

a low-carbon future is a livable future

“What we do in the next two or three years will determine our future.”

— Dr. Rajenda Pachauri, Chair of the Intergovernmental Panel on Climate Change
in reference to the immediate need to reduce greenhouse gases contributing to global warming.

By Jill Fuglister, CLF Co-Director

As Dr. Pachauri's quote indicates, there is a growing sense of urgency to immediately shrink our carbon footprint. The naysayers have been discredited by an overwhelming body of scientific evidence that human activity is warming Earth's temperatures—namely in the form of carbon dioxide emissions. In the past year, we have seen a tremendous groundswell of action in response to this crisis.

The implications of global warming caused by our “high-carbon” way of life are far-reaching. The biggest impacts over the years ahead will fall on those who can least afford them—the poorest of our brothers and sisters on the planet. Addressing global warming is not just about environmental sustainability, it is also about social equity.

What measures are we taking to rein in our high-carbon ways and secure our future? Most of the action has focused on the supply side of the equation: clean energy and increasing energy efficiency. States throughout the U.S. and some

local cities are leading the charge in adopting carbon reduction goals and implementing policies to curb carbon emissions and prepare for the impacts of global warming.

World leaders just met in Bali to launch a series of negotiations over the next two years aimed at establishing a new international agreement on global action to address climate change after 2012, when the Kyoto Protocol expires. Ultimately, leaders at the conference were able to hammer out an agreement on a “roadmap” to future negotiations, despite the fact that the Bush administration made it clear that under its leadership, the U.S. would not accept global emissions caps. The good news is that we have a presidential election coming up, which will bring new leadership in the White House. With the right change, we have the possibility of getting strong, forward-thinking measures adopted at the end of the two-year negotiation period.

Controlling carbon emissions on the supply side of the equation must be balanced by a reduction

➤ [Low-Carbon Future, continued on p.13.](#)

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How we design our communities has a tremendous impact on greenhouse gas emissions.
Photo © D. Eisenbeis, 1,000 Friends of Oregon

From Words to Action...

Is there something in this journal that intrigues or inspires you?

Did you learn something that made you want to do something about it?

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Connections is the journal of the Coalition for a Livable Future. CLF unites over 90 diverse non-profits and businesses and hundreds of individuals to promote healthy and sustainable communities. By connecting issues, people and organizations, CLF empowers communities to take action together and shape the big decisions affecting the Portland region's future.

In 1994, the Coalition was created by a diverse group of Portland area non-profit leaders who recognized that the challenges they were working on individually in different communities across the metropolitan area were connected. Realizing this interdependence, they came together to educate each other and work cooperatively to create a more sustainable future for the region.

WHAT WE DO:

COORDINATE *Coordinate the work of our member organizations across disciplines to be more effective and to avoid working at cross-purposes*

RESEARCH *Develop cutting-edge research to empower our partners with the information they need to act*

EDUCATE *Educate the public about current issues and solutions to community challenges; engage residents in shaping decisions about our region's future*

ADVOCATE *Provide leadership and informed recommendations that recognizes the big picture to impact public policy decisions*

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The Benefits of Joining a Coalition — By joining the Coalition, you help create a stronger, collective voice for a just, sustainable region. A diverse membership allows us to understand each other's issues and concerns, to find common ground and to share resources and information.

Individual Membership — While only organizations, businesses and government agencies can be voting members, individual members play a very important role as our advisors and supporters. You can participate in any of our task forces, committees, and working groups. A donation of \$40 or more will open the door for a just and sustainable society and you will receive a subscription to the *Connections* Journal, discounts on our special events, and invitations to participate in our work.

Business, Government and Organizational Membership — Increasing our impact means increasing our intelligence. Community organizations, businesses and government agencies are invited to join the Coalition. We offer a variety of membership levels to suit the needs of your organization. Our voting members are the core of the Coalition, carrying out our policy work and participating most actively. Members at all levels are invited to participate in task forces, working groups, member meetings and CLF events such as the Regional Livability Summit.

How to Join — Use the enclosed envelope to join CLF by making a tax-deductible contribution. If you'd like your organization or business to become a member of the Coalition, contact us at 503-294-2889 or info@clfuture.org and ask for a membership information packet. Packets are also available online at www.clfuture.org/involve/join.



CLF Board Member Kelly Rodgers

Kelly Rodgers is a sustainability planner and designer at David Evans and Associates in Portland, Oregon, a multi-disciplinary firm whose portfolio includes planning, designing and building green infrastructure systems. She brings over 10 years of experience working in sustainable and community planning and design, including experience with urban stormwater management planning and facilitating community design. Her research and experience in sustainable urbanism has led her to give several public lectures in the United States and Canada on community participation in urban watershed management and on European models of ecological design.

Prior to working at DEA, Kelly worked in the Renewable Power Program at Portland General Electric, as a City Planner for the City of Portland, as well as holding the Paul Gerhardt, Jr. internship at 1000 Friends of Oregon. In 1999, Kelly founded and was president of Urban Water Works, a non-profit organization that brings artists and scientists together to restore water in urban landscapes. In 2004, she was a founding member of Community Studio, which was conceived as a means for design students to provide planning and design services to community organizations who would otherwise be unable to afford these services.

Kelly graduated as a Master of Landscape Architecture from the University of British Columbia and studied at Wageningen University in the Netherlands. She was the 2005 ASLA Student Community Service Award winner with Community Studio at UBC. Kelly graduated with an Urban and Regional Planning degree from Miami University of Ohio in 1995.

Ever since encountering the Coalition for a Livable Future in 1995, when she was an intern at 1000 Friends of Oregon, Kelly has supported the vision and efforts of CLF. She strongly believes in a comprehensive, integrated and coordinated approach to urban livability issues in the Portland area. As a board member, Kelly is excited to be working with a diverse and pro-active organization.



Oregon and Global Warming: In the Absence of Federal Action, States Make Their Move

By Sallie Schullinger-Krause, Program Director, Oregon Environmental Council

In February of this year the Inter-governmental Panel on Climate Change issued its starkest assessment to date. The consensus-driven body of international scientists found that there is over a 90% probability that the Earth's warming over the last two centuries is driven by human activity—primarily in the form of the combustion of fossil fuels and subsequent release of greenhouse gas emissions.

In June, polar bears were listed as an endangered species due to loss of habitat. Not surprisingly, a few months later in September, Arctic researchers found that multi-year pack ice was down to a record low, opening the long-coveted Northwest Passage in the upper reaches of Canada; one researcher believes that an ice-free Arctic by 2030 is not unreasonable to expect. More recently, in November, another storm of epic proportions forced the relocation of 650,000 Bangladesh villagers as flooding inundated the low-lying river delta country.

Closer to home here in the Northwest, there is evidence that the number of seasonal wildfires of increasing intensity are on the rise; higher river temperatures threaten the survival of long-endangered species like several runs of salmon in Idaho and Oregon; glaciers across Oregon are receding rapidly with subsequent consequences for salmon, hydro-electricity and agriculture; Oregon's burgeoning wine industry is at risk with a potential decrease in production due to hotter climates in the Northwest.

As the signals to dramatically reduce global warming pollution mount almost on a daily basis, action on a national scale is stalled, in part due to the Bush administration's continued refusal to consider anything but the most rudimentary voluntary measures and in part due to a stalemate in Congress over a renewable energy standard, increased CAFE standards¹ and shifting subsidies away from the fossil fuel industry to clean, renewable sources of energy like efficient wind power and solar energy.

At first blush the potential for substantive global warming policies looks rather bleak. Yet for all the wavering in D.C., there is good news coming out of the states. Faced with mounting public concern over global warming, the prospect of business-as-usual national policies and immediate global warming impacts to their own economies, states are stepping in to take leadership roles by enacting their own stringent greenhouse gas reduction measures. There's more. Not satisfied with individual state policies, regional partnerships have also been formed—first the Regional Greenhouse Gas Initiative by nine Northeastern states, followed by the Western Climate Initiative and now most recently an announcement from Midwest governors that signals their intent to pursue a similar agreement.

The most obvious and recognizable example of a state taking matters into its own hands is California. With a long history of precedent-setting environmental protection, California is responsible for a recent spate of new, groundbreaking legislation like the Pavley Tailpipe Emissions Standards, Assembly Bill 32 and a Low Carbon Fuel Standard. And while California has certainly set the pace, there are other less flashy examples of state climate leadership of which Oregon is one. Oregon began to take its own quiet steps to address global warming 15 years ago. In 1992, the Oregon State Legislature established a benchmark level for greenhouse gas emissions to not exceed 1990 levels. Five years later, another global warming law was passed, the first of its kind, that required utilities and other large energy users to offset emissions from new power plants, enabling them to achieve emissions levels comparable to 20 percent below the most efficient combined cycle gas turbine facility.

Fast forward to 2003 when Governor Ted Kulongoski joined with Governor Gray Davis of California and Governor Gary

Burning one gallon of gasoline puts 19.4 pounds of CO₂ into the atmosphere, or just under one pound per mile for the average U.S. passenger vehicle.

U.S. EPA. "Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle." 2005 www.epa.gov/otaq/climate

Carbon dioxide (CO₂) is the most significant greenhouse gas produced by human activities, primarily through the combustion of fossil fuels. Its concentration in the Earth's atmosphere has risen by more than 30% since the Industrial Revolution.

www.eoearth.org

Locke of Washington to form the West Coast Governors Global Warming Initiative, an agreement that committed the

partners to seek solutions to global warming and complementary measures that could be implemented on a regional basis. Soon after, Governor Kulongoski appointed the Oregon Global Warming Advisory Group, a team of diverse stakeholders from around the state, and charged it with setting carbon reduction goals and developing a state plan to meet those goals. Released at the end of 2004, the Oregon Strategy for Greenhouse Gas Reductions was the result of a year-long process and made over 70 recommendations in the energy, transportation, land-use planning and waste management sectors for initial carbon reduction.

Oregon Greenhouse Gas Reduction Goals

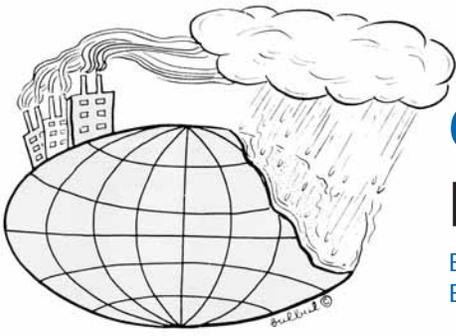
By 2010, arrest the growth of greenhouse gas emissions and begin a downward trend to the benchmark level of 1990 levels;

By 2020, reduce emissions to 10% below 1990 levels;

By 2050, reduce emissions to at least 75% below 1990 levels.

Adopted by the Oregon legislature in 2007.

¹The Corporate Average Fuel Economy (CAFE) standards are federal regulations intended to improve the average fuel economy of cars and light trucks sold in the U.S.



Climate Change and Public Health: Risks and Responses

By Melvin Kohn, MD MPH, State Epidemiologist, Office of Disease Prevention and Epidemiology, Oregon Department of Human Services Public Health Division

Transportation accounts for approximately 1/3 of our greenhouse gas (GHG) and CO₂ emissions, with personal vehicle use representing 60% of those CO₂ emissions. Transportation is also the fastest-growing CO₂ source in the U.S.

— U. S. EPA. "Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle." Washington, DC: U. S. Environmental Protection Agency. 2005.

When viewed in total, the evidence on land use and driving shows that compact development will reduce the need to drive between 20 and 40%, as compared with development on the outer suburban edge with isolated homes, workplaces, and other destinations.

— Burer, M.J., Goldstein, D., and Holtzclaw, J. "Location Efficiency as the Missing Piece of The Energy Puzzle: How Growth Can Unlock Trillion Dollar Consumer Cost Savings." Washington, D.C., August 2004.

Anyone who has seen the beautiful display of desert flowers in the spring knows that the desert responds dramatically to a little rain. Between 1991 and 1993, the normally arid "Four Corners" area shared by New Mexico, Colorado, Arizona and Utah experienced an enormous increase in rainfall. The desert responded with an abundant harvest of pinyon nuts and other fruits and seeds, which in turn supported a 20-30-fold increase in the deer mouse population of the area.

While deer mice are cute, furry little creatures that play an important role in the food chains of certain ecosystems, unfortunately in the Four Corners area in 1993, they also frequently carried hantavirus which, when inhaled by humans, can kill. Experts believe that the dramatic change in rainfall patterns during this three-year period led to the Four Corners hantavirus outbreak which killed 26 people in the summer and early fall of 1993.



Deer mice may carry hantavirus, which can kill humans. In 1993 changes in rainfall patterns caused a rapid deer mouse population growth which led to an outbreak of hantavirus in humans.

Human health is intimately connected to the environments in which we live. The impressive gains in life expectancy for the U.S. over the last hundred years are largely due to changes in our physical and social environment, such as better sanitation, improved nutrition, and less crowded living conditions. The Four Corners hantavirus outbreak story is an example of the interconnectedness between human health and environmental health, demonstrating how climate change fits into the picture. In this localized case, a big increase in rainfall led to a local outbreak. Now, consider this scenario at the global scale in the context of greenhouse gas-induced climate change: dramatic changes to environments in all communities everywhere followed by the emergence of new human health risks.

What are some of the health threats we can expect because of climate change?

- Climate changes will likely bring more frequent and more severe heat waves, which can kill. For example, the week-long 2003 heat wave in Europe is estimated to have killed 30,000-60,000 from heat stress and cardiovascular failure.
- Severe weather events, such as hurricanes, forest fires and flooding, are likely to become more frequent. These events can cause injuries and deaths.
- Air pollutants related to greenhouse gas emissions and elevated temperature, such as ozone and particulates, are potent triggers for asthma attacks and can exacerbate heart and lung disease.
- Several plant species that cause allergies, such as ragweed and poison ivy, grow particularly vigorously and may produce especially potent allergens when they grow in warm environments with excess carbon dioxide, as will be produced by global warming.
- Changes in the availability of water will change the distribution of important disease vectors, such as mosquitoes and rodents, which is likely to change the global distribution of diseases like malaria, dengue fever, and hantavirus.
- Waterborne disease outbreaks are often linked with severe flooding because surface water sources of drinking water get contaminated by runoff. Outbreaks of diseases like cholera, cryptosporidiosis and campylobacteriosis are likely to be more common as a result of more frequent flooding.
- In some areas changes in climate will make the environment inhospitable for traditional crops, while other areas that have not traditionally been agricultural regions, such as the far north, may become suitable for growing crops. These changes will radically alter patterns of food growth and distribution. When coupled with the high cost of fuel needed to transport crops from these new growing areas to population centers, there is the potential for serious food shortages in our current population centers.



- Changes in water availability will likely lead to migration of people reminiscent of the dust bowl refugees from the 1930s. The population movement and economic dislocation that result have the potential to increase family violence and suicide.
- As we are learning from Hurricane Katrina, mental health problems are some of the most long-lasting effects of disasters. The extreme weather events and social dislocation caused by climate change are likely to have important repercussions for mental health.

The health consequences of climate change provide yet more impetus for reducing greenhouse gas emissions. Electricity use and combustion for transportation are the two largest sources of greenhouse gas emissions in Oregon. Energy conservation efforts, adoption of alternative energy sources, and carbon cap and trade systems are some of the strategies available to prevent climate change. There is a great deal we all can do to reduce our carbon footprint and be good stewards of the Earth for future generations.

Many of these strategies for reducing emissions have other “co-benefits” that will improve health as well. For example, reducing car use and increasing public transit use can reduce emissions. In addition, these changes are likely to increase walking, biking and other kinds of physical activity, which can help reduce obesity, build bone strength, and reduce depression, among other health benefits. Also, these changes are likely to increase a sense of connection and shared responsibility among neighbors and improve public safety as more people walk on the street.

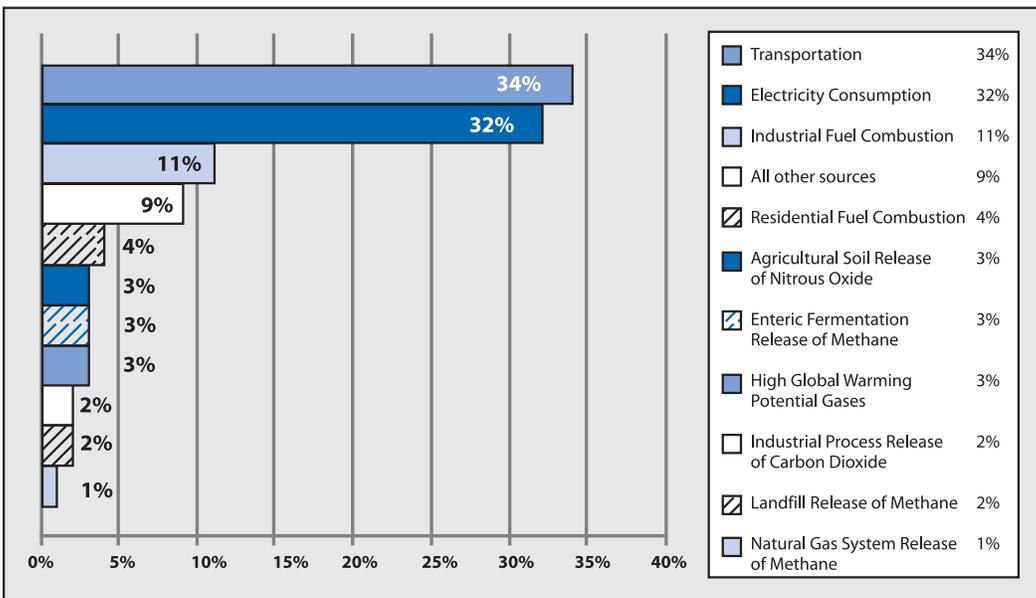
But even if we were immediately to make dramatic headway in reducing greenhouse gas emissions, substantial global warming is already underway and would continue for some time. This means that we still need to be able to adapt to changing climate conditions.

A robust public health system is the key to protecting our health as the climate changes. Such a system can rapidly and accurately detect changes in the health of our communities such as those described above, investigate their causes, and mount appropriate responses, including the provision of credible health information and promulgation of appropriate health-protecting policies and programs. Oregon’s public health system has eroded due to lack of investment. We must shore up that system if it is going to be able to respond to the health threats created by climate change.

Scientists have come a long way in terms of modeling changes in climate on a worldwide basis. However, it is another thing entirely to understand how climate change is going to play out at the local level, where planning for health threats created by climate change must take place. For example, is the Portland area going to experience more rain, less rain or just more extreme rain events? Which disease vectors are likely to emerge in the metro area? While we know that the poor typically suffer more in disasters than those with more means, which groups in Portland are likely to be especially vulnerable to the health threats created by climate change, and ought to be the focus of particular prevention and planning efforts? These kinds of analyses are needed in order to effectively prepare to counter these threats. We have a great deal of work to do to model the health effects of climate change for specific local areas.

While the health effects of climate change seem overwhelming, the good news is that our public health system already has experience with addressing health threats in our social and physical environment. But we need to get busy now to engage the public health system in planning for the new health threats brought by climate change, and to ensure that our public health system has adequate resources and support to address these threats. ✨

Sources of Greenhouse Gases



Muir and Riggs Glaciers at Glacier Bay National Park and Preserve, Alaska





Growing Smarter, Growing Cooler: A Blueprint for Oregon's Future

By Mary Kyle McCurdy, Staff Attorney, 1000 Friends of Oregon

Over the past two years, 1000 Friends of Oregon, the Bus Project, SOLV, and over 50 other organizations—including the Coalition for a Livable Future—hosted a series of town halls in 16 locations across the state, from Newport to Baker City, Medford to Hood River. Called “Envision Oregon,” these forums attracted more than 2,200 Oregonians from over 140 towns and places. We asked participants to describe their vision for Oregon’s future, and to help create strategies for making that vision a reality. We discussed issues concerning farms and forests, towns and neighborhoods, transportation, natural areas, land use fairness, and the role of citizens in land use decision making.

Town hall participants represented all types and sizes of communities, from very rural to very urban, and a mix of ages, genders, and party affiliation. Yet what emerged was a remarkably consistent set of values we hold and visions we have for our future—and that is a future made better by careful and thoughtful land use planning. It is no accident that Oregon is a special place, and to keep and enhance this place we call home for future generations will require actions just as intentional.

1000 Friends of Oregon took what we heard in Envision Oregon and crafted the *Blueprint for Oregon's Future*. The *Blueprint* starts by looking at the big picture: what goals and visions do Oregonians share for the future? It then looks at the challenges and opportunities Oregon will face in the decades to come in meeting those goals—increased state population, a global economy, rising energy costs, and **global climate change**. The *Blueprint* next identifies strategies to meet those goals. Finally, it sets forth specific actions that citizens and elected officials should take immediately to make the vision of Oregonians a reality.

Land use and transportation planning are just beginning to be recognized as critical tools in our approach to addressing global climate change. Increased fuel efficiency and cleaner gasoline alone will not result in stabilizing or reducing greenhouse gas emissions. To do that, we must each drive less, and that means designing where and how we live in ways that reduce the need for driving. A number of studies, regionally and nationally, have shown that greenhouse gas emissions from transportation can be reduced by at least one-third through compact, mixed-use, pedestrian-friendly communities that provide transportation alternatives to the automobile.¹

The *Blueprint* calls for immediate action in three areas, as well as specific strategies in each of those areas, that Oregon and the Portland metro region can take:

1. Protect Our Best Farm Land, Forest Land, and Natural Areas

- ✦ Enact a land stewardship program to fund the purchase of easements on farm, forest, and range lands.
- ✦ Designate rural reserves to protect Oregon’s diverse and growing family farms.
- ✦ Strengthen state farm land laws.

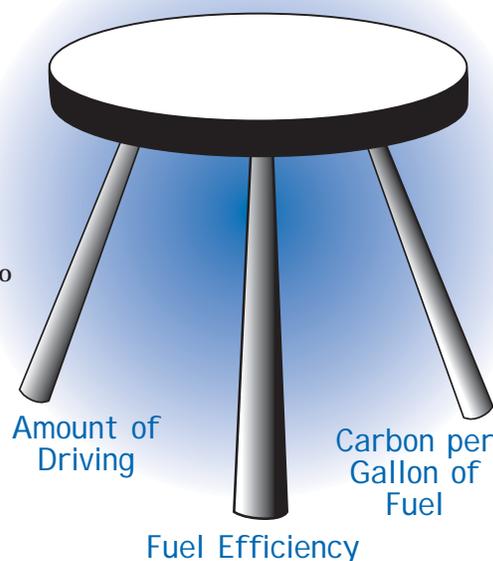
2. Ensure That Transportation and Development Projects Reduce Greenhouse Gas Emissions

- ✦ Require transportation programs to reduce greenhouse gas emissions.
- ✦ Charge inefficient sprawling development a carbon impact fee adequate to pay for projects or incentives to reduce emissions in our existing communities.
- ✦ Strengthen current land use laws to require more compact, mixed-use development patterns, with affordable housing and transportation choice.

3. Create a Healthy, Climate-Friendly Transportation System

- ✦ Fix-it-First: Redistribute state highway dollars to pay for maintaining and repairing the existing transportation system, before building new highway and road miles.
- ✦ Create true choice and balance in our transportation system, by expanding transit, pedestrian, and bicycle options and improving local street systems.
- ✦ Use the existing transportation system more efficiently, through increased funding for programs such as access management and transportation demand management.
- ✦ Require new transportation projects to reduce our need to drive and result in reduced carbon emissions. ➤

The Three-legged Stool of CO2 Emissions from Cars



Cutting CO2 from cars means shortening each leg of the stool. A focus on one leg at the expense of the others will undermine our ability to achieve our carbon goals.

¹ *Growing Cooler: The Evidence on Urban Development and Climate Change*; Urban Land Institute, 2007.



A “smart location”—one that allows people to drive less—as depicted in these photos outperforms even the greenest house whose drivers use hybrid cars when it’s located in a low-density sprawling area. (136 million BTU/year vs. 158 million BTU/year.) Lovaas Deron, “Smart Growth and Energy,” Natural Resources Defense Council, 2006.) Photo top far left, provided by 1000 Friends of Oregon. Photo top left, www.buckmanapartments.com. Photos below, © CLF on file (center, © K. Bartholomew).



In the Portland metropolitan region, the focal point for implementing these actions is Metro’s New Look and, in particular, its program to designate rural and urban reserves and its Regional Transportation Plan (RTP).

Metro, in conjunction with the three metro-area counties, plans to designate rural reserves and urban reserves by the end of 2009. Rural reserves are meant to offer long-term protection for the region’s most important agricultural areas and natural resources—protecting them from urbanization for 40 to 50 years. Urban reserves are meant to indicate where urbanization will occur over that same time period.

Agriculture is one of the region’s most important economic engines, providing employment and producing products traded internationally. Because a diversity of crops is grown by family farmers in the metro area, the Portland region boasts dozens of neighborhood farmers markets. That same diversity of crops is also fueling a growing niche industry in specialty foods and restaurants. It is critical that Metro and the counties in the region include enough farm land in the rural reserves to ensure a healthy and productive agricultural economy for the long term.

These farm and forest lands and natural areas also provide the physical backdrop—the sense of place—for where we live, work, and recreate. Metro’s designation of urban reserves must be limited, to demonstrate a true commitment to compact, mixed-use neighborhoods that offer transportation choice and contribute to reduction in greenhouse gas emissions. The urban reserves must also respect those landscape features that define the region by containing urbanization within them (e.g., Sandy River, Willamette River, Sauvie Island and other similar natural areas).

²Cortright, J., *Portland’s Green Dividend*, CEOs for Cities, July 2007.

Whether and how Metro and the region address greenhouse gas emissions and global climate change goes to the heart of whether this community continues to be vibrant, economically competitive, equitable, and sustainable—all goals of the New Look and RTP. This challenge is an opportunity for Metro: to provide national leadership on using a linked transportation and land use system to stabilize and then reduce greenhouse gas emissions.

Metro did this a decade ago by implementing much of the results in the Land Use, Transportation, Air Quality connection. LUTRAQ was a project of 1000 Friends of Oregon, which showed that land use densities, designs, and locations, and their link to the transportation system, matter. By carrying out LUTRAQ on the ground, Metro demonstrated, and the nation learned, that more efficient use of land and transportation choice has resulted in a region that consumes less land, has a high quality of life that continues to attract people and businesses. Another result is that we drive on average 20% less than other metropolitan areas—saving \$2.6 billion each year.²

In 2007, the Oregon Legislature passed HB 3543. This law commits the state to stopping growth in greenhouse gas emissions by 2010, and to reducing them by 10% below 1990 levels by 2025, and by 75% by 2050.

Absent changes in current trends, Oregon greenhouse gas emissions will grow by more than 60% just during the lifetime of this RTP. To meet the state’s goals, Metro—and all of us—must start now, including the New Look and RTP.

Transportation emissions are responsible for 38% of the state’s total greenhouse gas emissions. There certainly is no reason to believe it is any less than that in the Metro region. Vehicle miles traveled per person in the Portland region has stayed stable for the past few years. However, with an increasing

➤ [Growing Smarter, continued on page 11.](#)

“Adding one mile of new highway lane will increase CO2 emissions by more than 100,000 tons over 50 years.”

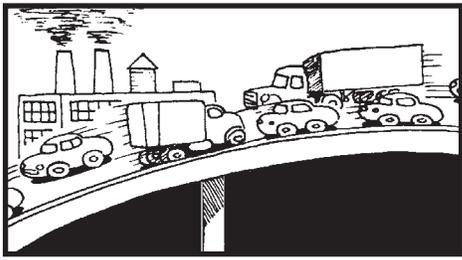
— Clark Williams-Derry, Sightline Institute (“Increases in greenhouse-gas emissions from highway-widening projects”)

“If sprawling development continues to fuel growth in driving, the projected 59% increase in the total miles driven between 2005 and 2030 will overwhelm expected gains from vehicle efficiency and low-carbon fuels.”

— Smart Growth America Press release, discussing a new book by Reid Ewing of the National Center for Smart Growth Research and Education

Public transportation reduces U.S. petroleum consumption by a total of 1.4 billion gallons of gasoline annually. This is equivalent to a supertanker leaving the unstable Middle East every 11 days.

— Public Transportation and Petroleum Savings in the U.S. Reducing Foreign Dependence on Oil.” ICF International, January 2007



The Columbia River Crossing's Carbon Tire-Print

By Mara Gross, Policy Director for CLF

The Columbia River Crossing (CRC) Project Creates an Unprecedented Opportunity

The Columbia River Crossing is the first major transportation project under consideration in the region since global warming has risen in public consciousness. Now that greenhouse gas reduction goals have been enacted in both Oregon and Washington, the CRC is our first opportunity to plan a transportation project in a way that minimizes its global warming impact.

The Columbia River Crossing project is a planned highway construction project on Interstate 5 between Portland and Vancouver. Currently estimated to cost \$4.2 billion, the project is considering several alternatives to increase vehicle capacity beyond the existing six lanes, including a replacement bridge of 10 or 12 lanes and a supplemental bridge increasing total lanes to eight. There is also a no-build option that is not seriously being considered. For each of the build options, the project is considering including either light rail or bus rapid transit.

At a recent Task Force meeting, the project staff spoke favorably about a replacement bridge, seeming to indicate that it will recommend replacing the existing structures as the Locally Preferred Alternative. The staff also discussed light rail as the most cost-effective public transportation alternative to carry the greatest number of people.

As we evaluate transportation projects, we need to consider the connection between transportation and global warming. In the Regional Transportation Plan, the Metro regional government identifies global warming as a "serious and growing threat to Oregon's economy, natural resources, forests, rivers, agricultural lands, and coastline."¹ It is well-known that transportation is a major cause of greenhouse gas emissions. The Oregon Department of Energy has estimated that 38% of Oregon's CO₂ emissions, the primary greenhouse gas, is from vehicle exhaust.

Given this data, it is evident that it's in our interest to develop strategies to reduce vehicle exhaust. We need multiple strategies to address the problem. Increasing fuel efficiency is an important step, but we still need to address the other main transportation driver (no pun intended) of greenhouse gas emissions: the number of miles we travel in vehicles.

In order to begin to address climate change and meet the carbon goals we set for ourselves, every transportation investment must be considered with an eye toward reducing carbon emissions. This approach is consistent with our region's aspiration to lead the nation in sustainable planning. It is also consistent with the recommendation by the Governor's Advisory Group on Global Warming to use climate change as a key criterion in state funding decisions.

We Can't Build Our Way Out of Congestion

The good news: both the replacement and supplemental bridge proposals include some elements that increase transportation choices and have a positive impact on global warming emissions. Light rail would provide a low-emissions, high speed alternative to vehicle travel into the city core. Increased access for bicycles and pedestrians would, if well-designed with adequate space, provide a zero-carbon emitting, healthy way to cross the bridge. And assuming equity considerations are adequately addressed, tolling could be a good tool to decrease the number of vehicles using the bridge, particularly during the most congested hours. All these considerations are commendable.

Yet it is unclear why we need a 10 to 12-lane, \$4 billion bridge to achieve these improvements. Transportation planners agree that you can't build your way out of congestion. When road capacity is increased, congestion is temporarily reduced, but new demand quickly increases the congestion again because people make trips they previously would

not have made. An analysis of seven separate studies of highway projects showed that the added demand immediately consumes 10-50% of new road capacity, and that 50-100% of the capacity is gone in just four years.²

A recent study by the Sightline Institute found that adding lanes to a highway significantly increases global warming emissions.³ It estimates that each extra lane-mile built will increase emissions of carbon-dioxide by more than 100,000 tons over 50 years. In the short term, adding lanes will briefly decrease emissions because the vehicles traveling are idling less in traffic. However, any short-term fuel savings from congestion relief are quickly overwhelmed by increased traffic volumes on the roadway. What we're left with is even more cars sitting in traffic.

Our Transportation Choices and Land Use Patterns are Closely Intertwined

Adding new highways can induce low-density sprawl, which in turn lengthens trip distances and requires car travel for nearly all trips. New roads can tilt development patterns toward car-dependent lifestyles for decades to come. As a result, the Governor's Advisory Group on Global Warming encourages policy decisions that limit sprawl development and encourage efficient development of residential, business and industrial land.⁴

Yet we haven't seen any meaningful analysis of future land use patterns we might expect to see in Clark County if we build a big bridge. The CRC staff should study how adding lanes may lead to new low-density development on the urban fringe and increased emissions. Results on this study must be included in the project's analysis, since a bridge that encourages more cars and increased vehicle miles will erase gains from increased fuel efficiency and make it much harder to reach our global warming goals.

Although there is a great deal of information still missing from the analysis, some of the data already available is concerning. Specifically, the number of vehicle trips predicted in the future under every alternative is well above the number needed to address climate change. Climate change scientists have determined that in order to avoid dramatic damage from temperature increases, we must reduce greenhouse gas emissions to 80% below 1990 levels. Rather than moving toward these targets, every alternative being examined, including the no-build, shows an almost 30% increase in vehicle trips over 2005 levels by 2030.⁵ This means CO₂ emissions will go up in every scenario, undermining our efforts to reduce emissions through clean energy strategies and efficiency improvements. We should identify alternatives that, at a minimum, keep the future trip count to current levels.

More Transportation Choices Reduces Greenhouse Gases

According to a new survey by the National Association of Realtors and Smart Growth America, three-fourths of Americans believe that improving public transportation and building communities that do not require as much driving are better long-term solutions for reducing traffic than building roads. This trend is playing out in public decisions as voters are becoming unwilling to pay for transportation projects that do not include a consideration of global warming.

Just last month, Seattle area voters rejected a tax increase that would pay for both roads and transit projects. According to exit polling, 20% of people who voted “no” on the measure cited global warming as the main reason they voted “no.”⁶ The global warming impact was enough to cause some people who supported transit to vote against the project, and the global warming voters swung the vote. People in the Pacific Northwest and across the country—including unlikely groups like the National Association of Realtors—understand that we can’t ignore global warming when it comes to transportation planning. The Portland area, known nationally for its sustainable land use and transportation planning approach, should be at the forefront of figuring out how to integrate greenhouse gas reduction into transportation planning.

We know that poorly planned growth is bad for commuters, bad for the environment, and bad for the economy. We know that increasing freeway capacity leads to increased traffic and pollution. And now, thanks to recent studies, we also know that increasing freeway capacity increases global warming emissions.

As the most expensive transportation project in the region’s history, the Columbia River Crossing will set the precedent for how we address climate change in transportation planning for years to come. We can’t pretend that our transportation system will reduce greenhouse gases if the projects we build increase emissions.

We have an important choice to make, and we, along with future generations of Oregonians and Washingtonians, deserve smart solutions that will protect both our environmental and economic future. Smaller-scale solutions can improve mobility while also reducing fuel use and climate impacts at a much lower cost. Before deciding whether the solution being proposed for the Columbia River Crossing will best meet the needs of the region for next 100 years or more, we need the project to provide complete information on the carbon impacts of the current proposal, and we need to consider a carbon-neutral solution for I-5. ✨

¹ 2035 Regional Transportation Plan Draft, Portland Metro Area, 2007, page iii. www.metroregion.org/index.cfm/go/by.web/id=25037.

² John Holtzclaw, “Induced Traffic Confirmed.” www.sierraclub.org/sprawl/transportation/seven.asp.

³ Clark Williams-Derry, Sightline Institute, www.sightline.org/research/energy/res_pubs/climate-analysis-gge-new-lanes-10-07.

⁴ Oregon Strategy for Greenhouse Gas Reductions: Governor’s Advisory Group On Global Warming (December 2004), Pages 84 and 81, www.oregon.gov/ENERGY/GBLWRM/docs/GWReport-Final.pdf.

⁵ Columbia River Crossing Project, Task Force - November 27, 2007 Meeting Materials 1 of 2, page 72, www.columbiarivercrossing.org/Library/Default.aspx.

⁶ seattletimes.nwsources.com/ABPub/2007/11/08/2004002419.pdf.

A Seattle study found that the households located in the most interconnected areas of Seattle generated less than half the VMT of households located in the least-connected areas of the region, holding true after adjusting for household size, income and vehicle ownership.

— Frank, Lawrence.
Transportation Research – Part D March 2000.

An Atlanta study by some of the same researchers as the Seattle study above found that people who live in more walkable neighborhoods—with a mix of housing types and streets that connect to shops, offices and other destinations—drive 30 % less than those in conventional auto-oriented settings, even when they own the same number of cars at the same rate.

— U.S. EIA. “U. S. Net Imports by Country.” Washington DC: U.S. Department of Energy, Energy Information Administration. 2006d.

All fossil fuels generate CO₂ when burned.

Burning fossil fuels harms us not only by contributing to global warming with the release of CO₂, but also by causing acid rain and air pollution. Power plants release the majority of sulfur dioxide and much of the nitrogen oxides when they burn fossil fuels, such as coal, to produce electricity. Electricity generation is responsible for 41% of US man-made CO₂ emissions.

— www.wikipedia.org

CARBON’S NAME IN OTHER LANGUAGES

- * Latin: Carboneum
- * Spanish: Carbono
- * Croatian: Ugljik
- * French: Carbone
- * Swedish: Kol
- * Czech: Uhlík
- * Italian: Carbonio
- * Norwegian: Karbon
- * Portuguese: Carbono
- * Russian: Углерод
- * German: Kohlenstoff - r



— www.environmentalchemistry.com

The recommendations made by the original Advisory Group are gradually being implemented. In June of 2006, the Environmental Quality Commission adopted California's landmark tailpipe emissions standards, which will reduce global warming pollution from new cars and trucks (from model year 2009) by an average of 30 percent by 2016. The year 2007 was a banner year for climate as well: the Oregon State Legislature passed a Renewable Energy Standard, a Renewable Fuel Standard, Business and Residential Energy Tax Credits, and the Climate Change Integration Act which codified into state law the reduction goals laid out by the Advisory Group (page 3).

Also in 2007, Oregon joined five other states (California, Washington, Arizona, New Mexico and Utah) and two Canadian provinces (British Columbia and Manitoba) to form the Western Regional Climate Action Initiative (WCI). This agreement commits the partners to establishing regional greenhouse gas reduction goals, designing and implementing a multi-sector market-based mechanism to achieve those goals, and setting up a regional registry for reporting and tracking emissions. The WCI has already met its first deadline of establishing the regional carbon reduction goals: 15 percent below 2005 levels by 2020, and is now at the start of a year-long process of negotiating what is commonly known as a "cap and trade" policy.

The Oregon Renewable Energy Standard requires utilities to meet 25% of their generating needs with renewable power by 2025, one of the strongest standards in the country.

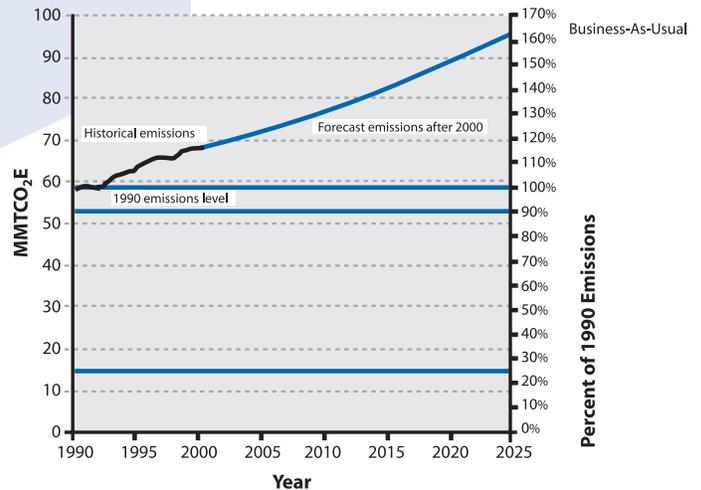
The Climate Change Integration Act sets greenhouse gas reduction targets among the most stringent of any in the nation; establishes the Global Warming Advisory Commission to guide future policy recommendations for mitigation and adaptation; and creates the Climate Change Research Institute, a multi-disciplinary academic establishment for the study of environmental, economic and societal impacts related to global warming in Oregon.

There is no question that we have started down the right path, but Oregon is still a long way from actually meeting our short-term and interim carbon reduction goals. The graphs at right show how far each of the policies we've adopted will take us toward meeting our first goal of halting the growth of our emissions. It is strikingly evident that even by implementing all the primary recommendations by sector made by the Advisory Group (which has not happened yet) our emissions will still hover somewhere just above 1990 levels.

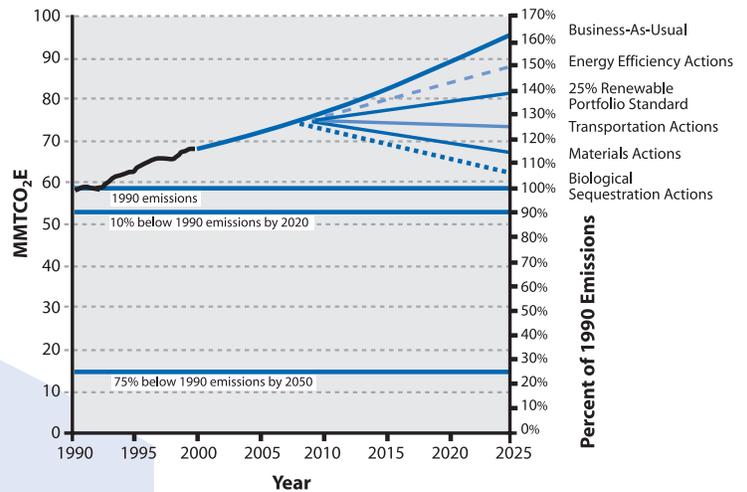
The questions we now need to ask ourselves are not easy ones. In a sense we've made some relatively simple decisions related to energy supply and demand and cleaner cars, but to take carbon levels down to 80 percent below 1990 levels will demand a magnitude of bold, visionary planning we have yet to commit to in a meaningful way.

Reducing our carbon footprint to the extent that is necessary requires us as a community to re-imagine how we will live our lives in 10, 20, 30 and 40 years from now. Moving away from a fossil-fuel based economy requires us to not only take a long, hard look at the kind of energy we use and how we use it, but also the relationship between land development (urban and rural), transport (for people and goods) and CO₂ emissions. The land use and transportation planning we undertake now should be approached through a "carbon filter" to better enable us to make the right kind of policy decisions with implications for development many life spans ahead.

THE PROBLEM WE FACE



POSSIBLE OUTCOMES



Here in Oregon we are at a critical juncture in our efforts to meaningfully address global warming. Over the next year, as we head into the 2009 Legislative Session, we will be faced with myriad opportunities to ensure that we make the right investments for transportation infrastructure planning; that we authorize the state to implement a regionally based cap and trade initiative to further steer our energy choices in the direction of efficiency and renewable power; and that we take advantage of new opportunities in the "green tech" sector to demonstrate that sustainability and economic growth are partners, not adversaries in a climate-friendly future. ✧

population and if the Urban Growth Boundary (UGB) expands, it will not necessarily remain that way. Increased fuel efficiency and reduction in the carbon content of that fuel will not result in a stabilization of the growth in greenhouse gas emissions alone, much less a reduction.

We recommend that Metro take the following actions:

- Incorporate into the New Look and the RTP the same greenhouse gas reductions as the state's targets.
- Reflect those targets in the RTP performance measures and New Look performance measures.
- Commit the New Look, and the RTP, to be "carbon-constrained" whereby controls on road capacity and UGB expansions kick in if other carbon-reducing strategies fail to be implemented.
- Model any proposed urban reserves and UGB expansions, as well as the RTP projects, to determine their contribution—or lack thereof—to achieving those greenhouse gas reduction targets.
- For those UGB or road expansion projects that would generate significant increases in VMT, eliminate them or adopt offsetting land use actions and investments in transit and other modes that contribute to reducing greenhouse gas emissions.³

Metro and all governments in the region have the opportunity to be national leaders again—in crafting a linked land use and transportation system that reduces greenhouse gas emissions. To ensure this happens will require the involvement of citizens throughout the region, at upcoming hearings and other forums addressing the New Look, rural and urban reserves, and RTP. Stay in touch with 1000 Friends of Oregon and the Coalition for a Livable Future to learn of these opportunities over the coming months.

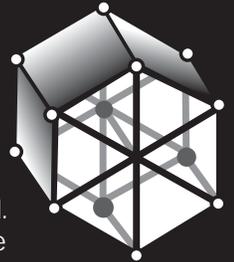


Adapted and expanded from an article originally appearing in *Landmark*, the publication of 1000 Friends of Oregon.

³ Governor's Advisory Group on Global Warming, December 2004.

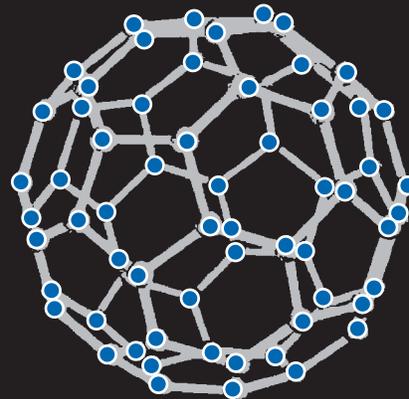
OCCURRENCE OF CARBON

CARBON occurs both as an element and in combined forms. As an element, it exists in at least three different allotropic forms. (Allotropes are forms of an element that differ from each other in physical and, sometimes, chemical properties.) The two best known allotropes of carbon are graphite and diamond. Graphite is a soft, shiny, dark gray or black, greasy-feeling mineral used to make the "lead" in lead pencils. Graphite is soft enough to be scratched with a fingernail.



The second common allotrope of carbon is diamond. In striking contrast with graphite, diamond is the world's hardest natural material. Its ability to bend and spread light produces the spectacular rainbow "fire" that is often associated with diamond jewelry.

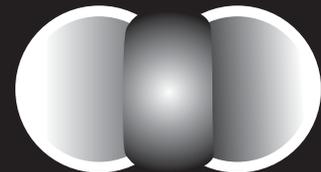
Until 1985, chemists had thought that carbon existed in only these two solid forms: graphite and diamond. In 1985, a third allotropic form of carbon was discovered. It is a 60-atom structure called Buckminsterfullerene (named after Buckminster Fuller in reference to its geodesic dome appearance).



"Bucky Balls" have 60 carbon atoms joined to each other in a large sphere. Under a microscope, the molecule looks like a soccer ball with 20 hexagons on its surface.

Carbon also occurs in a number of common compounds. Carbon dioxide, for example, is the fifth most abundant gas in the atmosphere.

Carbon dioxide:
a carbon atom
sided by two
oxygen atoms



Calcium carbonate is one of the most abundant of all rocks in Earth's crust. It occurs in a wide variety of forms, such as limestone, marble, travertine, chalk, and dolomite. Carbon also exists abundantly in the form of the fossil fuels. The fossil fuels are coal, oil, and natural gas.

CLF Notes

We are thrilled to have three great new staff members joining the CLF crew.



Mara Gross is CLF's new Policy Director. She is an attorney and social policy advocate who has championed a wide range of issues, including projects to advance foster care and

public safety, efforts to politically engage young people, support for affordable housing, and revitalization of blighted urban parks. Mara most recently worked for Senate Majority Leader Kate Brown, and has worked on several campaigns, including the winning campaign to defeat Measures 41 and 48 and protect funding for basic services. Mara is a graduate of UC Berkeley School of Law, Boalt Hall, and received her B.A. in philosophy from Wellesley College.

Collin Roughton is CLF's new LINKS AmeriCorps Transportation Organizer. He is a recent graduate of New College of Florida, where he studied sociology. He moved to Portland in 2007 after completing a neighborhood planning internship with the City of Sarasota. His interests in land use, transportation, and sustainability attracted him to the area—and to the work of CLF.



Emily Hicks is CLF's new LINKS AmeriCorps Atlas Outreach Coordinator. She is currently a graduate student at PSU, pursuing a Masters in Public Health and a Sustainability Certificate. She is also involved with the College of Urban and Public Affairs' new Social Equity and Opportunity Forum. By strengthening networks and improving dialog between diverse groups, communities can flourish

even when complex challenges arise. Emily is excited to facilitate such efforts with CLF and other leaders here in the Portland region. She has served as a project coordinator with GRuB in Olympia and received her B.A.s in Community & Environmental Planning and Interdisciplinary Visual Arts at UW in Seattle.

Wish list

Conference table with at least 8 chairs

One office chair
Small LCD projector

CLF welcomes our new members!

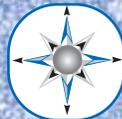
Collaboration
FMYI, Inc.
Fregonese Associates, Inc.
Kaiser Permanente
People for Parks Oregon

Regional Equity Atlas

Check out the new Equity Atlas website at www.equityatlas.org and sound off about equity! We want to hear your stories, ideas, and feedback. Visit the site, see the data, and get involved!

Your help needed in the office!

We have a big need for additional help with data entry, mailing preparation, and other general office tasks. Please contact Allison at Allison@clfuture.org or 503-294-2889.



Visit www.clfuture.org to download past issues of *Connections* and other CLF publications.

You are invited to subscribe to the *clinfo* electronic mail list.

Subscribers receive a weekly digest of action alerts and announcements from CLF member organizations.

To subscribe, send your email address to:

info@clfuture.org

Membership Spotlight: Dana Brown, Monthly Sustainer



Why I became a monthly sustainer

My name is Dana Brown. I first learned about the Coalition for a Livable Future when I was doing anti-poverty public policy work for Multnomah County in the mid-1990s and I've been a supporter ever since. Why? Because I have seen the big impact CLF has on our region, making our communities healthier and more sustainable places to live, work, and play.

Recently, I took the step of becoming a monthly sustainer again so that I can support CLF's work every day. I see this option for giving as a win-win for me and CLF. Both of us have less administration to deal with and pay for—check writing, sending letters, buying stamps, etc.—and both of us are more secure about our financial picture. I know that I didn't forget to give to CLF, and I know that I'm investing some of my resources into an effective community organization. And, CLF can rely on my dollars every month, giving them the stability to take on innovative projects while continuing to bring organizations together to learn from one another and work collaboratively.

I'd like to invite all of you to join me in becoming a Monthly Sustainer!

As a Monthly Sustainer, you'll be a part of:

Tackling some of the region's biggest challenges 365 days a year without ever writing another check or buying another stamp;

Making a lasting investment in real "bottom-up" ideas for advancing regional sustainability and justice; and

Allowing CLF to confidently plan programs in advance by being able to count on your support.

To learn more and sign up, visit us online at www.clfuture.org, use the enclosed envelope, or call 503-294-2289 and ask for Allison.

➤ [Low-Carbon Future](#), continued from cover.

of carbon on the demand side. An essential carbon-curbing approach requires smart land use and transportation policies—reducing the amount we drive our cars. As some of the articles in this issue of *Connections* will point out, researchers have found that if we don't reduce the miles we drive, all of our work on cleaner fuels and increasing energy efficiency will be for naught.

To this end, there are some interesting policies that have been adopted elsewhere which direct state spending to communities that meet climate and vehicle miles traveled (VMT) performance standards. For instance, the Massachusetts Commonwealth Capital Fund and the California Infrastructure and Economic Development Bank's Infrastructure State Revolving Fund both use scorecard systems that award funding for infrastructure, transportation, schools and housing projects, to name a few, that meet certain criteria, which encourage mixed-use, compact development and reduce VMT.

The authors in this issue of *Connections* will provide details about what is and should be happening here in the Portland-Vancouver region to curb carbon emissions and prepare for the impacts of global warming. Looking at state strategies, regional policy and specific projects, they'll offer information about the progress we've made and ideas about where we need to go next.

While scary on the one hand, the urgent nature of our climate change crisis also presents a tremendous opportunity for our region. We see ourselves as pioneers in urban planning as well as in the sustainability movement. We have the unique opportunity to apply our talent and innovative thinking in these areas to craft solutions that will allow us to create a low-carbon future—which is a future that we, literally, can't live without. ✨

6th Annual Regional Livability Summit — May 2008

At the Summit, CLF will unveil its much-anticipated Regional Equity Action Plan. The Plan will translate CLF's vision of an equitable region into specific objectives and initiatives that respond to the *Regional Equity Atlas* research and direction from the community. More details soon at www.clfuture.org.

CLF member organizations:

AARP Oregon

African American Health Coalition

American Institute of Architects, Portland Chapter

American Society of Landscape Architects

Association of Oregon Rail and Transit Advocates

Audubon Society of Portland

Better People

Bicycle Transportation Alliance

Bike Gallery

Cascadia Behavioral HealthCare

CITE, Creative Information Transformation Education

Clackamas Community Land Trust Collaboration

Columbia Group Sierra Club

Columbia River Inter-Tribal Fish Commission

Community Action Organization

Community Alliance of Tenants

Community Development Network

Community Development Student Group at Portland State University

The Community Housing Fund

Community Partnership for Affordable Housing, Inc.

Dana L. Brown Consulting

David Evans & Associates

Ecotrust

Ecumenical Ministries of Oregon

Elders in Action

The Enterprise Foundation

Environmental Commission of the Episcopal Diocese of Oregon

Environmental Justice Action Group

Fair Housing Council of Oregon

Fans of Fanno Creek

Flexcar

FMYI, Inc.

Fregonese Associates, Inc.

Friends of Arnold Creek

Friends of Clark County

Friends of Forest Park

Friends of Goal Five

Friends of Marquam Nature Park

Friends of Portland Community Gardens

Friends of Rock, Bronson and Willow Creeks

Friends of Smith and Bybee Lakes

Friends of Tryon Creek State Park

Gales Creek Insurance

Gerding Edlen

Growing Gardens

Healthy Eating Active Living Partnership

Hillsdale Neighborhood Association

Become a Monthly Supporter

Monthly giving is easy, convenient, and helps assure the longevity of CLF's work.

Please use the enclosed envelope to specify the amount you would like CLF to charge to your credit card each month.

Questions?

Call 503-294-2889.

The Coalition for a Livable Future appreciates the continued support of our funders! We would like to thank and acknowledge:

Paul G. Allen Family Foundation

Bullitt Foundation

Enterprise Community Partners

Carl J. and Alma Johnson Fund of The Oregon Community Foundation

Kaiser Permanente

The Kaiser Permanente Community Fund at the Northwest Health Foundation

Meyer Memorial Trust

Rose E. Tucker Charitable Trust

Washington County Commissioner Dick Schouten (from the Intel Strategic Investment Program Charitable Fund)

Sustainers Circle (These supporters gave \$500+.)

Anonymous

Stan Amy and Christy Eugenis

Rex Burkholder and Lydia Rich

John and Jane Emrick

Alan Locklear and Marie Valleroy

Bob Sallinger

David and Christine Vernier

We would like to thank our Monthly Supporters

(These supporters give monthly via credit card.)

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Meeky Blizzard
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Jill Fuglister
Karen Garber
Ashley Henry

Teresa Huntsinger
Karen Kane
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Robert Liberty
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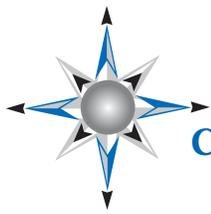
Mary Nolan
Bill & Terrie Oliver
Pramod Parajuli
Phil Richman
Jeff Strang
Ross Williams
Jeri Williams

Friends (These supporters have given within the last six months.)

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Dean & Barbara Wilson
Katherina Woodward
Rachel Wray
Julie Yeggy
Suzanne Zuniga & Jay Levy



THE OBJECTIVES OF THE COALITION FOR A LIVABLE FUTURE

- 1 Protecting, maintaining and restoring the social and economic health of our urban, suburban, and rural communities, especially the distressed parts of the region;**
 - (a) Preventing displacement of low and moderate income residents and people of color as neighborhoods improve;
 - (b) Assuring easy and equitable access to employment and affordable housing throughout the region;
 - (c) Promoting the preservation and development of housing affordable to low and moderate income residents throughout the region;
 - (d) Protecting, maintaining and encouraging the development of living wage jobs, small businesses, and community-based and sustainable economic development throughout the region;
 - (e) Reversing the polarization of income and raising income and opportunities for the region's low-income residents;
 - (f) Preserving and enhancing a high quality public education system for all parts of the region and all residents;
 - (g) Encouraging the development of food production, processing, and distribution strategies that contribute to the local economy and ensure access by all community members to healthful and affordable foods within each neighborhood;
- 2 Developing a more sustainable relationship between human residents and the ecosystems of this region;**
 - (a) Reducing consumption (particularly of non-renewable resources), pollution, and waste;
 - (b) Changing the patterns of urban expansion from low-density suburban sprawl, which relies on the automobile and wastes valuable farm and forest lands and other natural resources, to more compact neighborhoods with a mix of uses conveniently served by public transportation;
 - (c) Expanding transportation options, including reducing dependency on automobiles and vehicle miles traveled per capita and increasing transit, bike and walking opportunities throughout the region;
 - (d) Protecting, restoring and maintaining healthy watersheds, fish and wildlife and their habitats, greenspaces, and other natural resources within and outside urban growth boundaries;
 - (e) Ensuring that the built and natural environment are integrated in a sustainable manner that supports neighborhood livability and protects wetlands, streams, water quality, air quality and the natural landscape and recognizes that both natural resources and humans are part of the urban ecosystem;
 - (f) Addressing past, present and future issues of environmental equity including: the siting and cleanup of polluting industries and waste disposal sites, remediation of toxic waste sites and water pollution, and the distribution of neighborhood parks, trails, and greenspaces;
 - (g) Encouraging the development of food production, processing, and distribution systems that regenerate and support natural systems and biodiversity, enrich neighborhood development patterns, and build community;
- 3 Assuring the fair distribution of tax burdens and government investment within the region;**
- 4 Promoting a diverse and tolerant society;**
- 5 Increasing public understanding of these regional growth management issues, developing effective democratic discourse, and promoting broader citizen participation in decision-making regarding growth in our region.**

CLF member organizations:

Hotlips Pizza
Humanists of Greater Portland
Jobs With Justice
Johnson Creek Watershed Council
The Justice and Peace Commission of
St. Ignatius Catholic Church
Kaiser Permanente
League of Women Voters of the
Columbia River Region
Livable Place
Mercy Corps Northwest
National Charrette Institute
Norm Thompson
Northwest Housing Alternatives
1000 Friends of Oregon
Oregon Council of Trout Unlimited
Oregon Environmental Council
Oregon Food Bank
Oregon Sustainable Agriculture Land Trust
Otak
People for Parks Oregon
People's Food Co-op
Portland Community Land Trust
Portland Community Reinvestment Initiatives
Portland Garden Club Foundation
Portland General Electric
Portland Housing Center
Portland Impact
Progressive Investment Management
Rachel's Friends Breast Cancer Coalition
REACH Community Development Corporation
ROSE Community Development Corporation
SEIU Local 49
Sisters of the Road Cafe
Social Services of Clackamas County Inc
Southeast Uplift Neighborhood Program
Sunnyside United Methodist Church
Tryon Life Community Farm
Tualatin Riverkeepers
Tualatin Valley Housing Partners
Turtle Island Development, LLC
Urban Greenspaces Institute
The Urban League of Portland
Urban Water Works
WaterWatch of Oregon
The Wetlands Conservancy
Willamette Pedestrian Coalition
Willamette Riverkeeper
Williams & Dame Development
Woodlawn Neighborhood Association

Become a Business Member

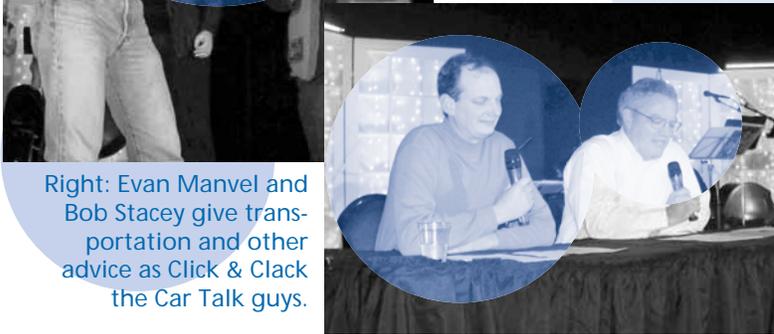
Community-minded businesses
can now become members of the
Coalition for a Livable Future.
To request an informational packet,
please call 503-294-2889 or email
ron@clfuture.org.



Above: LAUGH co-hosts, 105.5 FM's Daria O'Neill and Metro Councilor, Robert Liberty.



Left: 1000 Friends of Oregon's Eric Stachon, Darr Durham and Lori Meadows perform "The Cutting Room Floor."

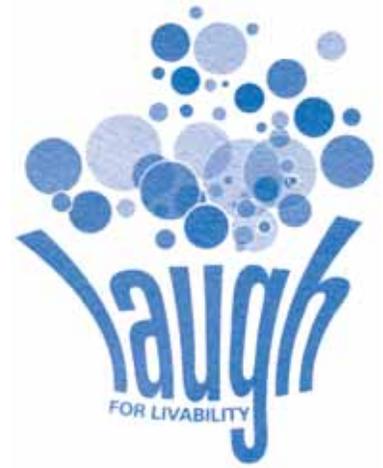


Right: Evan Manvel and Bob Stacey give transportation and other advice as Click & Clack the Car Talk guys.



Left: John Mullin, Ellen Whyte, Ron Carley and Jennifer Devlin pose for a shot.

- Silent Auction Supporters:
- Adrienne Stacey
 - Alberta Street Cooperative Grocery
 - Amallegory Productions,
 - John Mullin and Ellen Whyte
 - Annie Bloom Books
 - Barb Grover
 - Better World Club
 - Bijou Café
 - Bob Sallinger
 - Bodies in Balance Pilates
 - Brad Malsin
 - Bridgeport Ale House
 - Cafe Mam & Royal Blue Organics
 - Cagoule Fleece
 - Coyote Ridge Ranch
 - Ed Sullivan Band
 - Fancy That!
 - Flexcar
 - Garnish
 - Higgins Restaurant
 - Hippo Hardware
 - Jay Harris Levy, D.D.S.
 - Jennifer Devlin
 - Katy Weil
 - Laurelwood Brewpub
 - Linda Robinson
 - Literary Arts
 - Martha McLennan
 - Monica Beemer and Johanna Rayman
 - Mike Houck
 - Mirador Community Store
 - NAU Clothing
 - NW Children's Theater and School
 - Nostrana
 - Patagonia
 - Phillip Queeley
 - Piece of Cake
 - Pioneer Organics
 - Pistils Nursery
 - The Purple Garden
 - Red Star Tavern & Grill
 - Rejuvenation Hardware
 - Sam Chase and Brian Posewitz
 - Seven Corners Cycles
 - Steve Callahan
 - Tasha Harmon Life
 - Work Changes
 - Todd Nopp
 - Tryon Life Farm
 - Trade Roots
 - White Crane Acupuncture
 - Whole Foods
 - YOLO Colorhouse



Thank you to the sponsors of our 4th annual LAUGH for LIVABILITY

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Co-Sponsors:

- Bike Gallery
- Willamette Week
- Giving Green Holiday Food & Gift Festival

Additional support provided by:

- David Evans & Associates
- saint cupcake
- Smart Tech Audio Visual

Our Mission

The purpose of the Coalition for a Livable Future is to protect, restore, and maintain healthy, equitable, and sustainable communities, both human and natural, for the benefit of present and future residents of the greater metropolitan region.

Coalition for a Livable Future

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