Both States say: “Cool It”
Oregon GHG Reduction Planning Update

Bob Cortright
Oregon Department of Land Conservation and Development
October 20, 2011

Background

- 2007
  - HB 3543 sets state goals for GHG reduction (75% reduction by 2050)
- 2009
  - HB 2001 Jobs & Transportation Act (JTA)
  - HB 2186 MPOGHG Task Force
- 2010
  - SB 1059

Metropolitan Scenario Planning

- Objective: Figure out what it will take to meet GHG goals
  - Combination of actions that is most effective, most beneficial
  - At vision/concept level
  - Like Metro 2040 Concept Plan
- Informs:
  - Legislative dialogue about targets, state actions, next steps
  - Plan updates, local actions

HB 2001 & SB 1059

<table>
<thead>
<tr>
<th>Scenario Planning?</th>
<th>Meet Targets?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Portland Metro</td>
<td>Required</td>
</tr>
<tr>
<td>Eugene-Springfield</td>
<td>Required</td>
</tr>
<tr>
<td>Other metropolitan areas</td>
<td>Optional</td>
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</tbody>
</table>

Oregon Sustainable Transportation Initiative (OSTI)

- Statewide Transportation Strategy
- Scenarios Planning Guidelines
- Toolkit
- Public Education

LCDC Rulemaking to Set Metropolitan Area Light Vehicle GHG Emissions Targets

Scenario Planning Funding Report

- January 2011
- Conclusions
  - Each metropolitan area will need $250,000 - $1.5 million to conduct scenario planning
  - Preliminary estimate only - depends on guidelines and targets
**Agencies Technical Report**

**March 1 by ODOT, DEQ, DOE**

**Conclusions**
- GHG needs to be reduced 74% per capita by 2035 to meet 2050 goals
- Expected changes to vehicle technology, fleet and fuels will get 80% of needed reduction:
  - Avg. fuel economy will improve to 60 mpg
  - Continued shift to low carbon fuels
  - Average vehicle age drops from 10 to 8 years old
  - Light trucks (pickups/SUVs) drop to 40% of new vehicles

**Metropolitan GHG Reduction Targets**

**Target Rule adopted by LCDC May 2011**
- Sets per capita GHG reduction targets for six metropolitan areas
  - Portland, Salem-Keizer, Eugene-Springfield, Rogue Valley, Bend & Corvallis
- 17-21% reduction per capita from 2005 levels
- In addition to reductions from expected improvements in vehicle technology, fleet and fuels

**Key Points**
- Targets may be met by increasing adoption of technology as well as reducing amount of driving (vmt)
- State has key role to:
  - take actions to help reduce metropolitan emissions
  - help with scenario planning
- External travel is a big challenge
- LCDC commits to review targets at regular intervals starting in 2015

**Scenario Planning Guidelines**
- Process for scenario planning
  - Seven Steps
  - Assumptions
  - Evaluation methods
- Allow for a range of actions for reducing transportation GHG
- Integrate with existing planning processes
- In progress - draft this Fall

**GHG Reduction Toolkit**
- Best Practices for GHG reduction
- Local & regional programs and actions
  - Provide examples
  - Document GHG reduction effects
  - Identify benefits/ co-benefits
- Recommend Analysis and Modeling Tools
- In progress, Draft this Fall

**Education & Outreach Plan**
- Inform public about
  - Need to reduce GHG emissions from light vehicle travel
  - Costs and benefits of GHG emission reduction
- Consultant selected to help draft plan
Statewide Transportation Strategy (STS)

- By ODOT/OTC for transportation sector; statewide
- Establishes broad state vision for reducing GHG emissions from transportation sector through 2050
- Three elements:
  - Ground, Freight, Air
  - Will guide/inform next OTP Update
  - Draft Strategy by March
  - Adoption by OTC June 2012

STPS Scenario Analysis

- Round 1 – now through October
  - Four scenarios; focused on key levers:
    - Pricing
    - Technology
    - Urban (Land Use and Transit)
    - System Optimization (TDM)
- Round 2 – November
  - Prepare composite scenarios informed by results of Round 1

STS Scenario Details

OSTI Next Steps

- Report to 2012 Legislature
  - ODOT/DLC
    - Target Rulemaking
    - Scenario Planning
  - Metro
    - Results of initial scenario planning

OSTI Next Steps

- Metropolitan Scenario Planning Rule
  - By LCDC by January 2013
  - Portland Metro Only
    - Guides “cooperative selection” of preferred scenario
    - Sets minimum planning standards & assumptions
    - Cycle for local plan adoption and updates
  - Status: LCDC expected to appoint rulemaking advisory committee (RAC) later this year

OSTI Next Steps

- SB 1059 – Other metropolitan areas
  - No specific timeline or requirements
  - Scenario Planning is voluntary
  - Begin to explore why, how, who
What do we think we’ve learned? (So far)

- Needed GHG reductions are dramatic
  - Population growth (+40%) means the 75% reduction goal for 2050 = 90% per capita
  - By 2035 - 52% reduction; 74% per capita
- Major levers are:
  - Vehicle Technology
  - Pricing
  - Urban development (land use and transit)
  - System Optimization (TDM, eco-driving)

Technology is key

By 2035:
- Avg mpg increases from 24 to 60 mpg
- Continued progress with low carbon fuels
- Fleet gets younger (more rapid turnover); fewer SUVs and light trucks

Expected improvements in vehicle technology will cut emissions by 2/3 or more

Technology & Congestion

- 2035: Not your father’s Oldsmobile
- Stop/start, hybrids will dramatically reduce idling & low speed emissions

Technology = Rebound

- Reduced variable costs (costs per mile) = more driving
- Tripling fuel economy means fuel cost for driving drops
  - 17 cents per mile today
  - 7-10 cents per mile in 2035

Why Scenario Planning?

- It’s the co-benefits!
  - More livable communities
  - Reduced spending on foreign oil
  - Reduced infrastructure costs
  - Reduced transportation costs
  - Improved public health, reduced heath care costs
  - Better air quality
Getting Started

- Acknowledge good stuff
  - UGBs, compact development, expanded transit, planning for alternatives
  - We're already driving less, emitting less
- Evaluate existing plans
  - How far will they get us?
    - (with expected state & federal policies)
  - Measure other outcomes/Issues

What will scenarios look like?

- Land Use: maximize Low VMT development
  - More Infill/redevelopment in centers
  - More mixed use, transit oriented development
  - Higher densities for new development
  - Little or no UGB expansion
- Transportation: expand low GHG options
  - Expanded transit
  - Complete bike / ped networks
  - Incentives for alternative modes
  - Parking management
- Integrated packages – LU & Transportation
  - Example: TODs + BRT + cash out etc.

What’s “feasible”??

- Economic feasibility
  - can we afford it?
  - are we willing to pay for it?
- Political feasibility:
  - will electeds, public support it, vote for it?
  - (Are existing plans feasible?)

Resources

- OSTI Website
  - www.oregon.gov/ODOT/TD/OSTI/
- Oregon Global Warming Commission
  - www.keeporegoncool.org
- TGM Carbon Footprint Webpage

Gen Y Drives Less!

Fewer younger drivers; driving fewer miles
### Gen Y Driving Less – Much Less

#### Percent Change in VMT and PMI (1995, 2001, 2009 NHIS)

<table>
<thead>
<tr>
<th>Survey Year</th>
<th>Average Annual VMT</th>
<th>% Change</th>
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<tbody>
<tr>
<td>1995</td>
<td>8.072</td>
<td>12.116</td>
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<tr>
<td>2009</td>
<td>7.330</td>
<td>11.090</td>
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</table>

*Oregon Transportation Summit, September 2011*
Reducing transportation emissions
and Washington Governor’s Executive Order 09-05

Brian Smith, AICP
Director, Strategic Planning, WSDOT

APA joint OR/WA meeting
Portland, Oregon
October 20, 2011
Transportation accounts for 47% of greenhouse gas in Washington

U.S. Greenhouse Gas Emissions

- Electricity: 34%
- Transportation: 28%
- Residential, Commercial, & Industrial Fuel Use: 20%
- Industrial Process & Other: 8%
- Agriculture: 8%
- Waste: 2%

Washington Greenhouse Gas Emissions

- Transportation: 47%
- Electricity: 20%
- Residential, Commercial, & Industrial Fuel Use: 20%
- Agriculture: 6%
- Industrial Process & Other: 4%
- Waste: 3%


Climate Change Chronology

• 2007
  o Legislation
  o Executive Order 07-02 – climate challenge and Climate Advisory Team 1 & Climate Change Challenge
  o Statewide analysis of preparation needed for climate impacts

• 2008
  o Legislation
  o Climate Advisory Team 2
  o VMT benchmarks (RCW 47.01.440) & GHG reduction goals set (RCW 70.235.020)
  o TIWG and LUCC Advisory Committee

• 2009
  o Legislation
  o Executive Order 09-05 Washington’s Leadership on Climate Change
  o RCW 19.27A.190

• 2010
  o 09-05 2(a) Report to Legislature and Governor
  o Begin work on statewide climate change vulnerability assessment

• 2011
  o 09-05 2(b) Work with regional transportation planning organizations on strategies to reduce VMT and GHG
Climate Change Legislation

Legislation in 2008 and 2009 specify sustainable transportation, GHG emissions and vehicle miles traveled (VMT) requirements of WSDOT:

- RCW 19.27A.190 directs WSDOT to report energy usage to assess the need for energy audits.
- RCW 43.16.648 (4) requires WSDOT to install outlets for electric vehicle charging in our state’s fleet parking and maintenance facilities.
- RCW 43.21M.010 instructs the department to participate in the development of a statewide integrated climate change response strategy.
- RCW 47.01.440 established VMT reduction benchmarks and assigns specific implementation, monitoring, economic assessment and analysis tasks to WSDOT.
- RCW 70.235.020 established GHG emissions reduction goals for the state.
- RCW 70.235.050 directs WSDOT to quantify and reduce our GHG emissions to achieve state agency’s mandatory targets.
GHG/VMT Reduction Goals

• **2007 Senate Bill 6001** (RCW 70.235.020)
  – Washington’s greenhouse gas emissions reduction goals:
    • 1990 levels by 2020
    • 25% below 1990 levels by 2035
    • 50% below 1990 levels by 2050

  State’s baseline = *94.6 million metric tons CO2 equivalent*

• **2008 House Bill 2815** (RCW 47.01.440)
  – Per capita VMT benchmarks (for vehicles under 10,000 lbs) based on 75B VMT forecast for 2020
    – 18% reduction by 2020
    – 30% reduction by 2035
    – 50% reduction by 2050
Emission reduction strategies

- **Improve fuel**
  - Support lower fuel carbon content; find and invest in alternative fuels

- **Advance vehicle technology**
  - Support improved vehicle technology; encourage energy efficiency and non-petroleum powered engines

- **System efficiency**
  - Operate our transportation system to maximize efficiency and improve traffic flow; coordinate with our partnering agencies to do the same

- **Increase options, reduce vehicle miles traveled**
  - Support efficient transportation options like carpooling; working from home; riding a bus, train or bicycle; walking; or telecommuting.

  PLUS

- **Land use**
  - Connect land use and transportation. Leverage transportation investments to encourage land uses accessible to alternative travel options
In consultation with the Departments of Ecology and Commerce, and in collaboration with local governments, business, and environmental representatives,

- Estimate current and future state-wide levels of vehicle miles traveled,
- Evaluate potential changes to the vehicle miles traveled benchmarks established in RCW 47.01.440 as appropriate to address low- or no-emission vehicles, and
- Develop additional strategies to reduce emissions from the transportation sector.
- Report findings and recommendations to the Governor by December 31, 2010;
Executive Order 09-05 2(a) – Approach

Established a Executive Order Working Group

Studies/Analysis Included

– Washington Climate Action Team transportation policy options analysis (December, 2007);
– Transportation Role in Reducing U.S. GHG Emissions: Report To Congress (April, 2010)
– Moving Cooler (July, 2009)
– Harvard Kennedy School Belfer Center for Science and International Affairs Study, Analysis of Policies To Reduce Oil Consumption and Greenhouse-Gas Emissions from the US Transportation Sector (February, 2010)
– EPA Analysis of the Transportation Sector Greenhouse Gas and Oil Reduction Scenarios (February, 2010)
– U.C. Berkeley Study: Review of Modeling Analysis of Transit, Land Use, and Auto Pricing Strategies to Reduce VMT and GHG Emissions, C. Rodier, for CARB and Caltrans (October, 2009)
– PSRC T-2040 Modeling Analysis
Executive Order 09-05 2(a)– Findings and Recommendations- 1

• **Current Vehicle Miles Traveled**
  - HPMS is an appropriate tool to monitor VMT statewide.
  - HPMS may also be an appropriate tool for monitoring VMT at the local and regional levels.

• **Estimating Future Vehicle Miles Traveled**
  - The statutory VMT benchmarks in RCW 47.01.440 used a baseline of 75 billion VMT for 2020.
  - This baseline for 2020 was established by the February 2008 VMT forecast and serves as the basis for the VMT per capita reductions benchmarks in 2020, 2035, and 2050.
  - Based on a new methodology developed specifically for forecasting VMT, the June 2010 forecast projects total statewide VMT in 2020 to be 66 billion. WSDOT will update the VMT forecast annually each June.

**Recommendation**
WSDOT recommends that the legislature use historical, measured VMT (e.g., 2000, 2005, or 2010 levels), rather than forecasted VMT, to set the VMT baseline.
Executive Order 09-05 2(a) – Findings and Recommendations- 2

Do the VMT benchmarks need to be changed to address low or no-emission vehicles?

• Ecology’s research showed that projected vehicle technology and fuel changes will occur relatively slowly.
• The rate at which significant vehicle and fuel technology advances and regulatory changes are likely to happen over the next 40 years is highly uncertain.

**Recommendation**
WSDOT recommends that the VMT benchmarks should not be changed at this time to address low- or no-emission vehicles.
Greenhouse gas reduction strategies from the transportation sector fit into four broad categories:

- Operating the system more efficiently
- Advancing vehicle technology
- Improving fuels
- Reducing VMT

There is no silver bullet

- Major contributions from each of the strategies are needed to reduce GHGs
- Many transportation sector strategies would require changes in policy, funding, and authority
- The state cannot significantly reduce emissions from the transportation sector without collaborative and comprehensive actions by private citizens, businesses, and regional and local governments.

Implementing combinations of aggressive transportation emission reduction strategies can achieve roughly a 10% reduction in total statewide GHG emissions compared to the 2050 baseline.

Did not assess the political or financial feasibility of implementing the strategies

**Recommendation**

WSDOT recommends that the state consider the most viable ways to reduce statewide GHG emissions across all sectors. In 2011, WSDOT will continue to work with the four largest RTPOs identified in the Executive Order as part of the Section 2(b) work, which would further inform practical approaches for reducing GHG emissions at the regional level.
Executive Order 09-05 2(b)  What is required?

Work with the Puget Sound Regional Council, Spokane Regional Transportation Council, Southwest Washington Regional Transportation Council and Thurston Regional Planning Council to cooperatively develop and adopt regional transportation plans that will:

• Provide people with additional transportation alternatives and choices,
• Reduce greenhouse gases and
• Achieve the statutory benchmarks to reduce annual per capita vehicle miles traveled
• In those counties with populations greater than 245,000.

By December 1, 2011, the Department will report to the Governor on which regional transportation planning organizations have developed, or are developing, plans with greenhouse gas strategies, which strategies appear to have the greatest potential to achieve the benchmarks, and what policy or funding issues need to be resolved to ensure implementation.
Governor’s Executive Order 09-05, Section 2(b): Survey Responses

- 2(b) follows work from last year looking at statewide GHG/VMT reduction from transportation
- 2(b) work and survey focused on 4 RTPOs
  - Puget Sound Regional Council
  - Spokane Regional Transportation Council
  - Southwest Washington Regional Transportation Council
  - Thurston Regional Planning Council
- Survey addresses (current transportation plan and upcoming plan update)
  - plans with GHG reduction strategies,
  - which strategies appear to have the greatest potential to achieve the benchmarks,
  - what policy or funding issues need to be resolved to ensure implementation
Governor’s Executive Order 09-05, Section 2(b): Survey Responses Continued

• Survey responses mainly reflect conditions of existing plans which pre-date climate change interest and activity
• Except *Transportation 2040*, GHG/VMT reduction not reflected in plans, but relate strongly to congestion reduction strategies
• Survey responses to serve as the basis of 2(b) report – due in December
GHG reduction strategies categorized into 3 broad groupings

- **Active transportation and transportation demand management**
  Examples: expanding bicycle and pedestrian networks to complete crucial gaps, removing hazardous crossings, extending network connections to underserved communities, commute trip reduction programs, intelligent transportation systems, carpool/vanpool and rideshare, complete streets

- **Transit expansion**
  Examples: high-capacity transportation policies and infrastructure such as right-of-way corridor agreements, access, and facilities that further enhance efficient growth, development, and transportation services

- **Growth management/land use**
  Examples: encouraging infill development and density, especially when combined with proper parking requirements, mixed-uses, and transit, bicycle, and pedestrian access
Governor’s Executive Order 09-05, Section 2(b): Survey Responses, Continued

- Strategies with the greatest potential for achieving the VMT benchmarks
  - Package of transportation alternatives combined with land use measures
    Examples: Growth and Transportation Efficiency Centers, mixed-use re/development, Complete Streets, multi-modal street standards, street connectivity, high capacity transportation connecting activity centers
  - Significant potential from marketing and tolling strategies
    Examples: Spokane region alternative transportation marketing program and Puget Sound region tolling strategy
Governor’s Executive Order 09-05, Section 2(b): Survey Responses, Continued

• Policy and funding issues
  – Land use and transportation planning relationship: governance and decision making
    Examples: Difficulty in managing land use patterns and transportation system, limited ability for maximizing efficiency and sustainability of future land use decisions
  – Stable, sufficient funding
    Examples: Limited and competitive funding of present economic climate, decreased funding source(s), limited alternative transportation funding
Questions? More information?

- Key contributors to the EO 09-05 2(a) and (b) reports included Kathy Leotta, Karin Landsberg, Jason Beloso, Keith Cotton

- [http://www.wsdot.wa.gov/SustainableTransportation/report.htm](http://www.wsdot.wa.gov/SustainableTransportation/report.htm)

- Brian J. Smith, AICP
  Director, Strategic Planning [smithb@wsdot.wa.gov](mailto:smithb@wsdot.wa.gov)
Cool It! Portland Metro’s Scenario Planning for Climate Smart Communities

Cascadia Collaborative
October 20, 2011
Mike Hoglund, Metro Research Director
Portland, OR

Presentation overview
Scenario Planning for Climate Smart Communities

- Legislative GHG/Scenario Planning Requirements
- Metro’s Approach
  - Framing Choices
  - Analytical Requirements & Preliminary Results
  - Key Issues/Lessons
- Chances for Success?
- Q&A/Discussion

Building on past innovation and successes

- 1996 - 2009: 2040 Implementation
  - Financial & Regulatory
- 2010 - 2012: Climate Smart Communities
  - GHG/Trans/LU Scenario Planning
  - Climate Prosperity
  - Climate Preparedness
  - Analytical Tools & Methods
- 2013 & beyond: Implementation

Climate Smart Communities:

Scenario Planning Requirements

Scenario Planning Approach

Phase 1 Preliminary Metropolitan GreenSTEP Results

October 2011

Oregon Greenhouse Gas Goals

- Stop emissions increases by 2010
- 10% reduction below 1990 levels by 2020
- 75% reduction below 1990 levels by 2050

Adopted by the 2007 Legislature, the goals are for all greenhouse gas emissions sources.

Mandated state climate work

HB 2001 and SB 1059

- Set statewide transportation strategy
- Set MPO GHG targets for light duty vehicles (<10,000 lbs.)
- Develop scenario guidelines & toolkit
- Estimate future vehicle and fuel technology
- Public outreach campaign
- Portland Metro scenario planning (light duty vehicles)
- Report to 2011 and 2012 Legislatures

**Scenarios timeline**

We are here.

**Project tracks**

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<tbody>
<tr>
<td>Technical &amp; policy analysis</td>
<td>• Evaluation framework • Research policy levers and strategies • Tool development and integration</td>
<td>• Evaluation framework • Alternative scenarios • Tool integration &amp; sensitivity testing</td>
<td>• Preferred scenario • Update regional plans and policies</td>
</tr>
<tr>
<td>Communications &amp; engagement</td>
<td>• Opinion research • Literature review • Stakeholder interviews • Regional summit • Best practices research</td>
<td>• Design workshops • Other TBD</td>
<td>• Public comment period • Regional summit • Other TBD</td>
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<tr>
<td>Tools</td>
<td>• Metropolitan GreenSTEP • Literature review</td>
<td>• Metropolitan GreenSTEP • Emission Tomorrow</td>
<td>• Metropolitan GreenSTEP • Regional travel model • MetroScope • MOVES</td>
</tr>
</tbody>
</table>

**Light vehicles: region’s mandated focus**

The Portland Metro region generates over 31 MMT CO2e annually.

**Oregon MPO 2035 GHG Targets** (reduce per capita light vehicle GHG emissions below 2005 levels)

<table>
<thead>
<tr>
<th>Metropolitan Area</th>
<th>Adopted Target</th>
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<tbody>
<tr>
<td>Portland Metro**</td>
<td>20%</td>
</tr>
<tr>
<td>Eugene-Springfield*</td>
<td>20%</td>
</tr>
<tr>
<td>Salem-Keizer</td>
<td>17%</td>
</tr>
<tr>
<td>Rogue Valley</td>
<td>19%</td>
</tr>
<tr>
<td>Bend</td>
<td>18%</td>
</tr>
<tr>
<td>Corvallis</td>
<td>21%</td>
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*Required Scenario Planning
** Required Scenario Planning & Adoption

**Technology & fleet improvements (estimates) for the Portland region**

<table>
<thead>
<tr>
<th>Fuel Economy (mpg)</th>
<th>Fleet Mix (percentage)</th>
<th>Electric &amp; Hybrids (percentage)</th>
<th>Fuel Carbon Content (percentage reduction)</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>cars &amp; trucks</td>
<td>cars &amp; trucks</td>
<td>cars &amp; trucks</td>
</tr>
<tr>
<td>2005</td>
<td>29 &amp; 21</td>
<td>57 &amp; 43</td>
<td>0</td>
</tr>
<tr>
<td>2035</td>
<td>68 &amp; 48</td>
<td>71 &amp; 29</td>
<td>8 &amp; 2</td>
</tr>
</tbody>
</table>

Source: State Agency Technical Report (March 2, 2012) and assumed in the Metropolitan GHG Reduction Targets Rule

**Metro GHG emissions reduction target in per capita terms (the logic)**

- 2005 per capita roadway emissions = 4.05 MT CO2e
- 2005 annual per capita VMT (22) = 2035 VMT
  - State’s assumed tech and fleet improvements
- 2035 per capita roadway emissions = 1.5 MT CO2e

However,

To meet the overall target, we need an additional 20% GHG reduction = 1.2 MT CO2e per capita

10/24/2011
Metro GHG emissions reduction target in per capita terms

Packages of policies and actions
Testing bundles of “plausible” strategies

Caveats
3 phased process
- Evolving analytical methods, including economic and equity affects
- Trends or themes will stay the same, but actual numbers may vary
- As we move through the process behavioral trends will be better understood
- Sensitivity testing of models

Most effective strategies...
- Community design
- Technology and fuels
- Pricing
Preliminary findings: Summary

- Current plans and policies are effective, but not enough
- Targets are achievable but will take effort, bold action and partnerships
- We have choices, but there is no “silver bullet”
- Combinations of strategies provide the greatest number of options
- We can’t do it alone – State and Federal actions are needed to meet target
- Sequencing will be important

Preliminary findings...

1. Most scenarios meet or exceed target
2. Technology and fleet alone do not meet target
3. Moderate pricing and community design (Level 2) together do not meet target
4. Most ambitious community design (Level 3) provides one scenario that meets the target

...preliminary findings

5. Most ambitious community design (Level 3) provides many options when combined with tech and fleet
6. Combinations of tech and fleet with moderate community design and pricing (Level 2) provide the most options
7. Marketing provides additional options, especially in combination with community design

Assessing the benefits and impacts

- Roadway greenhouse gas emissions
- Vehicle miles traveled (VMT)
- Household travel costs and cost savings
- Freight travel time costs
- Households in complete communities
- Walk trips
- Average people per acre
- Urban growth boundary expansion

2040: Six desired outcomes

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

Let’s not talk about climate change... let’s do talk about outcomes...
Local implementation

- Comprehensive plans and zoning
- Transportation system plans
- Development codes
- Community investments

Can we succeed? Can we meet the targets?

Climate skeptics

Where Did Global Warming Go?

History of Success: Region 2040

Top Priorities for 2040
1. Jobs
2. Transportation
3. Social Security
4. Education
5. Healthcare
6. Helping the poor
7. Energy
8. Health issues
9. Home
10. Housing decisions
11. Financial reg
12. Environment
13. The kids
14. Immigration
15. Jobs
16. Global warming

2040 Growth Concept
2040: Local plan implementation
“A level playing field”

- Housing and jobs targets
- Stream protection
- Regional parking management
- Street design standards (boulevards)
- Street connectivity
- Multi-modal mobility corridors
- Model development codes

2040: Preserving natural areas

To date:
- 11,200 acres purchased & preserved
- More than 90 miles of rivers and streams protected
- More than one million trees planted

2040: Investing in communities
1995-2010 (millions)

- Bike/Ped: $127
- HCT: $45
- Freight: $71
- RTO: $41
- TOD: $32
- Blvd.: $24
- Other: $27

71 percent ($309 M) of regional flex funds spent on 2040 implementation projects

Leveraged private investment

The region’s growth strategy is working
Portland area residents drive less…

...bike more...

...take transit more...

...and, emit fewer greenhouse gases.

2040: Local aspirations and actions

Data/Research Gaps

- Inaction vs. Mitigation and Adaptation (costs)
- More research into economic and equity benefits and impacts needed
- How does Climate Smart development grow businesses and create jobs?
- From Green Dividend to “Community Dividend”
Conclusions

• 20 percent light-duty target by 2035
• Define and commit to vision
• Identify “plausible” options
• Co-beneficial opportunities (public health, equity, community health, oil independence, etc.)
• Continue implementation of 2040 Plan
• Local implementation will be key
• Measure what matters

Discussion

For more information, contact:
Mike Hoglund, Metro Research Director
Mike.Hoglund@oregonmetro.gov