Climate Smart Communities Scenarios Project

Achieving climate goals through community investment

JPACT and MPAC Joint Meeting

November 7, 2014
SETTING THE STAGE

Sam Imperati, facilitator
Institute for Conflict Management, Inc.
Post-Election Ice Breaker

Your New Name For Use During This Joint Meeting ...
The Citizenry Wants to Know!

**FIRST**: Name of the first pet you can remember

**LAST**: Name of the first word (not numbered) street you can remember

I’m “Butch Oxford”
WHAT WE HEARD FROM THE PUBLIC

Peggy Morell
Metro Senior Public Affairs Specialist
Public engagement goal

Value active community involvement as essential to the future of the Portland metropolitan region.

Metro Council, 1997
Who did we hear from?
Community leaders, local governments and the public
How did we reach them?

From 2011 to 2014
How did we reach them?

From 2011 to 2014

7  summits, workshops and discussion groups
How did we reach them?

From 2011 to 2014

7 summits, workshops and discussion groups
5 rounds of focus groups and stakeholder interviews
How did we reach them?

From 2011 to 2014

7 summits, workshops and discussion groups
5 rounds of focus groups and stakeholder interviews
2 scientifically-valid phone surveys

6,447
How did we reach them?

From 2011 to 2014

- 7 summits, workshops and discussion groups
- 5 rounds of focus groups and stakeholder interviews
- 2 scientifically-valid phone surveys
- 4 online surveys

14,907
45-day public comment period

Sept. 15 to Oct. 30, 2014
45-day public comment period

Sept. 15 to Oct. 30, 2014

2,350 completed surveys
45-day public comment period

Sept. 15 to Oct. 30, 2014

2,350 completed surveys

11,581 comments
45-day public comment period

Sept. 15 to Oct. 30, 2014

2,350 completed surveys

11,581 comments

90 letters & email messages
Early, meaningful, ongoing engagement
Metro programs that broaden outreach

- Diversity, equity and inclusion program
- Language resources project
- Community relationship building
What did we hear?
Survey question #1

“Do you support more investment by your community and our region in ...”
Broad SUPPORT for more investment in each policy area

85% technology
Broad SUPPORT for more investment in each policy area

85% technology

83% transit
Broad **SUPPORT** for more investment in each policy area

- **85%** technology
- **83%** transit
- **83%** biking and walking
Broad SUPPORT for more investment in each policy area

- **85%** technology
- **83%** transit
- **83%** biking and walking
- **83%** maintenance and new improvements
Broad SUPPORT for more investment in each policy area

- 85% technology
- 83% transit
- 83% biking and walking
- 83% maintenance and new improvements
- 76% streets and highways
Broad SUPPORT for more investment in each policy area

- 85% technology
- 83% transit
- 83% biking and walking
- 83% maintenance and new improvements
- 76% streets and highways
- 72% parking policies*
Broad SUPPORT for more investment in each policy area

85% technology
83% transit
83% biking and walking
83% maintenance and new improvements
76% streets and highways
72% parking policies*
68% information and incentives
Survey question #2

“What should be considered when deciding how to implement this policy?”
Top three themes from 11,670 comments
Top three themes from 11,670 comments

Investing in transit is a TOP priority!
Top three themes from 11,670 comments

Investing in transit is a TOP priority!

Prioritize safety for all travel modes sharing the same transportation network.
Top three themes from 11,670 comments

- Investing in transit is a TOP priority!
- Prioritize safety for all travel modes sharing the same transportation network.
- Improvements should be cost effective and benefit everyone.
Technology **85% support**

- Improve traffic flow with cost-effective tools such as traffic signal timing, yellow turn arrows, etc.
- Use technology to support biking, walking, carpooling and transit
Transit 83% support

• Provide frequent, reliable service to reduce travel times

• Expand network for greater access, especially in smaller communities

• Improve safety and access to transit
Maintenance & new improvements
83% support

• Make the most of available funding and ensure users pay their fair share

• Maintain and widen roads to improve traffic flow

• Invest more in bike paths, sidewalks and transit
Biking & walking **83% support**

- Build a complete active transportation network of sidewalks and bike lanes connected to transit
- Improve safety for all modes of travel
Streets & highways 76% support

- Make safety a priority
- Adequately maintain & repair existing roads
- Reduce congestion
Parking policies 72% support

Divergent opinions on parking:

• Provide more free parking
• Make it more expensive to park

Shared concern about:

• Spill over into neighborhoods
Info & incentives *68% support*

- Invest more to inform travelers about their options for getting around
- Offer incentives for using travel options through reward programs
Survey question #3

“What one message would you most like to share with policymakers ...”
Top three themes from 1,800 comments
Top three themes from 1,800 comments

Invest more in transit, walking & biking.
Top three themes from 1,800 comments

Invest more in transit, walking & biking.

Have a bold vision for the future.
Top three themes from 1,800 comments

- Have a bold vision for the future.
- Invest more in transit, walking & biking.
- Spend tax dollars wisely.
Have a bold vision for the future.
Draft Climate Smart Strategy

HOW DID WE GET HERE?

John Williams
Metro Deputy Planning Director
A blend of local solutions combine to be our regional strategy

2040 Growth Concept
Adopted in 1995
Building local plans and visions
Building toward six desired outcomes

- Vibrant communities
- Equity
- Economic prosperity
- Transportation choices
- Clean air & water
- Climate leadership

Endorsed by the Metro Policy Advisory Committee and adopted by the Metro Council in 2010
Where we’ve been & where we are headed

**PHASES 1 & 2**
- Understand Choices
  2011-2012
- Shape Choices
  Jan.-Oct. 2013

**PHASE 3**
- Shape Preferred
  Nov. 2013-June 2014
- Adopt Preferred
  Sept.-Dec. 2014

We are here
Draft Climate Smart Strategy
Past leadership and adopted plans get us to the target and support other goals

• We can meet the target - *if we can make the investments needed to implement adopted plans*

• We will fall short if we continue investing at current levels

Source: GreenSTEP
Draft Climate Smart Strategy

The return on investment is significant

Our economy benefits from improved public health

Annual healthcare cost savings from reduced illness (millions, 2010$)

- Scenario A: $52 million
- Scenario B: $89 million
- Scenario C: $117 million
- Draft approach: $100 million

Our economy benefits from reduced emissions and delay

Annual environmental and freight truck travel costs in 2035 (millions, 2005$)

- Scenario A:
  - Environmental costs due to pollution: $567 million
  - Freight truck travel costs due to delay: $975 million
- Scenario B:
  - Environmental costs due to pollution: $503 million
  - Freight truck travel costs due to delay: $970 million
- Scenario C:
  - Environmental costs due to pollution: $434 million
  - Freight truck travel costs due to delay: $885 million
- Draft approach:
  - Environmental costs due to pollution: $467 million
  - Freight truck travel costs due to delay: $882 million

More physical activity and less air pollution provide most health benefits

Lives saved each year by 2035

- Air pollution: 59 lives saved
- Physical activity: 61 lives saved
- Traffic safety: 6 lives saved

Overall vehicle-related travel costs decrease due to lower ownership costs

Average annual household vehicle ownership & operating costs in 2005$

- Scenario A:
  - Vehicle operating costs: $2,700
  - Vehicle ownership costs: $5,500
- Scenario B:
  - Vehicle operating costs: $3,000
  - Vehicle ownership costs: $5,100
- Scenario C:
  - Vehicle operating costs: $3,200
  - Vehicle ownership costs: $4,200
- Draft approach:
  - Vehicle operating costs: $2,800
  - Vehicle ownership costs: $4,900

Source: GreenSTEP and ITHIM
Draft Climate Smart Strategy

WHAT ARE THE COMPONENTS OF THE ADOPTION PACKAGE?
Ordinance No. 14-1346

- **Exhibit A** – Climate Smart Strategy
- **Exhibit B** – Regional Framework Plan Amendments
- **Exhibit C** – Toolbox of Possible Actions
- **Exhibit D** – Performance Monitoring Approach
- **Exhibit E** – Recommended Changes
- **Exhibit F** - Findings
- **New Exhibit** – Short List of Actions
Exhibit A to Ordinance 14-1346
Climate Smart Strategy

Draft Climate Smart Strategy

Public Review Draft

September 15, 2014

www.oregonmetro.gov

Making a Great Place
Exhibit B to Ordinance 14-1346
Regional Framework Plan amendments
Toolbox of possible actions (2015-20)

1. Legislative and policy changes
2. Partnerships and coalitions
3. Technical assistance and grant funding
4. Education and awareness
5. Planning and design
6. Investments
7. Research
Exhibit D to Ordinance 14-1346

Performance monitoring approach
Exhibit E to Ordinance 14-1346

Summary of recommended changes

Summary of recommended changes

Recommended changes in response to comments received from Sept. 15 – Oct. 30, 2014

November 3, 2014
Exhibit F to Ordinance 14-1346

Findings of Compliance

Findings of Fact and Conclusions of Law

Under development

XX, XX, 2014
New Exhibit to Ordinance 14-1346

Short list of actions for 2015 and 2016

1. Advocate for increased transportation funding for all transportation modes as part of a diverse coalition, with top priorities of maintaining and preserving existing infrastructure and implementing transit service enhancement plans and transit-supportive investments

2. Advocate for federal and state governments to advance Oregon’s transition to cleaner, low carbon fuels, and more fuel-efficient vehicle technologies

3. Seek opportunities to advance local and regional projects that best combine the most effective greenhouse gas emissions reduction strategies
What the final action means for communities

- Regional commitment to implement local and regional plans to meet the target
  
  Regional agreement to implement local and regional investment priorities as reflected in the 2014 Regional Transportation Plan

- Local control and flexibility are provided
  
  Regional agreement to advocate for local needs and priorities

- We’re stronger together
  
  Regional agreement to work together to create the local, regional, state and federal partnerships needed to invest in communities and realize our adopted plans
TIME TO TAKE A POLL

The results of the poll will inform how we tackle the next agenda item
Overall adoption package

PURPOSE

1. Where you are today – non-binding, critical guidance

2. Direction to TPAC and MTAC as they fine-tune package for your final recommendation to Metro Council in December
Taken as a whole, do you support the overall adoption package?

I’m good to go  
I can support it but prefer changes  
I need changes to support
BREAK TIME
The results will direct MTAC and TPAC as they fine-tune the package for your final recommendation to Metro Council in December.
Exhibit A to Ordinance 14-1346

Climate Smart Strategy

Public Review Draft

September 15, 2014
Subject to fine-tuning by TPAC and MTAC, do you support the overall approach of the Draft Climate Smart Strategy (Exhibit A)?

I’m good to go

I can support it but prefer changes

I need changes to support
Exhibit B to Ordinance 14-1346

Regional Framework Plan amendments

Draft Regional Framework Plan Amendments

Public Review Draft

September 15, 2014
Subject to fine-tuning by TPAC and MTAC, do you support the overall approach of the Draft Regional Framework Plan Amendments (Exhibit B)?

I’m good to go

I can support it but prefer changes

I need changes to support
Exhibit C to Ordinance 14-1346

Toolbox of possible actions (2015-20)

1. Legislative and policy changes
2. Partnerships and coalitions
3. Technical assistance and grant funding
4. Education and awareness
5. Planning and design
6. Investments
7. Research
Subject to fine-tuning by TPAC and MTAC, do you support the overall approach of the Draft Toolbox of Possible Actions (Exhibit C)?

I’m good to go

I can support it but prefer changes

I need changes to support
Exhibit D to Ordinance 14-1346

Performance monitoring approach
Subject to fine-tuning by TPAC and MTAC, do you support the overall approach of the Draft Monitoring Approach (Exhibit D)?

I’m good to go

I can support it but prefer changes

I need changes to support
MTAC AND TPAC STRAW PROPOSAL
SHORT LIST OF ACTIONS FOR 2015 AND 2016
New Exhibit to Ordinance 14-1346

Short list of actions for 2015 and 2016

1. Advocate for increased transportation funding for all transportation modes as part of a diverse coalition, with top priorities of maintaining and preserving existing infrastructure and implementing transit service enhancement plans and transit-supportive investments

2. Advocate for federal and state governments to advance Oregon’s transition to cleaner, low carbon fuels, and more fuel-efficient vehicle technologies

3. Seek opportunities to advance local and regional projects that best combine the most effective greenhouse gas emissions reduction strategies
Do you support the Draft Short List of actions identified by MTAC and TPAC for your consideration?

I’m good to go

I can support it but prefer changes

I need changes to support
NEXT STEPS
Final steps in 2014

NOV. - DEC. Advisory committees discuss implementation recommendations and public comments to shape recommendation to the Metro Council

NOV. 7 Joint MPAC and JPACT meeting

NOV. 12 & 13 MPAC and JPACT discussion potential refinements and recommendation to the Metro Council

NOV. 19 & 21 MTAC and TPAC make recommendation to MPAC and JPACT

DEC. 10 & 11 MPAC and JPACT make recommendation to the Metro Council

DEC. 18 Final action by Council
2015 and beyond

2015-16
LCDC review
Legislative session
Implement short list of actions and pursue investment dollars

Post-LCDC review
Update Regional Transportation Plan
Review regional functional plans
Pursue other toolbox actions and monitor progress