommendations on Comments #35 and #36 in this section.</i></p>
38	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 6, parking policy, under Metro actions, move near-term action to "expand on-going technical assistance to local governments and others..." to immediate term.	Metro staff	10/24/14	<i>Amend as requested.</i>
39	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 7, support Oregon's transition to cleaner, low carbon fuels and more fuel efficient vehicles, move near-term action on updating development codes to encourage the installation of electric vehicle charging stations to immediate time period and revise as follows, " <b><u>Update development codes to streamline/incentivize/encourage the installation of electric vehicle charging stations and infrastructure, particularly in new buildings.</u></b> "	Technical work group member	10/9/14	<i>Amend as requested.</i>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
40	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, parking policy, add new actions to integrate electric vehicles in parking plans and policies: " <u>Join the Workplace Charging Challenge as a partner;</u> " " <u>Develop and support pilot projects and model planning approaches to encourage highly visible charging infrastructure on-street and in the public right-of-way;</u> " " <u>Develop and support "charging oases" with multiple chargers, modeled on the Electric Avenue project at Portland State University;</u> " " <u>Support efforts to future proof new developments, particularly multi-family 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.</u> "	Drive Oregon	10/28/14	<i>Amend as requested.</i>
41	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, parking policy, add a new Metro action: " <u>Convene regional transportation and planning officials to develop strategies for developing cost-effective charging infrastructure that also reinforces regional planning goals.</u> "	Drive Oregon	10/28/14	<i>Amend as requested.</i>
42	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, add new Metro actions: " <u>Increase Metro fleet use of electric vehicles, including non-passenger cars (e-bikes and utility vehicles);</u> " " <u>Expand availability of charging at Metro venues (Oregon Zoo, Expo Center, Convention Center, P5, etc.).</u> "	Drive Oregon	10/28/14	<i>Amend as requested.</i>

## Staff Recommendation on Public Comments Received for TPAC and MTAC Review

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
43	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, add new actions for all partners: " <u>Support renewal of Oregon's tax credits for charging stations and other alternative fueling infrastructure;</u> " " <u>Support legislation being promoted by Drive Oregon and the Energize Oregon Coalition to create a purchase rebate for electric vehicles;</u> " and " <u>Join Drive Oregon an Energize Oregon Coalition as a member organization and participate as an active partner in promoting electric vehicle readiness and deployment.</u> "	Drive Oregon	10/28/14	<i>Amend as requested.</i>
44	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 5, Support Oregon's transition to cleaner fuels and more fuel efficient vehicles policy, it is important to keep the region's options open to new technological advancements beyond what the state assumed in the setting the region's target. Periodic review is needed.	City of Hillsboro	10/30/14	<p><i>Amend to include a new state action as follows:</i></p> <p><b><u>"Review the state greenhouse gas emission reduction targets, including assumptions related to fleet and technology advancements."</u></b></p> <p>This reflects OAR 660-044-0035, which directs LCDC and state agencies (e.g., DEQ, ODOT, DOE and DLCD) to periodically review the targets. The first review is due by June 1, 2015.</p> <p>Updated fleet and technology information will be accounted for in future analysis to determine whether the region is on track with meeting state targets for greenhouse gas emissions reduction. The next update to the RTP (due in 2018) will reflect the updated information.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
45	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 6, funding policy, Metro should use its leadership and role as the region's MPO 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 region's desired outcomes.	Safe Routes to School National Partnership	10/28/14	<p><i>No change recommended to Exhibit C.</i></p> <p>These actions are already identified on page 6 of the toolbox.</p>
46	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 6, funding policy, under Metro actions, to include an action to prioritize active transportation and transit for funding.	Coalition for a Livable Future	10/30/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
47	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 6, funding policy, under Metro actions, to include an action to increase funding for active transportation through the Regional Flexible Fund Allocation process.	Coalition for a Livable Future	10/30/14	<p><i>No change recommended to Exhibit C. See also recommendation on Comment #15 in the Exhibit B section.</i></p> <p>This comment has been forwarded to the Metro staff responsible for the Regional Flexible Fund Allocation (RFFA) process and ODOT staff responsible for Connect Oregon and the STIP process. JPACT and the Metro Council provide policy direction for prioritizing allocation of the federal flexible funds at the beginning of each RFFA cycle. The next RFFA cycle (and policy update) will begin in 2015.</p>
48	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Page 6, funding policy, under Metro actions, focus efforts on any funding coalition on federal and state funds. Funding strategies should not include a regional tax or jeopardize local funding sources, such as the sources Washington County and its cities have developed to serve existing communities and new growth areas.	City of Hillsboro	10/30/14	<p><i>See recommendation on comment #26 in this section for recommended change.</i></p> <p>The intent of the actions in this section is for Metro and others to work together to secure adequate funding to implement adopted plans, recognizing it will take a combination of local, regional, state and federal funding sources. Metro has and continues to support maintaining local options for funding; as documented in past state and federal legislative agendas adopted by the Metro Council and JPACT. Funding efforts undertaken by Washington County and its cities are a model for other communities, and also present an opportunity for the region to show federal and state partners the efforts to fund transportation needs locally. The next RTP update will include updating the region's funding strategy, considering any new actions taken at the local, state and federal levels.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
49	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include more specific actions like sharing development of the Climate Smart Strategy with other metropolitan areas and helping build understanding of how different tools and actions work, how they can help a community achieve its vision, and how everyone needs to be part of the solution. The actions listed are primarily focused on inventories, reports and plans.	Community leaders meeting and Oregon Environmental Council	10/1/14, 10/15/14	<i>Amend as requested.</i>
50	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include using Climate Smart Strategy as a filter for Metro's land use and transportation policy and investment decisions. Add language indicating these policy and investment decisions help the region achieve the target.	1000 Friends of Oregon, National Safe Routes to School Partnership, Coalition for a Livable Future	10/22/14, 10/28/14, 10/30/14	<i>Amend as follows:</i>  <b><u>"Evaluate Metro's land use and RTP policy and investment decisions to determine whether they help the region meet adopted targets for reducing greenhouse gas emissions."</u></b>  See also recommendation on comments #20 and #21 in Exhibit B section.
51	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, expand the list of Metro actions under "Demonstrate leadership on climate change" to include an action that states <b><u>"Update the Regional Transportation Plan to implement the Climate Smart Communities Strategy."</u></b> The update represents an opportunity to update performance measures, policies and the Regional Transportation Functional Plan.	Coalition for a Livable Future	10/30/14	<i>Amend as requested.</i>
52	Toolbox of Possible Actions (2015-20) (Exhibit C)	Reduce emissions by addressing the use of gas-powered lawn mowers and leaf-blowers.	Fran Mason	9/20/14	<i>No change recommended to Exhibit C.</i>  These sources of emissions are outside of the scope of the Climate Smart Strategy.
53	Toolbox of Possible Actions (2015-20) (Exhibit C)	Require all tires be finished at the manufacturer to reduce friction.	Zephyr Moore	9/22/14	<i>No change recommended to Exhibit C.</i>  This is beyond the scope of the project.
54	Toolbox of Possible Actions (2015-20) (Exhibit C)	Page 8, demonstrate leadership on climate change policy, add a new immediate term action for each partner: <b><u>"Review the Toolbox of Possible Actions to identify actions that are already being implemented and new actions public officials are willing to commit to."</u></b>	City of Hillsboro	9/24/14	<i>Amend as requested.</i>



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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
55	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Ban wood burning and touch-and-go flight training at the Hillsboro airport to reduce exposure to particulates and leaded fuel emissions.	Gary and Ruth Warren	10/20/14	<p><i>No change recommended to Exhibit C.</i></p> <p>These sources of emissions are outside of the scope of the Climate Smart Strategy. The comments have been forwarded to City of Hillsboro staff for their consideration.</p>
56	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Do not adopt the toolbox as part of Ordinance 14-1346 to allow for more discussion and refinement of the toolbox using the technical work group. In addition, include an analysis and discussion of how the Toolbox of Possible Actions relates to the Statewide Transportation Strategy. The 8th and 9th clauses on page 3 of the draft ordinance should be amended to reflect such an effort, and the 4th "be it ordained" on Page 5 should be reworded as follows " <b><u>Metro Council directs staff to provide opportunities for further review and refinement of the Toolbox of Actions by local governments, ODOT, TriMet and other stakeholders.</u></b> "	City of Hillsboro	10/30/14	<p>Amend the 4th "be it ordained" in the draft ordinance as follows:</p> <p><b><u>"Metro Council directs staff to provide opportunities for further review and refinement of the Toolbox of Actions by local governments, ODOT, TriMet and other stakeholders as part of the RTP update."</u></b></p> <p>Consultation with DLCD and ODOT staff have confirmed the toolbox is a necessary component of the adoption package. The toolbox contains policies and strategies intended to achieve the target and is, therefore, a necessary part of the overall preferred strategy for meeting the target under OAR-660-0040(3)(c). The toolbox does not mandate local adoption of any particular policy or action, and serves as a starting point for the region to begin implementation of the CSC strategy. As such, the toolbox reflects near-term actions that can be taken in the next 5 years, recognizing that medium and longer term actions will be identified through the next scheduled update to the RTP. Staff has recommended refinements to the toolbox to respond to specific comments received during the comment period. Adoption of the toolbox directs staff to include the toolbox in the RTP appendix as a starting point for further refinement during the next RTP update. Adoption of the toolbox in Ordinance 14-1346 directs staff to incorporate the toolbox into the technical appendix of the RTP, recognizing more work is needed during the RTP update to identify medium and longer-term implementation actions. A comparison of the STS and toolbox will be developed at that time.</p>
57	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Define unfamiliar terms in the toolbox, such as Vision Zero Strategy and EcoRule, to provide more clarity on the actions being recommended.	City of Hillsboro	10/30/14	<p><i>Amend as requested.</i></p> <p>Include a glossary of terms, using the glossary in Exhibit A as a starting point.</p>

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
58	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	The toolbox should also have an action to develop new urban areas in ways that further the region's efforts in achieving greenhouse gas emissions reductions, such as planning for complete communities with walking, biking and transit options as part of concept planning to reduce or eliminate vehicle trips for every day needs (e.g., shopping, school, recreation).	City of Hillsboro	10/30/14	<i>Amend as requested.</i>
59	<b>Toolbox of Possible Actions (2015-20) (Exhibit C)</b>	Add language to the toolbox to more clearly articulate the ability to "locally tailor" implementation tools.	Clackamas County Board of Commissioners, City of Hillsboro, City of Happy Valley	10/22/14, 10/30/14, 10/30/14	<i>Amend as requested.</i>

**End of comments and recommended changes to Exhibit C**

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
<b>Comments on Performance Monitoring Approach (Exhibit D)</b>					
1	<b>Performance Monitoring Approach (Exhibit D)</b>	Use model assumptions or outputs for 2035 to define targets for purposes of monitoring and assessing whether key elements of the Climate Smart Strategy are being implemented.	Metro staff in consultation with DLCD staff	10/24/14	<i>Amend as requested.</i>  The measure and target will be reviewed as part of the next federally-required update to the RTP.
2	<b>Performance Monitoring Approach (Exhibit D)</b>	The performance monitoring should explicitly include measurement of equity outcomes. For example, share of low-income households near transit.	Safe Routes to School National Partnership	10/28/14	<i>Amend as requested.</i>  The measure and target will be reviewed as part of the next federally-required update to the RTP.
3	<b>Performance Monitoring Approach (Exhibit D)</b>	Ensure social equity 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.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D. See also recommendation on Comments #4 and #5 in this section.</i>  This project underscored the significant public health, economic and equity benefits of actions and investments that reduce greenhouse gas emissions. Metro's Equity Strategy (currently under development) and the Climate Smart Strategy Health Impact Assessment and recommendations will inform how future regional planning efforts (including RTP updates) will consider equity and public health.
4	<b>Performance Monitoring Approach (Exhibit D)</b>	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.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D.</i>  This comment has been forwarded to the Metro staff responsible for Metro's Equity Strategy (currently under development). The process has identified potential health indicators for Metro and other partners to monitor given the link between health and social equity. A baseline report and performance measures recommendations are expected in 2015.
5	<b>Performance Monitoring Approach (Exhibit D)</b>	ODOT and Metro should continue working with other State and regional partners, such as the Oregon Modeling Steering Committee and Health and Transportation Subcommittee of the OMSC, to develop tools to support assessments that measure the impact future plans have on air quality, safety, active transportation and climate change.	Oregon Health Authority	10/7/14	<i>No change recommended to Exhibit D; however amend Exhibit C, Toolbox of Possible Actions, as follows:</i>  <b><u>"Continue participating in the Oregon Modeling Steering Committee Health and Transportation Subcommittee to make recommendations to ODOT on tools and methods to support future health assessments by local, regional and state partners."</u></b>  This would be a new action for the State and for Metro. The work will continue in 2015 and 2016.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
6	<b>Performance Monitoring Approach (Exhibit D)</b>	Page 1, add transit ridership as a measure. Transit revenue hours only tells part of the story.	Community leaders meeting	10/1/14	<i>Amend as requested.</i>  This measure is currently reported every two years by Metro in response to ORS 197.301 and as part of federally-required updates to the RTP.  The measure and target will be reviewed as part of the next federally-required update to the RTP.
7	<b>Performance Monitoring Approach (Exhibit D)</b>	Page 1, add a transit affordability measure, such as tracking transit fares over time compared to inflation.	Community leaders meeting, Transportation Justice Alliance	10/1/14, 10/30/14	<i>Amend as requested.</i>  The measure and target will be reviewed as part of the next federally-required update to the RTP.
8	<b>Performance Monitoring Approach (Exhibit D)</b>	Page 1, add household housing/transportation cost burden measure to monitor housing and transportation affordability in the region and link it to a goal to reduce the percentage of cost-burdened households, by increasing affordable housing, in transit centers and corridors.	Community leaders meeting, 1000 Friends of Oregon, Oregon Environmental Council, Coalition for a Livable Future, Transportation Justice Alliance	10/1/14, 10/15/14, 10/22/14, 10/30/14, 10/30/14	<i>Amend as requested.</i>  Chapter 1, Objective 1.3.3 of the Regional Framework Plan includes a policy to reduce the share of housing and transportation cost-burdened households. This measure is currently reported as part of scheduled updates to the RTP and the Urban Growth Report. The RTP also identifies a target to reduce the percentage of cost-burdened households.  The measure and target will be reviewed as part of the next federally-required update to the RTP.
9	<b>Performance Monitoring Approach (Exhibit D)</b>	Add daily pedestrian and bicycle miles traveled or time measure, and set a target of meeting or exceeding 1.8 miles walked and 3.4 miles cycled per person per week by 2035 as projected in the Draft Approach to emphasize the health benefits. The largest public health benefits come from increases in active transportation distance and/or time.	Community leaders meeting, Oregon Health Authority, 1000 Friends of Oregon	10/1/14, 10/7/14, 10/22/14	<i>No change recommended to Exhibit D.</i>  Average daily miles of bicycle and pedestrian travel is already proposed as a measure, using model outputs to establish a 2010 baseline and 2035 target for daily bicycle and pedestrian miles traveled. This measure will be reported as part of federally-required updates to the RTP (currently every four years).  The measure and target will be reviewed as part of the next federally-required update to the RTP.
10	<b>Performance Monitoring Approach (Exhibit D)</b>	Add a measure to track regional ambient concentrations of PM 2.5 and set target to reduce to 6.41 ug/m3 or below as projected in the draft Approach analysis.	Oregon Health Authority, 1000 Friends of Oregon	10/7/14, 10/22/14	<i>Amend as requested to use model outputs to establish a 2035 target for PM 2.5.</i>  This measure is currently reported every two years by Metro in response to ORS 197.301 and federally-required updates to the RTP as part of the region's air quality conformity analysis.  The measure and target will be reviewed as part of the next federally-required update to the RTP.

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#	Exhibit	Comment	Source(s)	Date	Staff recommendation
11	<b>Performance Monitoring Approach (Exhibit D)</b>	Revise target for fatalities and serious injury crashes for all modes to be zero by 2035.	Community leaders meeting, National Safe Routes to School Partnership	10/1/14, 10/28/14	<p><i>No change recommended to Exhibit D.</i></p> <p>The target reflects targets adopted in the 2014 RTP, which calls for reducing serious and severe injury crashes by 50 percent from 2010 levels. The adopted target will be reviewed as part of the next federally-required update to the RTP and the scheduled update to the Regional Transportation Safety Action Plan in 2015-16.</p>
12	<b>Performance Monitoring Approach (Exhibit D)</b>	Add specific actions that Metro will take to incent, reward success and penalize failure in achieving progress toward meeting the adopted Climate Smart Strategy.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<p><i>No change recommended to Exhibit D. See also recommendation on comment #21 in Exhibit B section.</i></p> <p>The performance monitoring approach calls for Metro to report identified performance measures to DLCD and the region to inform policymakers on the region's progress toward implementing the Climate Smart Strategy. Chapter 7 (Management), Action 7.8.6 of the Regional Framework Plan calls for Metro to "Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment..."</p>
13	<b>Performance Monitoring Approach (Exhibit D)</b>	Set 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.	1000 Friends of Oregon, National Safe Routes to School Partnership	10/22/14, 10/28/14	<p><i>No change recommended to Exhibit D. See also Comment 12 in this section and comments 20-21 in Exhibit B section.</i></p> <p>The performance monitoring approach calls for Metro to report identified performance measures to DLCD and the region every 2-4 years to inform policymakers on the region's progress toward implementing the Climate Smart Strategy. Chapter 7 (Management), Action 7.8.6 of the Regional Framework Plan calls for Metro to "Take corrective actions if anticipated progress is found to be lacking or if Metro goals or policies need adjustment..."</p>

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
14	<b>Performance Monitoring Approach (Exhibit D)</b>	Review the indicators developed for Mosaic, the value and cost informed transportation planning tool recently developed by ODOT, to determine whether any of the quantitative and qualitative indicators are appropriate to use.	Oregon Environmental Council	10/15/14	<p><i>No change recommended to Exhibit D.</i></p> <p>Staff reviewed the Mosaic indicators, some of which are still under development by ODOT. Several Mosaic indicators are already included in the performance monitoring approach. All of the measures and recommended targets will be reviewed, and possibly refined, as part of the next federally-required update to the RTP. The next update will also address MAP-21 performance-based planning provisions and recommendations from Metro's Equity Strategy initiative. Staff will review the Mosaic indicators again at that time to determine whether additional indicators may be appropriate to use.</p>
15	<b>Performance Monitoring Approach (Exhibit D)</b>	Page 3, add public EV charging stations as measure for the policy related to Oregon's transition to cleaner fuels and more fuel-efficient vehicles	Oregon Environmental Council	10/15/14	<p><i>No change recommended to Exhibit D.</i></p> <p>Tracking the share of light duty vehicles registered in Oregon that are electric or plug-in hybrid electric is a more direct measure of Oregon's transition to more fuel efficient vehicle technologies.</p>
16	<b>Performance Monitoring Approach (Exhibit D)</b>	Page 1, adopt a measure for 20-minute neighborhood for the policy "Implement the 2040 Growth Concept and local adopted land use and transportation plans."	Oregon Environmental Council	10/15/14	<p><i>Amend as follows:</i></p> <p>Add a new measure to track the share of households living in areas with relatively good, walkable access to a mix of destinations that support a range of daily needs (e.g., jobs, retail and commercial services, transit, parks, schools). GreenSTEP estimated 26% of the region's households lived in these types of areas in 2010, and that the share of households would grow to 37% by 2035.</p> <p>The measure and target will be reviewed as part of the next federally-required update to the RTP.</p>
17	<b>Performance Monitoring Approach (Exhibit D)</b>	Page 3, develop a more specific measure for the policy area "secure adequate funding for transportation investments," such as e.g., 60% of transit needs met by 20XX, 75% of sidewalk infrastructure complete by 20XX.	Community leaders meeting, Oregon Environmental Council	10/1/14, 10/15/14	<p><i>No change recommended to Exhibit D.</i></p> <p>The performance monitoring approach includes measures to track system completeness. In addition, the next update to the Regional Transportation Plan (due in 2018) will update financial assumptions and define performance measures to track implementation.</p>

**Staff Recommendation on Public Comments Received for TPAC and MTAC Review**

#	Exhibit	Comment	Source(s)	Date	Staff recommendation
18	<b>Performance Monitoring Approach (Exhibit D)</b>	Metro should establish a public engagement process that is diverse and inclusive to oversee implementation of the Climate Smart Strategy.	1000 Friends of Oregon, Transportation Justice Alliance	10/22/14, 10/30/14	<p><i>No change recommended to Exhibit D.</i></p> <p>The Climate Smart Strategy will be implemented through existing regional planning and decision-making processes, including RTP updates, RFFA processes, growth management decisions and corridor planning, as well as through local and state planning and decision-making processes, rather than a specific Climate Smart implementation program. Through its planning processes, in coordination with its Equity Strategy (currently under development), Metro is committed to continue to improve its engagement practices to ensure more diverse perspectives – especially those of traditionally underrepresented communities – are meaningfully engaged in regional planning, decision-making, and on-going implementation activities.</p> <p>Future public engagement processes will be developed in coordination with Metro's diversity, equity and inclusion program and Metro's existing advisory committees, and follow the best practices and processes set out in Metro's Public Engagement Guide.</p> <p>Staff will begin scoping the work plan and engagement process for the next scheduled update to the RTP in 2015. The update is expected to occur over multiple years in order to address federal and state planning requirements and policy considerations and engagement recommendations identified through the Climate Smart Communities effort and the 2014 RTP update.</p>

**End of comments and recommended changes to Exhibit D**

# Community leaders meeting summary





## **COMMUNITY LEADERS MEETING SUMMARY**

October 1, 2014 | 1 to 3 p.m. | Metro Council Chamber | 600 NE Grand Avenue, Portland OR

### **BACKGROUND AND PURPOSE**

The Climate Smart Communities Scenarios Project responds to a mandate from the 2009 Oregon Legislature to reduce per capita greenhouse gas emissions from cars and small trucks by 20 percent below 2005 levels by 2035.

Working together through a four-year collaborative process, community, business and elected leaders have shaped a draft approach that meets the state mandate while creating healthy and equitable communities and a strong economy. The draft Climate Smart Strategy and implementation recommendations were released for public review from Sept. 15 to Oct. 30, 2014 at [oregonmetro.gov/draftapproach](http://oregonmetro.gov/draftapproach).

As part of the public comment period and ongoing efforts to ensure community members have meaningful opportunities to inform the regional decision-making process, Metro convened community leaders working on issues related to equity, environment, public health, housing, and transportation to discuss the draft Climate Smart Strategy and implementation recommendations for reducing greenhouse gas emissions and creating great communities.

The Oct. 1 meeting brought together community leaders who have been involved in past Climate Smart Communities engagement activities, and provided an opportunity for participants to ask questions and provide direct input on the draft strategy and implementation recommendations. The meeting also served to activate the community leaders to communicate knowledge of draft approach to their networks to encourage participation in public comment period.

A summary of the input provided at the meeting follows.

**Meeting participants:**

Samuel Diaz, 1000 Friends of Oregon  
Chris Hagerbaumer, Oregon Environmental Council  
Andrea Hamburg, Oregon Health Authority  
Duncan Hwang, Asian Pacific American Network of Oregon  
Nicole Iroz-Elardo, Oregon Health Authority  
Lisa Frank, Bicycle Transportation Alliance  
Jared Franz, OPAL Environmental Justice Oregon  
Mary Kyle McCurdy, 1000 Friends of Oregon  
Pam Pham, 1000 Friends of Oregon  
Cora Potter, Ride Connection  
Kari Scholoshauer, Safe Routes to School  
Chris Smith, Portland Transport  
Steve White, Oregon Public Health Institute  
Elizabeth Williams, Coalition for a Livable Future

**Metro Council:**

Councilor Carlotta Collette

**Facilitator:**

Noelle Dobson, Metro Planning and Development Department

**Metro Staff:**

Kim Ellis, Planning and Development Department  
Peggy Morell, Communications  
Lake Strongheart McTighe, Planning and Development Department  
Craig Beebe, Communications  
Laura Dawson Bodner, Planning and Development Department

## **WELCOME**

Metro Councilor Carlotta Collette thanked participants for their investment of time over the last two years of the project, and acknowledged the value of their feedback and outreach they've done with their networks about the project. She said the Climate Smart Communities (CSC) team produced a draft Climate Smart Strategy that is currently under public review, and is seeking additional feedback from communities. She reported the online survey received over 1,000 responses in the first two weeks of the public comment period and called on the leaders to activate their organization's networks to participate and weigh in.

## **ICEBREAKER AND INTRODUCTIONS**

Noelle Dobson introduced herself and started the meeting with an icebreaker and introductions. She acknowledged the many different Metro engagement activities that most people in the group had already participated in, including the Regional Transportation Plan, Regional Active Transportation Plan, Southwest Corridor Plan, Powell-Division Transit Project, Equity Strategy and Climate Smart Communities. She identified this group as primarily community leaders who were familiar with the Climate Smart project, and explained the purpose of the icebreaker was to highlight connections between Climate Smart and other Metro projects and programs and to acknowledge them for their ongoing participation and input on Metro's activities.

Noelle then asked participants to introduce themselves and explain why the Climate Smart work is important to them or their organizations. Comments included:

- Public health
- Work across sectors
- Multiple benefits
- Alignment with my organization's goals
- Make funding happen
- Improves how we live, work and play
- Maintain livable communities
- Accessible to all incomes and abilities
- Engage the broader community
- Create model for other regions in Oregon
- Culturally relevant outcomes
- Voice for impacted communities
- System-wide impact
- Ensure policy turns into action
- Moral imperative to address climate change
- Hear our voices
- Model of state, regional and local partnerships
- Use low-tech tools
- Align regional and local models and planning

## SETTING THE CONTEXT FOR THE MEETING

Noelle stated that the objective for this meeting was to make it easier for participants to provide comments during the public comment period, and ensure they have the information needed to do so. She asked that participants listen to each other, become familiar with the public review documents, activate their networks to weigh in, use their connections to policymakers, and strategize ways to ensure that policymakers receive community input.

Noelle reviewed the agenda and explained that the focus of this meeting would be on three components of the draft strategy: the draft toolbox of actions, the proposed monitoring approach and funding. She announced that the timeline to completion, decision-making process and next steps would be provided by Kim Ellis, the project manager. She asked that people share information with other community leaders who were not able to attend today's meeting.

**Question: Could staff provide information about the survey?** This organization sent out the link to the survey. Feedback themes included:

- What are the goals of the survey?
- How will the information be used?
- Will information be carried over into the implementation phase?
- How will the survey impact the approach chosen?

Noelle said the team would respond to questions about the survey later in the meeting.

Noelle explained that input from past discussion groups with community and business leaders has been documented in summary reports and provided to Metro's policy advisory committees and the Metro Council. The 2012 scorecard on equity, environment and public health workshops helped shape the evaluation criteria that were used in 2012-13 to assess scenarios tested to date and inform the health impact assessment completed by the Oregon Health Authority. Nicole explained the past discussions about implementation led to a reframing of the policy areas that are reflected in the draft Climate Smart Strategy under public review today. Noelle described additional public involvement opportunities the project provided in 2014 that helped to further shape the draft strategy, including an online survey, stakeholder interviews, discussion groups, public opinion research and a panel presentation at the April 11 joint meeting of the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT). This input helped inform what MPAC and JPACT recommended be included in the draft approach on May 30 and the draft toolbox of actions staff had since developed to guide implementation. Noelle also explained that in August, an early draft toolbox of actions and the draft monitoring approach were shared with Transportation Justice Alliance and their input was reflected in the public review drafts.

Noelle said that a summary of this meeting will go into the public comment record and a copy will be sent to meeting participants. She asked that organizations submit formal public

comments. All comments will be summarized into a public comment report that will be provided to Metro's policy advisory committees and the Metro Council in November.

## **OVERVIEW OF TIMELINE, DRAFT CLIMATE SMART STRATEGY AND DECISION-MAKING PROCESS**

Kim Ellis thanked everyone for their comments and involvement to date. She reviewed the project timeline and upcoming decision milestones. Kim explained that Metro is required by the Department of Land Conservation and Development (DLCD) to complete this work by the end of the year. On December 18, the Metro Council will consider recommendations on the draft approach by MPAC and JPACT. She said the Climate Smart Communities team has been working with the committees throughout this process and the last of three joint MPAC/JPACT meetings will be held in November to consider refinements based on technical committee feedback, this group's feedback and other public comments.

She described the four documents that are currently subject to public review:

1. *The Draft Climate Smart Strategy* provides an overview of the 10 policy areas. Examples include information and incentives to use travel options, expanding transit service, completing more of the active transportation network, and using technology for traffic signal timing, etc. The strategy assumes certain levels of investment from the 2014 Regional Transportation Plan (RTP), and identifies the need to secure additional funding to support implementation.
2. *The Draft Regional Framework Plan Amendments* identify refinements to existing regional policies that guide how Metro conducts land use and transportation planning and other activities. The amendments focus on integrating the key elements of the strategy and including greenhouse gas reduction as a consideration in future planning and decision-making.
3. *The Draft Toolbox of Possible Actions* identifies possible near-term actions (within the next 5 years) that the region, agencies, special districts, local governments and the state can take to begin implementation. She explained some actions are already underway, but there are also new actions partners are encouraged to consider. Kim explained the actions are intended to be a menu of options that allows local flexibility in how and when they are implemented. Actions range from advocating on legislative proposals and seeking new funding to updating parking policies and making investments to complete the active transportation network. The next Regional Transportation Plan update will build on these actions to identify medium- and long-term actions.
4. *The Draft Performance and Monitoring Approach* proposes an approach for tracking the region's progress on implementing the key elements of the strategy adopted by the Metro Council. Kim explained the intent is to build on the existing land use and transportation performance monitoring Metro is already responsible for as a result of state and federal requirements.

Kim said the process remains on track to be completed by the end of the year with a final Metro Council action scheduled for Dec. 18. She reiterated that MPAC and JPACT will be asked to make their recommendations to the Metro Council in December. The Metro Council will hold public hearings on October 30 and on December 18.

***Question: Are the comments received to date positive or negative?***

Kim responded that there is general support for the ten policy areas and for the recommended levels of investment but concern remains about funding. At the beginning of the process, there was fear around potential new regulations that might be needed to meet the target, but the analysis found the region can meet the target if we are able to fully implement adopted local and regional plans. She explained some people do not believe in climate change and others don't consider this work a priority. Kim said it has been a priority for policymakers to shape a draft approach that meets the target and provides actions that can be tailored and are flexible to support community plans and visions.

Kim noted that there is no pushback on investing in the different areas; there is a recognition the region needs to be investing more in transportation infrastructure across all policy areas. She explained that MPAC and JPACT have asked staff to identify 3-5 priority actions that Metro, local governments, special districts and the state can work on together to begin implementation in 2015 and 2016. She described the criteria identified by Metro's technical advisory committees – the Transportation Policy Alternatives Committee (TPAC) and the Metro Technical Advisory Committee (MTAC). She also explained that given the voluntary nature of the toolbox of actions, questions remain on how the region can demonstrate their commitment to each other to take action as well as demonstrate to the state that we are following through with implementation.

Kim explained that the online survey from last spring indicated that support exists for the level of investment recommended by MPAC and JPACT. Early results from the fall online survey that is part of the public comment period seem to validate this support. One of the largest concerns is policy area number 8 (securing adequate funding).

***Question: What are the demographics of survey respondents?***

Peggy Morell responded that the summary report on the public comment period will include demographic information. The survey captures age, zip code, race and gender. Questions are framed in a way that any person could answer them based on their experience living and traveling in the region, without specific knowledge of the previous project work completed to date. Peggy explained the survey addresses seven of the ten policy areas – focusing on the investment areas.

Noelle added that the team can continue to learn from community leaders about best practices for future survey development and encouraged participants to share any feedback they have on the survey design.

### **Group questions and discussion – Noelle**

Noelle introduced the discussion by asking the group to prioritize the policy areas in order to identify which ones the group will discuss in more detail in the next agenda item. She asked each person to indicate their top two choices, which she noted on the flipchart using dots.

Results:

- Policy 3: Make biking and walking (and walking to transit) safe and convenient – 6 dots
- Policy 2: Make transit frequent, accessible and affordable – 5 dots
- Policy 2 and 3: People who voted ‘on the line’ between these two policies – 4 dots
- Policy 7: Manage parking and efficient use of space – 4 dots
- Policy 10: Demonstrate leadership on climate change – 3 dots
- Policy 9: Support Oregon’s transition to low carbon fuels, fuel efficient vehicles – 1 dot
- Policy 6: Information and incentives to expand travel options – 1 dot
- Policy 1: Implement 2040 Growth Concept and Plans – 1 dot
- Policy 8: Secure adequate funding – 1 dot
- Policies 4 (Make streets and highways safe, reliable and connected) and 5 (use technology to actively manage the transportation system) received no votes

### **Comments:**

- We are really good at implementing some parts of adopted plans, and not completing other parts such as the active transportation plan.
- Technology will happen anyway, so we should focus our discussion on the other policy areas.
- The leadership in climate change policy: there is the question of who makes the decision on who gets the benefits. How can we bring more voices to the table?
- Space and compact growth need to be addressed. Parking is an inefficient use of our land. Changing policies on parking is the new frontier in land use and transportation and can leverage behavior change.
- We need to demonstrate that this is possible so others will join us – our region’s actions alone won’t make a difference.
- We should build out the full active transportation plan to realize benefits, and then focus on transit.
- Parking brings up a couple of things, including a need for the dense efficient use of urban space and a conversation on how we develop buildings.
- Vulnerable communities cannot adapt as costs continue to climb.
- Leadership on climate change policy area needs more teeth; it needs to include specific actions of what Metro is doing or will do to lead on addressing climate change.

### **OVERVIEW OF DRAFT TOOLBOX OF ACTIONS**

Kim provided an overview of the draft toolbox of actions. She explained the document contains a menu of immediate actions for the next 5 years (near term 2017-2020). She noted we are seeking actions that will advance implementation by addressing barriers. She added many are actions that local government partners and others are already taking. There are more than 200 actions listed. Feedback to date includes determining actions that will give us quick immediate

results in order to show progress, as there is a desire to go beyond what is happening already. She asked the group to identify actions that are missing and which actions are most important to their organizations and networks.

Kim asked the group to think about potential criteria for identifying priority actions. She provided these examples: (actions should) produce high return on investment (significant greenhouse gas emission reduction), provide multiple community benefits beyond greenhouse gas (GHG) reduction, be achievable although may require a political lift, and require collaboration among multiple partners. She said we need early wins as a region to move more actions forward. We need to reflect a whole range of interests while achieving climate targets.

### **Group questions and discussion**

Noelle asked the group: Which policy actions need to be elevated to the short list?

### **Comments:**

- It is not true that these have to be entirely voluntary. Metro should use as a filter its own expenditures and whether or not they achieve Climate Smart Communities goals and reduce greenhouse gases. This idea can fall under leadership in climate change and also under funding for transportation. I would like Metro to take this on as its own guiding principle.
- "Lead by example" is something that Metro could do to elevate policy actions.
- Create impact by using existing small pots of money to help achieve goals.
- Lack of brownfields development holds communities back. Brownfields are underutilized and also have equity implications. Tie underutilized parking management into brownfields redevelopment actions.
- What are near-term projections, for example, for building projects? We need to know what is available and upcoming.
- Brownfields is a priority for the City of Portland. The City is being challenged to meet industrial land supply.
- Support and restore local control of policies and programs through legislative actions. Get rid of inclusionary zoning ban, think about housing investments that will serve the people who live there, make sure there is an equitable impact.
- Equity and health benefits came up frequently, but if we cannot guarantee affordable housing it is all for not.
- This is about implementing 2040. The analysis recommends keeping the urban growth boundary (UGB) tight and building inside the boundary. This is critical to achieve this goal. When you expand the UGB, emissions increase as people drive longer distance. Help people understand the connection, that how far they drive influences climate change.
- We have to serve those who are transit-dependent. Move some of the actions from shorter term to immediate.
- Research best practices now. Do that ahead of the investments.
- Change verb from *consider* ridership demographics to *use* ridership demographics.



- Link where people are living with accessible, frequent transit.
- Under 2040, don't use the verb *support*; it is not strong enough. Language is squishy.
- Metro needs to research organizations or regions who "do it right."

**Question: how will suggestions regarding language amendments be used?**

Kim explained the public comment process, including the use of a comment log. She said that staff will make a recommendation on what to do with suggested changes. Staff recommendations are then forwarded to the technical committees for approval/recommendation to the policy committees.

**Comments:**

- We need to support local decisions while holding them to a certain standard, including housing/jobs balance and equitable development.
- Define Metro's role and include language on "Metro's job is to direct and guide."
- The goal should be to have affordable housing everywhere; the current language is unclear.
- It is a challenge getting care workers to Lake Oswego. We have an opportunity to move beyond transit shuttles. The travel burden is put on people who live far from their work. Workers need to spend less time traveling and have access to good school districts.
- Housing and transportation are symbiotic. We have to talk about both to make good decisions.
- The language we choose matters. This document looks a whole lot like NEPA. It needs to be more prescriptive. Use stronger language than *consider*.
- Increasing transit mode share is a good idea, but it will not necessarily show increased ridership. We have to make transit cost-competitive for choice riders and ridership will tell us how well the region is accomplishing that objective.
- We have a lower transit mode share now than at the beginning of the century. I would like a bigger conversation of what transit spending choices are made.

## OVERVIEW OF DRAFT PERFORMANCE MONITORING APPROACH

Noelle asked the group to offer suggestions on the monitoring document.

### Comments:

- We often speak of mode split, but the number of miles one travels actively is as important as vehicle miles traveled from a health perspective. Daily vehicle and pedestrian miles are important to track.
- Are there data points that came out of the HIAs (health impact assessments) that should be tracked? Information used was based on the travel demand model – advise Metro to track that and meet what the draft model states.
- Add household cost burden to housing *and* transportation.
- Household utility expenses should also be tracked.
- Measurement of fatalities should be called out in the walk/bike section.
- Specific measures should be tracked. Daily miles matter in biking and walking. There should be a target and a measurement of when all bike lanes and sidewalks are completed.
- Affordability is part of the transit policy but there is no measurement for it.
- Daily transit service revenue hours: ensure that they are not weighted by capacity.
- The walking/biking annual fatality target is noted as 32 and should be changed to zero.
- Kim explained the target reflects the adopted 2014 RTP target for a 50% reduction in fatalities and serious injury crashes.
- Residential units and jobs in the UGB should be broken down into sub-targets. The City of Portland talks about developing Lents or Gateway, but can use corridors to keep expanding the central city out rather than working on existing neighborhoods.
- Work went into state performance measures developed for Mosaic. Those measures could be a source for monitoring.
- “Make progress” and “Secure funding” are not measurable goals.
- The measures identified for leadership in climate change do not measure leadership; there are about process. Leadership is identifying ways to get the word out to other communities and the nation about this type of work.

## FUNDING THE CLIMATE SMART STRATEGY

Kim said the overview brochure shows a breakdown of investment levels by policy area. The recommended level of investment reflects the Constrained Regional Transportation Plan for all policy areas except for transit service, using technology and providing travel information. The recommended transit service investment level reflects what is proposed in the full 2014 RTP.

### Group questions and discussion

Peggy gave information about the online survey, saying that it addresses seven of the ten policy areas (policies two through eight). The purpose of the survey is to inform policymakers of what we have been hearing and provide an indication of what should be considered for

implementation. As of last week, there were over 1,000 responses. Peggy gave a quick overview of responses on where respondents supported more investment by policy area.

### **Comments:**

- Seeking and advocating for new, dedicated funding for active transportation is a top priority.
- Develop a carbon pricing
- Things like \$20 billion for streets and highways should be taken out. Leaders want it for other reasons, but it is not a recommendation for achieving a climate smart community. Kim responded that this project acknowledges the need to make investment in all of these areas, and policy makers are not backing away from strategically investing in streets and highways. She explained this is an opportunity to work together find revenue to advance completion of the active transportation network and expanding transit service.
- Observation on the Oregon Transportation Forum: there are no new ideas, no easy solutions.
- There is pessimism regarding funding; there is money to shore up some things without providing any new funding.
- So many funding options are constrained by constitutional amendment. Gas and vehicle taxes are for highway use and not allowed for active transportation.
- We need funding for transit operations, not for capital projects. It is much easier to get funding for capital projects than to fund what we already have.

### **Other possibilities for involvement**

Noelle reiterated that there are several ways that people and organizations can provide comments.

Craig Beebe asked that people tap their networks, reach out to members, followers, friends and request that they comment. Craig offered a media resource kit that includes links, contact info, dates, sample tweets, and other things. He requested that they contact him directly if they needed anything else.

### **CLOSING COMMENTS**

Councilor Collette thanked the group again for participating in and broadening the focus of this process.

# 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.

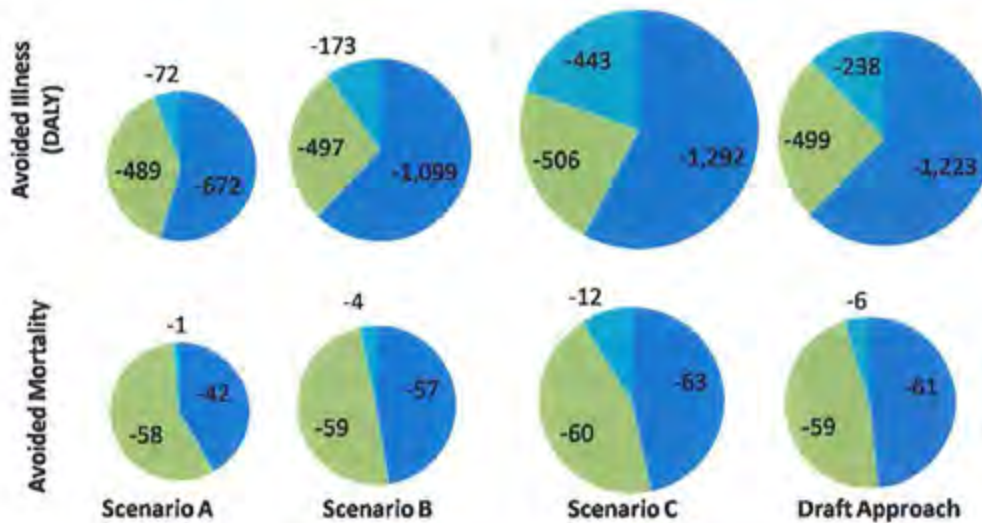
The Draft Approach is expected to result in **annual health benefits of 126 avoided premature deaths, a 1.6% reduction in diseases studied, and annual savings of \$100-125 million (2010\$) in direct and indirect costs.**



**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.

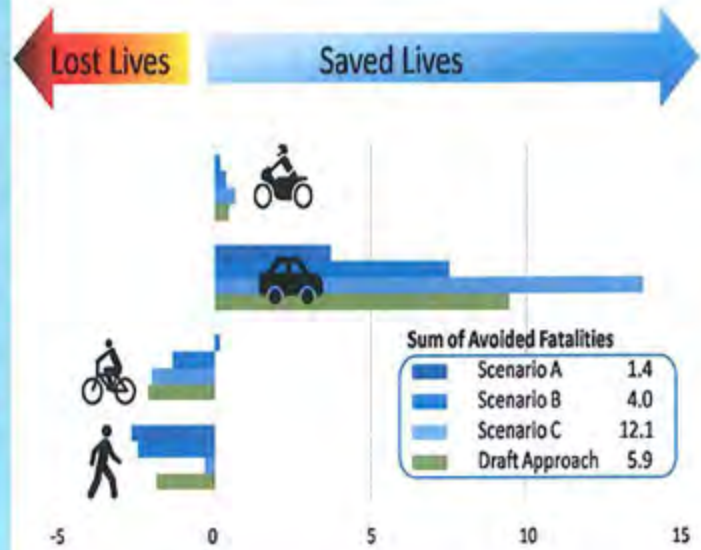


## TRAFFIC SAFETY

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/m<sup>3</sup> 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).

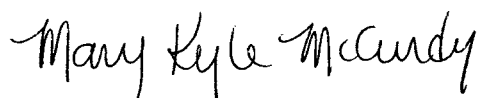
**Performance Monitoring**

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

A handwritten signature in black ink, consisting of a large, stylized 'J' and 'W' followed by a horizontal line extending to the right.

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

--



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)

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*In Livable Cities is Preservation of the Wild*



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Michelle Rudd

Chris Smith

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



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

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Teresa St. Martin

Gary Oxman

Margaret Tallmadge

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





October 27, 2014

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

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Maui, Hawaii

**Dr. Alan Yeakley**, PSU  
Environmental Sciences and  
Resources

**Lynn Youngbar**, Organizational  
Development Consultant

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.

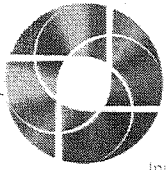
The City of Portland and Multnomah County have recently adopted a Climate Preparation Strategy and will adopt an updated Climate Action Plan this winter that will incorporate the Preparation (Adaptation) strategies as well. I am writing to urge you to expand your Climate Change agenda to incorporate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



**Drive  
Oregon**

Innovation in Electric Mobility

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'5, 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  
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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

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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 children's 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 children's 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,

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 faint, larger version of the signature.

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,

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.

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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.

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 white background.

Lori DeRemer, Mayor  
City of Happy Valley

16000 SE Misty Drive, Happy Valley, Oregon 97086  
Telephone: 503-783-3800 Fax: 503-658-5174  
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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



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**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:salmonneedshade@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](#)

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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

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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)

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

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

DISCLOSURE NOTICE: Messages to and from this E-mail address may be subject to the Oregon Public Records Law.

**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  
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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



--

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

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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  
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<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

[chris@oeconline.org](mailto:chris@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

---

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.

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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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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.

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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

---

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 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.

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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

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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. 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

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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

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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!  
Sara J.

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

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

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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

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

**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

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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:** [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.

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**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

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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.

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

---

*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

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**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

---

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

---

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

---

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:** [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

---

*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

---

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.

Regards;  
Jeff Barna

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

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.

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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

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

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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.

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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.

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

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

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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

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

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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.

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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.

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.*

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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.

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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.

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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.

--

"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.

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--

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.

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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

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

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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

---

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

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

Stay in touch with news, stories and things to do.

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

**Metro Council President**

Tom Hughes

**Metro Council**

- Shirley Craddick, District 1
- Carlotta Collette, District 2
- Craig Dirksen, District 3
- Kathryn Harrington, District 4
- Sam Chase, District 5
- Bob Stacey, District 6

**Auditor**

Suzanne Flynn

# MAKING A GREAT PLACE

