

CLIMATE SMART STRATEGY



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The Climate Smart Strategy responds to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. After working together with community, business and elected leaders across the region for four years, the Metro Council adopted the strategy in December 2014 with broad support. Adoption of the strategy affirms the region's shared commitment to provide more transportation choices, keep our air clean, build healthy and equitable communities and grow our economy – all while reducing greenhouse gas emissions.

CLIMATE SMART STRATEGY POLICY AREAS

1. Implement adopted local and regional land use plans
2. Make transit convenient, frequent, accessible and affordable
3. Make biking and walking safe and convenient
4. Make streets and highways safe, reliable and connected
5. Use technology to actively manage the transportation system
6. Provide information and incentives to expand the use of travel options
7. Make efficient use of vehicle parking and land dedicated to parking
8. Support Oregon's transition to cleaner fuels and more fuel-efficient vehicles
9. Secure adequate funding for transportation investments
10. Demonstrate leadership on reducing greenhouse gas emissions

WHERE CAN I FIND MORE INFORMATION?

The Climate Smart Strategy and related publications and reports can be found at oregonmetro.gov/climatestrategy

For email updates, send a message to rtp@oregonmetro.gov

The Climate Smart Strategy is built around these ten policy areas to help the region reduce greenhouse gas emissions from cars and small trucks while making our transportation system safer, healthier and more reliable. The strategy also includes supporting actions that can be taken by the state, Metro, cities, counties and others in the next five years to begin implementation and performance targets for monitoring our progress.

WHAT ARE THE PUBLIC HEALTH AND ECONOMIC BENEFITS?

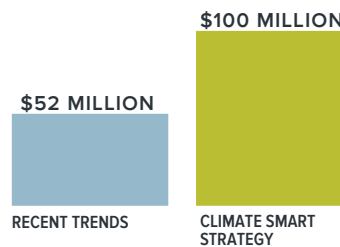
By 2035, the Climate Smart Strategy can help people live healthier lives and save businesses and households money through benefits like:

- Reduced air pollution and increased physical activity can help **reduce illness and save lives**.
- Reducing the number of miles driven results in **fewer traffic fatalities and severe injuries**.
- Less air pollution and run-off of vehicle fluids means **fewer environmental costs**. This helps save money that can be spent on other priorities.
- Spending less time in traffic and reduced delay on the system **saves businesses money, supports job creation**, and promotes the efficient movement of goods and a strong economy.
- **Households save money** by driving more fuel-efficient vehicles fewer miles and biking, walking and using transit more.
- Reducing the share of household expenditures for vehicle travel **helps household budgets** and allows people to spend money on other priorities; this is particularly important for households of modest means.



Our economy benefits from improved public health

ANNUAL HEALTHCARE COST SAVINGS FROM REDUCED ILLNESS BY 2035 (MILLIONS, 2010\$)

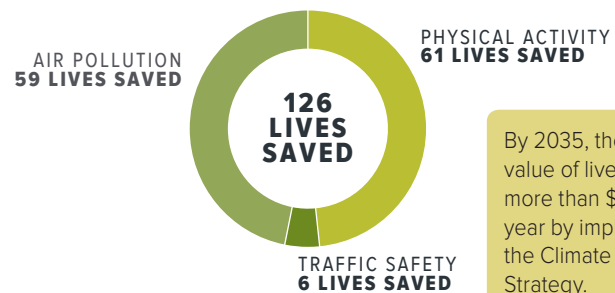


In 2010, our region spent \$5-6 billion on healthcare costs related to illness alone. By 2035, the region can save \$100 million per year by implementing the Climate Smart Strategy.



More physical activity and less air pollution

LIVES SAVED EACH YEAR BY 2035

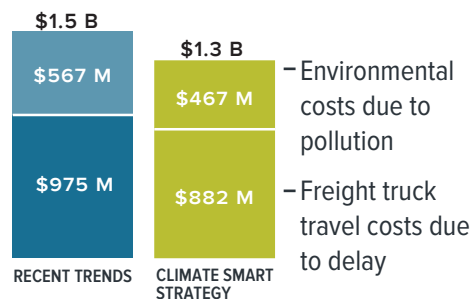


By 2035, the societal value of lives saved is more than \$1 billion per year by implementing the Climate Smart Strategy.



Our economy benefits from reduced emissions and delay

ANNUAL ENVIRONMENTAL AND FREIGHT TRUCK TRAVEL COSTS BY 2035 (MILLIONS, 2005\$)

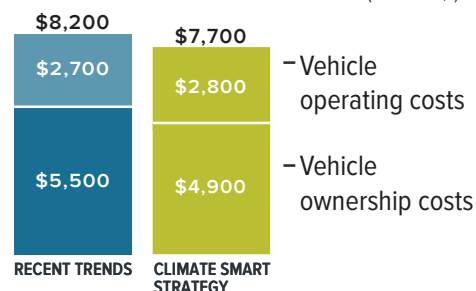


Cumulative savings calculated on an annual basis. The region can expect to save \$2.5 billion by 2035, compared to recent trends, by implementing the Climate Smart Strategy.



Household budgets benefit from reduced driving costs

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS BY 2035 (2005\$)



By 2035, households in the region can expect to save more than \$400 million per year, compared to recent trends, by implementing the Climate Smart Strategy.



WHAT IS THE RETURN ON INVESTMENT?

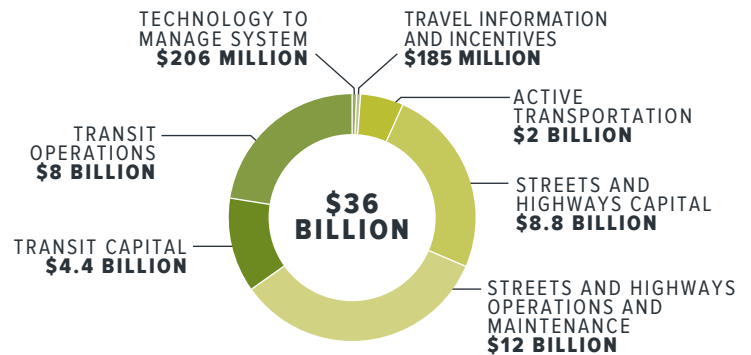
Local and regional plans and visions are supported. The Climate Smart Strategy reflects local and regional investment priorities adopted in the 2014 Regional Transportation Plan (RTP) to maintain our existing transportation system and address other transportation needs in the region. At \$36 billion over 25 years, the overall cost of the strategy is less than the full 2014 RTP (\$41 billion), but about \$5 billion more than the financially constrained 2014 RTP (\$31 billion).*

More transportation options are available. As shown in the chart to the right, investment levels assumed in the Climate Smart Strategy are similar to those in the adopted financially constrained 2014 RTP, with the exception of increased investment in transit capital and operations region-wide. Analysis shows the high potential of these investments to reduce greenhouse gas emissions while improving access to jobs and services and supporting other community goals.

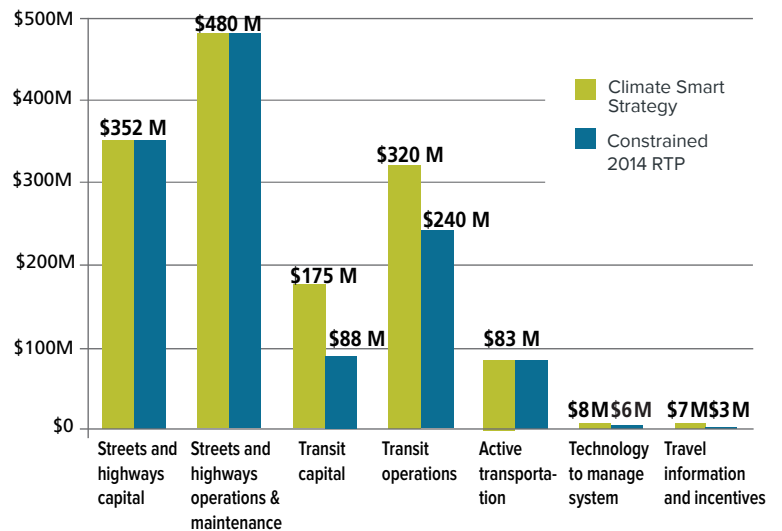
Households and businesses experience multiple benefits. The cost to implement the Climate Smart Strategy is estimated to be \$945 million per year, plus an estimated \$480 million per year needed to maintain and operate our street and highway system. While this is about \$630 million more than we currently spend as a region, analysis shows multiple benefits and a significant return on investment. In the long run, the strategy can help people live healthier lives and save households and businesses money.



Total estimated investment by 2035 (2014\$)



Annual cost of implementation through 2035 (millions, 2014\$)



* The financially constrained 2014 RTP refers to the priority investments that can be funded with existing and anticipated new revenues identified by federal, state and local governments. The full 2014 RTP refers to all of the investments that have been identified to meet current and future regional transportation needs in the region. It assumes additional funding beyond currently anticipated revenues.

About Metro

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

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

Metro Council President

Tom Hughes

Metro Council

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

Auditor

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MOVING FORWARD

Adopted with broad support from local, regional and state partners, the Climate Smart Strategy is now under review by the Oregon Land Conservation and Development Commission for approval. If approved, the strategy will be implemented through ongoing local and regional efforts to build healthy and equitable communities and a strong economy.

February to May 2015 LCDC reviews and considers approval of Climate Smart Strategy

Throughout 2015 and 2016 Metro works with partners to implement short list of climate smart actions

May to Fall 2015 Metro works with partners to shape work plan and engagement process for the next required update to the Regional Transportation Plan (due in 2018) to further implement the Climate Smart Strategy and meet state and federal planning requirements

Fall 2015 Metro Council approves work plan and engagement process for the 2018 RTP update

Fall 2015 to Late-2017 Metro works with partners to update the RTP

Mid-2018 JPACT and Metro Council consider adoption of 2018 RTP

SHORT LIST OF CLIMATE SMART ACTIONS FOR 2015 AND 2016

Adoption of the strategy also included broad support to pursue three actions in 2015 and 2016 to demonstrate the region's shared commitment to immediately begin implementing the strategy.

1. Advocate for increased transportation funding for all modes.
2. Advocate for federal and state actions that lead to cleaner, low carbon fuels and more fuel-efficient vehicles in Oregon.
3. Seek resources and technical assistance to advance community and regional demonstration projects that combine the most effective greenhouse gas emissions reduction strategies.