

DOC. DATE	TITLE	TO	FROM	ORGANIZATION	EMAIL	PAGE NO.
11/13/2014	Attachment to public record: Letter of support for the Climate Smart Communities Strategy / left out of Master Record, 11/21/14 Transportation Policy Alternatives Committee (TPAC) meeting packet	Metro Council	Corky Collier, Executive Director	Columbia Corridor Association	corky@columbiacorridor.org	1
11/17/2014	Attachment to public record: updated memo - CSC Scenarios Project: TPAC Recommendation to JPACT Requested / left out of Master Record, 11/21/14 Transportation Policy (TPAC) meeting packet	TPAC members and alternates, and interested parties	Kim Ellis, Principal Transportation Planner	Metro	kim.ellis@oregonmetro.gov	2

# COLUMBIA CORRIDOR

A S S O C I A T I O N

13 November 2014

Dear Metro Council:

The Columbia Corridor Association wishes to express our support for the overall Climate Smart Communities Strategy under consideration by the Metro Council with the caveat that freight mobility be improved. Our association understands and appreciates the forward looking vision of this strategy to reduce greenhouse gas emissions in the region through its support of the local and regional plans already in place to create healthy communities and a strong economy. We are encouraged to see the analysis shows the return on investment in these plans will be significant in terms of saving businesses and households money and helping people live healthier lives. By insuring good freight movements for our expanding manufacturing industry, the return on investment will increase and we'll be in a better position to invest in Climate Smart strategies.

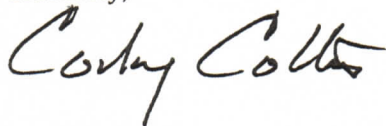
The Columbia Corridor is the single largest industrial area in Oregon, covering 28 square miles. It offers attractive business locations with access to residential neighborhoods, freeways and the largest inventory of industrial facilities in the region. Its dynamic mix of more than 2,000 businesses employing 60,000 people is a vital component to the economic health and vitality of the greater Portland metropolitan region.

The Columbia Corridor Association strongly supports those initiatives that increase transit access to jobs in the Columbia Corridor, as this is essential for retaining and growing our workforce. We believe the Climate Smart Communities Strategies achieves that end with its recommendation to increase investment in the region's transit system. We also want to express our support for the transportation system management strategies recommended to improve traffic flow and reduce delay on the region's freight corridors and most heavily-traveled streets and highways – several of which are located within the Columbia Corridor. Together, both strategies help maximize the existing transportation system by managing congestion and facilitating the movement of employees and freight to, from and throughout the region.

The Climate Smart Communities Strategy not only recognizes the need for increased investments to manage congestion and provide more travel options that connect the region's workforce to jobs, but makes the case for regional partners – public, private and nonprofit – to work together to identify and secure the transportation funding needed to implement the local and regional priorities identified by residents of the region as essential to their quality of life.

We look forward to working with Metro and other partners to secure the final adoption of the Climate Smart Communities Strategy and the funding needed to realize our community and regional visions.

Sincerely,



Corky Collier  
Executive Director



DATE: November 17, 2014 - **UPDATED**

TO: TPAC members and alternates, and interested parties

CC: MTAC members and alternates, and interested parties

FROM: Kim Ellis, Principal Transportation Planner

SUBJECT: Climate Smart Communities Scenarios Project: TPAC Recommendation to JPACT Requested

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## PURPOSE

At the Nov. 21, 2014 meeting, TPAC will be asked to provide a recommendation to the Joint Policy Advisory Committee on Transportation (JPACT) on Ordinance No. 14-1346B. The adoption package includes the following components:

### **Ordinance No. 14-1346B** *(Nov. 14, 2014)*

#### **Staff report to Ordinance No. 14-1346B** *(Nov. 12, 2014)*

- **Exhibit A – Draft Climate Smart Communities Strategy** *(Sept. 15, 2014, as amended by Exhibit E; an updated draft will be available on Dec. 1)*
- **Exhibit B – Draft Regional Framework Plan Amendments** *(Nov. 14, 2014, as amended by Exhibit E)*
- **Exhibit C – Draft Toolbox of Possible Actions** *(Nov. 17, 2014, as amended by Exhibit E)*
- **Exhibit D – Draft Performance Monitoring Approach** *(Nov. 17, 2014, as amended by Exhibit E)*
- **Exhibit E – Summary of Recommended Changes** *(Nov. 14, 2014)*
- **Exhibit F – Short List of Climate Smart Actions For 2015 and 2016** *(Nov. 3, 2014)*

#### **Attachments to Staff report to Ordinance No. 14-1346B**

- **Attachment 1** – TPAC/MTAC recommended inputs to reflect May 30 MPAC/JPACT Draft Approach *(June 20, 2014)*
- **Attachment 2** – Key Results *(Sept. 12, 2014)*
- **Attachment 3** – Public Engagement Report *(updated Nov. 12, 2014)*

On November 19, MTAC identified additional fine-tuning amendments to the adoption package and requested additional time for review of the materials, thereby deferring the committee's final recommendation to the Metro Policy Advisory Committee (MPAC) to the Dec. 3.

## RECOMMENDATION TO JPACT REQUESTED

Recommendation to JPACT to recommend Metro Council adoption of Ordinance 14-1346B and its components, including the additional amendments identified by MTAC on Nov. 19.

## PROPOSED DISCUSSION ITEMS

Exhibit E summarizes comments and recommended changes to the adoption package. On Nov. 7, JPACT and MPAC directed staff to continue working with TPAC and MTAC to fine-tune the adoption package for consideration by the policy committees in December.

Implementing that direction, staff recommends the following comments be further discussed prior TPAC making a recommendation to JPACT:

### Discussion item #1 - Comments on Exhibit B (Regional Framework Plan amendments)

- Comments 17-21 and Comment 25 related to new Goal 11 in Chapter 2 of the Regional Framework Plan (*See pages 12-13 and page 14 of Exhibit E for recommended changes*)

### Discussion item #2 - Comments on Exhibit C (Toolbox of Possible Actions)

- Comment 56, 59-61, related to adoption of the toolbox and ensuring language in the toolbox and ordinance adequately conveys the local control and flexibility intended, and that the toolbox is expected to evolve and change over time to reflect new information and approaches to reducing greenhouse gas emissions. (*See pages 8 and 30-32 of Exhibit E and pages 4-5 of the Ordinance for recommended changes*)

### Discussion item #3 – Additional fine-tuning amendments identified by MTAC on Nov. 19

#### 1. Draft Climate Smart Communities Strategy and overall adoption package

- i. Replace references to “Draft Approach” and “preferred approach” with “Climate Smart Communities Strategy.”

#### 2. Draft Ordinance (Exhibit C – dated Nov. 14, 2014)

- i. Amend 4<sup>th</sup> Whereas on page 1 as follows: “...the JTA included ~~\$857~~ \$960 million...”
- ii. Amend 2<sup>nd</sup> Whereas clause on Page 3 as follows: “*WHEREAS, the draft approach accommodates expected growth, ~~exceeds meets~~ the state mandate, and relies on implementing adopted local and regional land use and transportation plans;*”
- iii. Amend 6<sup>th</sup> Whereas clause on page 4 as follows: “*WHEREAS, MPAC and JPACT agree updates to local comprehensive plans and development regulations, transit agency plans, port district plans and regional growth management and transportation plans present continuing opportunities to consider implementing ~~the actions recommended in the~~ toolbox ~~actions~~ in locally tailored ways;*”
- iv. Add a sentence to paragraph 4 (after “be it ordained”) that reads, “*Toolbox actions are not mandatory but, rather, are intended to provide guidance to state, regional and local governments and be tailored to meet individual jurisdiction’s needs.*”

#### 3. Regional Framework Plan Amendments (Exhibit B – dated Nov. 14, 2014)

- i. Chapter 2, page 3, amend the last bullet as follows: “...*providing for the movement of people and goods through an interconnected system of ~~streets~~, highway...*”
- ii. Chapter 2, page 5, amend Objective 3.3 to remove redundant language “...*people with low income...*” is stated twice.

4. **Toolbox of Possible Actions** (Exhibit C – dated Nov. 17, 2014)

- i. *To eliminate repetition and clarify approach to further implement the strategy in next RTP update . . . delete the actions “Implement in the Climate Smart Communities Strategy . . . in the RTP” throughout the toolbox, and replace with a new action under Metro near-term actions on page 11 in the “10. Demonstrate leadership on climate change,” policy area that reads, “[Review and evaluate CSC investments and actions for adoption in the 2018 RTP.](#)”*
- ii. *As an immediate action, include a focus on funding the adopted RTP . . . On page 9, “8. Secure adequate funding for transportation investments,” Immediate Metro actions, “Build a diverse coalition that includes elected officials and community and business leaders at local, regional and state levels working together to:” ADD a new bulleted action that reads “[Seek and advocate for funding the adopted RTP.](#)”*

In addition, members will be provided an opportunity identify other comments or adoption package components for discussion prior making a recommendation to JPACT. Members are requested to bring paper copies of any proposed amendments or changes for the record and to help with the discussion.

**NEXT STEPS**

On November 21, TPAC will be asked to make a recommendation to JPACT. MTAC may recommend additional fine-tuning amendments based upon further review on December 3. MTAC’s final recommendation will be forwarded with TPAC’s recommendation to both MPAC and JPACT for their consideration in December.

Final adoption materials reflecting TPAC and MTAC’s final recommendations will be emailed to the Metro Council and both policy committees on December 3. The Metro Council will have an opportunity to review the TPAC and MTAC recommendations at a work session on Dec. 9. MPAC and JPACT will be asked to make final recommendations to the Metro Council on adoption of Ordinance 14-1346B on Dec. 10 and 11, respectively. The Metro Council will hold a second public hearing and consider the MPAC and JPACT recommendations on Dec. 18, 2014.