

**CLIMATE  
SMART**  
COMMUNITIES  
SCENARIOS PROJECT

# Community Leaders Meeting Summary

October 2014

**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.

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### **Metro Council President**

Tom Hughes

### **Metro Councilors**

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

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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## **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.

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

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