

# Climate Friendly and Equitable Communities Interviews and Survey Report

*Oregon Department of Land Conservation and Development  
July 16, 2020*

## Executive Summary

This report is a summary of the public input gathered by the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) staff as the lead work for the Local Greenhouse Gas Reduction action in the Every Mile Counts program and to inform the Land Conservation and Development Commission's scoping for the Climate Friendly and Equitable Communities rulemaking efforts. Staff gathered input through a series of in depth interviews and an online survey with nearly one hundred diverse stakeholders from across the state from May to June of 2020.

The purpose of this report is to provide a better understanding of the local opportunities and constraints on reducing transportation related climate pollution through local transportation and land use planning. The interview and survey questions focused on practices and policies to help DLCD and ODOT understand the challenges and opportunities towards building climate friendly communities in a way that is inclusive, advances diversity, equity and inclusion goals, and promote affordable living.

In addition to the interviews and survey, DLCD and ODOT staff solicited public input through the Every Mile Counts survey and webinars conducted separately by DLCD and ODOT in response to the Governor's Executive Order 20-04.

Key themes from interviews and survey respondents include that:

- There is broad support for action to reduce climate pollution in the transportation sector;
- More equitable actions and outcomes need to be prioritized;
- Actions to reduce climate pollution can help provide other community benefits, including more equitable outcomes;
- There are a variety of climate pollution reduction strategies being employed at the local and regional levels;
- Partnerships at the state, regional, and local levels are important to reduce pollution;
- The state should set overall goals, and provide local flexibility in meeting them; and
- The state needs to provide leadership in providing technical and financial support.



## Findings

In general respondents report broad consensus across on the severity of the climate crises and the urgent need to reduce climate pollution. A few respondents report concerns about the work overall which are centered on the potential for negative economic impacts to the state and local governments.

### *Equity in Climate Pollution Reduction Work*

Respondents are clear that Oregon can learn from examples of newer local plans and policies that are putting an equity lens front and center. Their advice is that meaningfully addressing equity requires centering the needs of historically disadvantaged communities, including Black, Indigenous, people of color, people with low incomes, disabled community members and other disadvantaged populations. As described by interview respondents, these processes must be inclusive, and proactively recruit guidance from underrepresented communities utilizing a variety of strategies.

### *Opportunities and Challenges to Climate Pollution Reduction Work*

Many local governments report working on or as having a goal to reduce climate pollution, but the details of staffing, funding, and strategies vary widely. Respondents express that there are several significant barriers to reducing climate pollution, ranging from a lack of political leadership to systemic challenges in auto-oriented laws and engineering standards. There is also agreement among respondents that strategies to reduce climate pollution also produce other benefits and help communities meet important livability goals. Local governments report a clear need for technical and financial support from the state to support local implementation.

Respondents report that greenhouse gas inventories have mostly been conducted at the local level, though there is clear support expressed for regional planning due to the interconnections of the regional economy and transportation system. The majority of respondents say that a metropolitan planning organization or council of governments should provide more leadership on reducing climate pollution and support strong regional partnerships.

### *Rulemaking Strategy for Climate Pollution Reduction Work*

Respondents indicate support for a phased rulemaking strategy and report a sense of urgency to tackle the climate crisis. Respondents also voiced clear support for building community support through a bottom up approach that engages local governments throughout the process and provides a flexible approach that can be responsive to the differences of each local context. Overall, respondents are supportive of strong state actions to reduce climate pollution.



# Climate Friendly and Equitable Communities

## Interviews and Survey Summary

From May to June of 2020, DLCD and ODOT staff gathered input from nearly one hundred stakeholders made up of transportation and land use planners, climate planners, city and regional planning academics, non-profit leaders from homeless, environmental and aging organizations, environmental justice advocates, political advocates, attorneys, and elected officials from across the state.

The themes presented in this report may not be statistically representative of Oregonians overall. While stakeholders represent a diverse spectrum of community members, no sampling techniques were employed in selecting the stakeholders, and consequently the results cannot be generalized as the sentiments of Oregonians. It is also important to recognize that information presented by the stakeholders included perception and opinion. Nonetheless, the valuable insight shared during the interviews greatly informs the planning process for reducing climate pollution in Oregon.

### Key Themes from Interviews and Survey

Staff identified several key themes from the interviews and survey. Those mentioned by many stakeholders are summarized below for quick reference.

#### *Equity in Climate Pollution Reduction Work*

- Most cities and counties have equity policies and more engagement is happening now.
- Equity goals and outcomes need to be included into all work of organizations.
- Older plans have less focus on equity; newer plans have equity at the forefront.
- Prioritizing benefits on impacted/frontline communities suggested as a best practice.

#### *Approach to Climate Pollution Reduction Work*

- The best climate projects will have multiple outcomes: economic equity, reducing exposure to climate change on communities of color and low-income communities, multi-modal transportation options, economic development, walkable communities, jobs and affordable living.
- There are multiple approaches to funding climate pollution reduction work. Some communities have dedicated staff, others are receiving grants, and others do not directly do climate pollution reduction work. Grants come from a variety of federal and state programs as well as private and non-for profit options.
- Many strategies to reduce pollution are indirect and include mobility, mix of uses, and adding more “middle” housing to create walkable communities with less reliance on the need to drive places.
- Transportation projects that show a reduction in climate pollution should be prioritized. A climate and equity lens should be applied to all state funding of transportation projects.

- About half of respondents reported as having a climate plan or goal to reduce climate pollution. Staffing is mostly shared across various positions, though some report having a coordinator.

### *Barriers to Climate Pollution Reduction Work*

- A significant barrier to accomplishing reducing pollution is focusing on reducing motor vehicle congestion (e.g. level of service (LOS) measurements) instead of focusing on reducing vehicle miles traveled (VMT). Other barriers include a lack of public support, public education, political will, sustained leadership, and staffing.
- Ways to address barriers include developing strong coalitions, dedicated funding at the state level, community conversations about positive outcomes including environmental, economic and livability.
- Regional planning participation should include building a clear and consistent set of best practices and tool kit at the state level while having individual autonomy to meet measures within the regions. Allow local and regional planning to build on existing work.
- Resource constraints is the largest barrier reported to achieve climate pollution reductions. Technical and financial support was frequently cited as a need.

### *Approaches to Monitor and Measure Climate Pollution Reduction Work*

- Approaches to monitor and measure greenhouse gas reduction strategies include vehicle miles traveled, housing units within a designated distance of transit, transportation options available, commute data, charging infrastructure availability, and health indicators.
- Greenhouse gas inventories have mostly been conducted at the city level.
- Assistance needed for pollution reduction work includes funding, easily accessible data, modeling, partnerships and community engagement assistance.
- The most effective policies to reach climate pollution reduction goals include pricing driving, parking cash-out, increased mixed-use and compact development in centers and transit corridors, job creation and access, remote work policies, trips reduction mandates for employers, strengthening active mode requirements in the Transportation Planning Rules (TPR), and transportation demand management.

### *Rulemaking Strategy for Climate Pollution Reduction Work*

- Strong support for regional planning.
- A two-phase rulemaking strategy is supported in order to move things forward now. There is a sense of urgency. Community support can be built from two phases.
- Respondents expressed caution about mandates and actions at the state and regional level translated to the local level. Early and long term targets are needed. Make rulemaking clear, with a bottom up approach within a top-down framework.

### *Other Considerations*

- Other considerations include connecting climate work to housing, transportation, and age-friendly communities.

- Pay close attention to urban and rural needs to find context sensitive solutions. Focus higher density in larger cities and in corridors; keep expectations lower for smaller cities.

## Summary of Survey Responses

DLCD staff distributed a survey from June 8<sup>th</sup> - 22<sup>nd</sup> to each of the elected Policy Board members and Technical Advisory Committee members of each of Oregon’s eight Metropolitan Planning Organizations. Staff also shared the survey with individuals who have expressed interest in DLCD’s climate work through GovDelivery, the members of the 2018 TPR Rules Advisory Committee, as well as other key stakeholders and researchers.

Results from the survey are presented below organized by survey questions in three categories: background, local context, and policy discussion. Most questions included an open ended opportunity for response and staff summarized that information into themes and a sample of direct quotes to illustrate specific ideas and sentiments.

### Background

#### 1. When you think about climate change in Oregon, what occurs to you (first thoughts that come to your mind)?

##### Themes:

- Natural disasters, extreme weather, climate refugees
- Ocean acidification, wildfire smoke, reduced snowpack, public health, ag
- Human caused, transportation contributions, auto-centric system
- State leadership

*“Climate change is going to impact Oregon – the sooner we make structural changes in society, the less “drastic” changes will be needed.”*

*“I believe we need to radically change how we plan in urban and rural areas so that the changes necessary to reduce GHG emissions from the transportation sector can be achieved.”*

#### 2. Please select the answer that best describes your professional role and relevant intersection it has with climate-focused work.

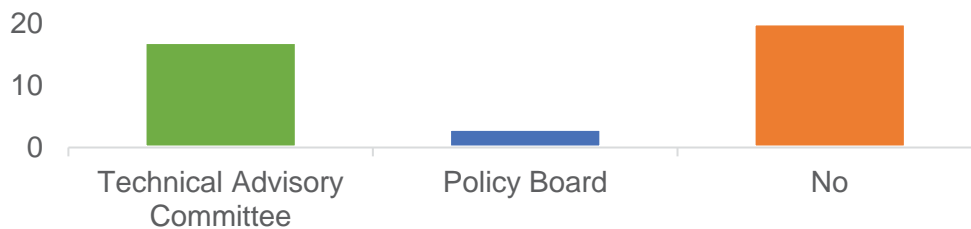


**3. To better understand your local context, what jurisdiction(s) do you work for or represent?**

**Themes:**

- Mostly city staff, some county and various agencies

**4. Do you sit on an MPO Policy Board or Technical Advisory Committee?**



**5. Please describe your involvement in climate change-related work to date.**

**Themes:**

- Experts in planning and policy
- Creating and implementing climate plans and policies
- Climate champions

*Equity in Climate Pollution Reduction Work*

**1. Does your organization have any equity-oriented programs that you would like to share?**

**Themes:**

- No, or in beginning phases
- Diversity Equity and Inclusion program, committee, or policies
- Orient needs of vulnerable and underrepresented populations in work program and performance measures
- Partnerships with local organizations
- Transit Title VI requirements

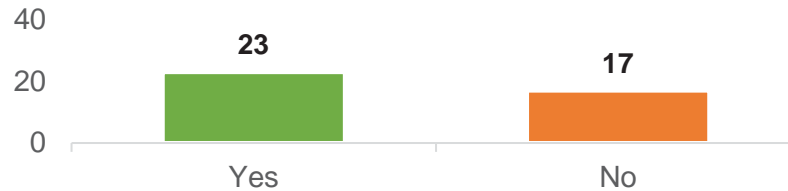
*“Yes we have tons of them, but they are mostly nonsense. We still have exclusionary zoning and the majority of people drive to work. Those are the things we have not solved, because no one looks at the real causes.”*

*Develop a Policy Framework for Triple Bottom Line - Integrate economic health, social sustainability and environmental stewardship for planning, development, and infrastructure opportunities.”*



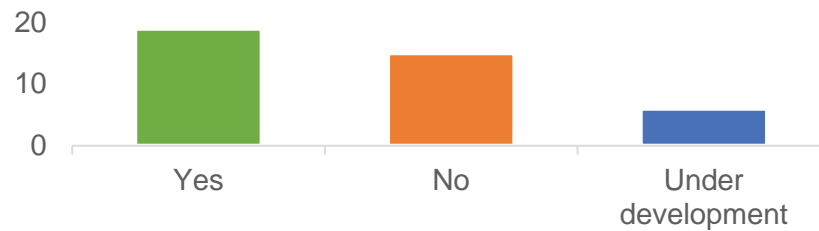
## Approach to Climate Pollution Reduction Work

### 1. Has your jurisdiction, by official action (e.g., proclamation, resolution, adopted plan) committed to reducing greenhouse gas emissions?



\*May include multiple responses from a community, should not be taken as a direct count and used for illustrative purposes only.

### 2. Does your jurisdiction have a climate action plan or is one currently being developed?



\*May include multiple responses from a community, should not be taken as a direct count and used for illustrative purposes only.

### 3. Do you feel your implementation has been successful? Why or why not?

#### Themes:

- Some reported yes
  - Transition to electric vehicles/buses, CNG
  - Transition to 100% renewable electricity
- Many reported no to little progress
- Too soon to tell for others
- Need more education, staffing
- Many actions are outside of local control

*“It has had positive impacts on our community, particularly the work with marginalized communities. Emissions reductions efforts have had some impact, but we need more action much more quickly to reach our goals.”*

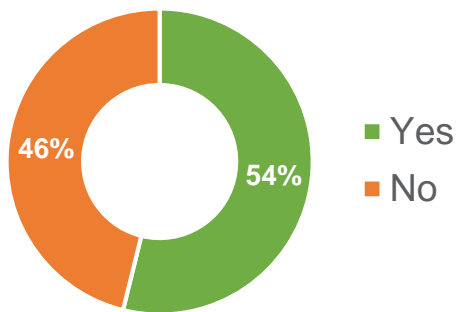
*“Insufficient staff and lack of tools to accomplish community GHG reductions.”*

2. To understand staffing needs generally, how is climate change mitigation or response staffed in your jurisdiction (e.g., part of a position's responsibility, part of multiple positions' responsibilities)?

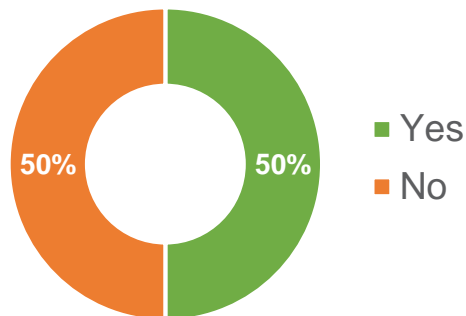
**Themes:**

- Mostly shared among various positions
- Some report having a single position staffed as a sustainability or climate coordinator

4. Right now GHG reduction targets are by region, does your jurisdiction have a greenhouse gas reduction goal or target?

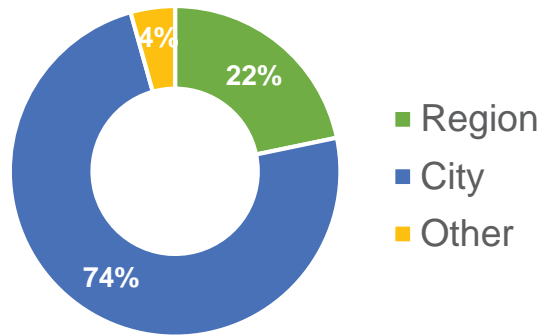


5. Have you conducted a greenhouse gas inventory?

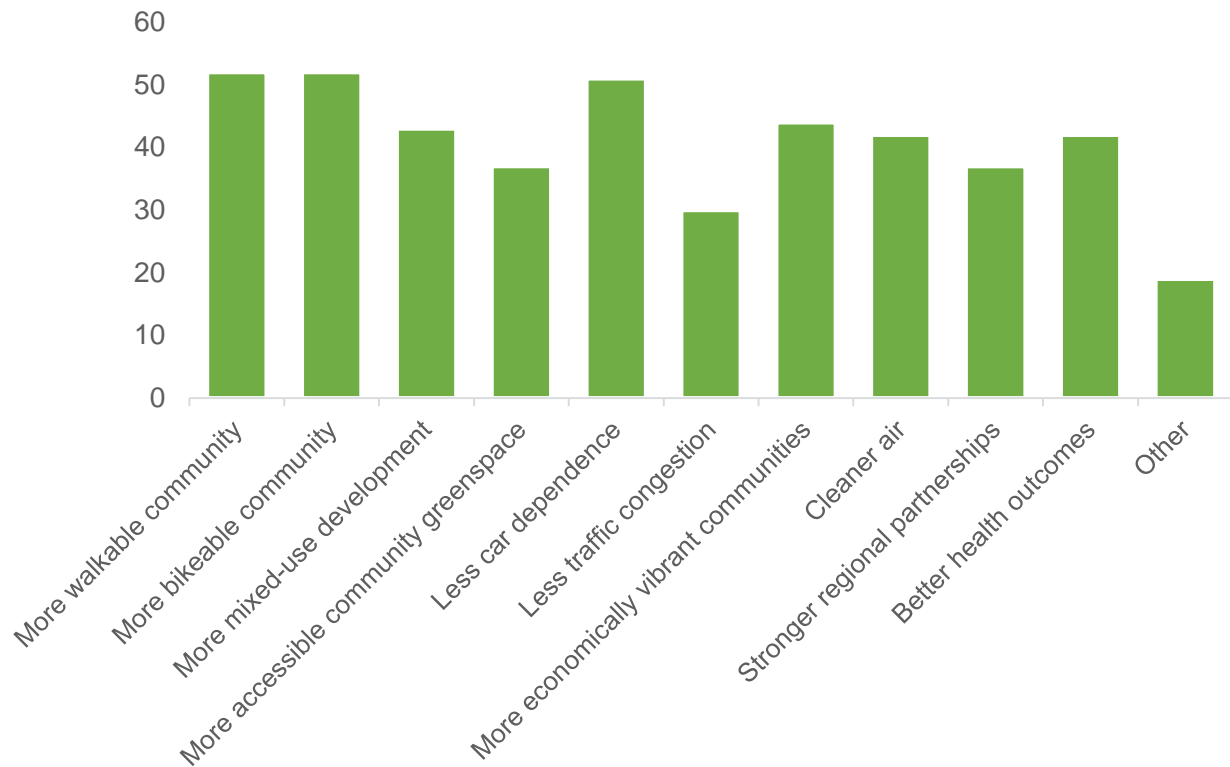




6. Was it by region or your community alone? (check all that apply)



7. Associated with climate response, what land use and transportation outcomes would be desirable for your community? (check all that apply)

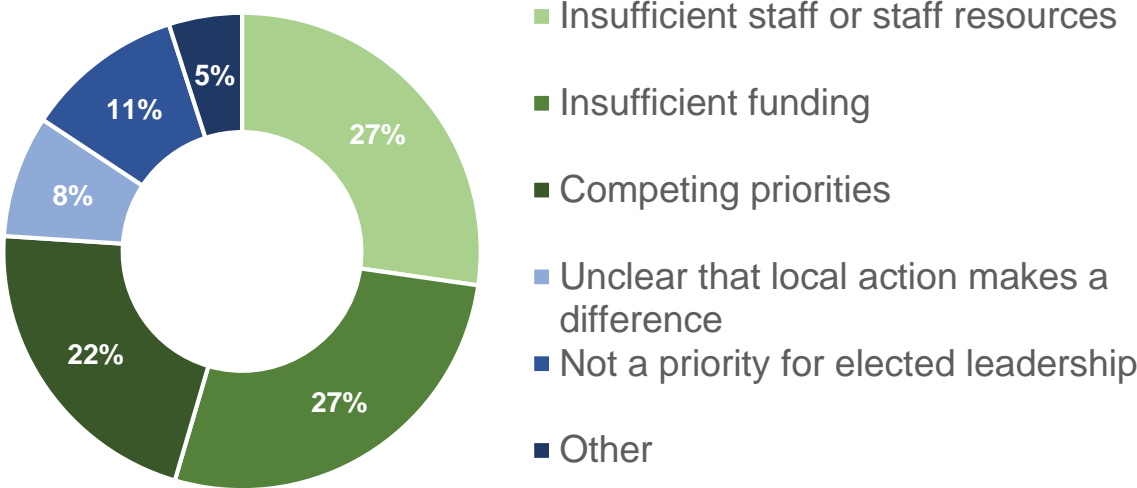


**Themes:**

- General support for outcomes that advance active transportation
- Less support for car dependence and focus on congestion

*Barriers to Climate Pollution Reduction Work*

8. Understanding that there might be multiple co-benefits your community hopes to achieve through greenhouse gas reduction and adaptation, please indicate any significant barriers to climate mitigation planning efforts that you may have encountered. (check all that apply)



**Themes:**

- Resource constraints (funding, staff), rather than lack of leadership.
- 76% reported a lack of funding, staff resources, and competing priorities
- 19% reported lack of leadership or unclear if local action makes a difference

*“Public understanding of the likely costs and impacts of stalling climate mitigation and resiliency efforts.”*

9. If there are any other challenges that you’d like to share, please describe them here.

**Themes:**

- Political short-range focus
- Public understanding of short term/long term trade offs
- Covid-19 response, budget issues
- Structural inequities of gas tax and transportation financing planning for auto infrastructure

*“The challenges we face are not direct but indirect impacts. The biggest impact is the funding our roads and highways.”*

## *Approaches to Monitor and Measure Climate Pollution Reduction Work*

### **10. For climate change and greenhouse gas reduction planning, what assistance is most needed at a local level? (Technical planning assistance, assistance with inventories and measuring, community engagement, modeling, presentation at hearings, etc.)**

#### **Themes:**

- Technical, providing standardized data and inventories
- Financial support for planning and implementation
- Community engagement
- Regulations to support local action

*“Modeling and GHG inventories at the city level with standardized data across communities would be helpful.”*

*“Funding and legal authority for multi-modal fossil-free transportation infrastructure (our main streets are state highways, which limits some options) - ensure prioritization of all-ages and abilities cycling/light individual transport infrastructure.”*

### **11. What policies or actions do you think will be the most effective to reach statewide greenhouse gas reduction goals?**

#### **Themes:**

- Funding for zero emissions transportation
- Pricing signals
- Local action
- State leadership

*“The only land use that affects transportation is transportation-related land uses. Roads and parking are land uses that encourage driving. More roads/parking = more driving. That's it. The rest is commentary.”*

### **12. Regarding actions, do you have ideas for equity-oriented actions that would be beneficial to consider in moving forward with DLCD’s climate change related work?**

#### **Themes:**

- Prioritize impacted/frontline communities
- Minimize displacement/gentrification
- More inclusive decision making process, listening sessions
- Increase housing supply inside cities
- Invest in safe, reliable, affordable transit, and prioritize access to biking/walking infrastructure

*“Involve members of the most impacted communities in the discussion early on. Actively recruit representatives from impacted communities to be involved in the process.”*

*“DLCD should focus on: (1) increasing affordable housing in all neighborhoods of cities (with a variety of multi-family, missing-middle housing types); (2) ensure that transportation funding is invested in moving people, not cars.”*

*“Your performance measures, of which there are NONE in the current work, should incorporate racial and ethnic disparities and ensure that those having the fewest options or opportunities receive more with new initiatives.”*

**13. We know that funding is limited. What effective methods for funding climate related work have you seen?**

**Themes:**

- Tax credits
- Eliminating regulations (parking, zoning, trip generation)
- Pricing (carbon, congestion, tolling, vmt)
- Public/non-profit financial support for climate action plan
- Grants (CMAQ)
- No/low interest loans

*“Divest from highway building/expansion/auxiliary lanes; Invest in transit and safe walking/biking/rolling access.”*

*“Low- or zero-interest / revolving loans Multi-party projects / cost sharing Leadership commitments to cut spending on fossil infrastructure and instead commit to low-carbon/resiliency investments.”*

**14. Aside from funding, what other barriers do you foresee in accomplishing this work?**

**Themes:**

- Political will, legislative inaction, polarization
- Lack of full cost pricing and low gas taxes
- Lack of public and political push
- Urban/rural divide
- Split electorate

*“Institutional inertia and lack of political will....in other words, little that is actually, in the end, real. Let’s get this done!”*

*“Gaining support from the two extremes. Although there are few climate deniers there are many solution doubters. Industry has upheld their interests by persuading community groups that they will suffer if a particular solution is put in place. Fiscal conservatives oppose taxes and fees saying it will kill business. The more vocal social justice organizations oppose solutions that do not bring immediate benefit to their constituents.”*

**15. Do you have any ideas about how we might best address these challenges or barriers? What have you seen that is effective in your community?**

**Themes:**

- Education and messaging to gain community buy-in
- Improved public outreach/engagement
- Incentives

- Cultivate and broaden partnerships and relationships
- Support initiatives led by people of color

*“Building strong partnerships with our local community organizations and businesses.”*

*“Rethink transportation programming and funding to shift funding into bike, ped, and walking. Realize the connection between housing affordability and transportation affordability.”*

*“Base a region's state and federal funding allocations (transportation, other) on performance under state criteria for regional blueprint plans.”*

*“Leadership and cultural buy-in will be essential. Planning and policies are critical but outreach, training, awareness and other approaches to achieve important shifts in culture are essential.”*

### *Rulemaking Strategy for Climate Pollution Reduction Work*

- 1. In Oregon, our greenhouse gas reduction targets for emissions from cars and light trucks are set for metropolitan regions. Regional partnerships are most effective with a range of perspectives involved. If your organization were interested, what would you need to be able to participate in or support climate-related work at the regional level?**

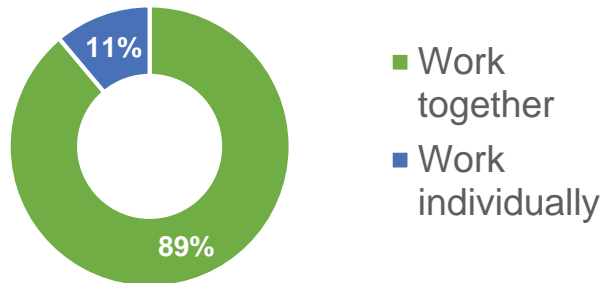
**Themes:**

- Nothing needed or already engaged in regional processes
- Meaningful participation and decision making power
- Worry that regional compromises lowers city goals

*“Having the state plan and facilitate the process would be most helpful.”*

*“Understanding the scope of work of the regional work, so that elected and staff leadership of the city were informed and supportive.”*

- 2. Do you feel that cities in a region should work together or individually to plan for reducing climate pollution? Please tell us why?**



**Themes:**

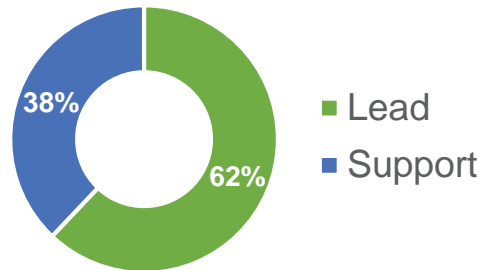
- Overwhelming support for working together, including MPO board members
- Shared impact, lack of natural boundaries
- Regional travel sheds

- Efficiencies of scale through partnerships
- Regional housing and economy
- Need for cities to retain independence
- Danger in watering down local goals by regional collaboration

*“Our economies function at a regional level, and we need to understand and plan for those regional realities (where people live, work, shop, recreate, and obtain services).”*

*“We have many regional challenges with housing affordability and access to jobs, which impacts transportation climate impact.”*

**3. What role should a regional Council of Governments or Metropolitan Planning Organization play in reducing climate pollution from transportation?**



**4. Ideally, greenhouse gas reduction strategies produce other co-benefits, such as vibrant, walkable communities. To monitor our progress, the state will need monitoring mechanisms. What are some examples of what should we measure?**

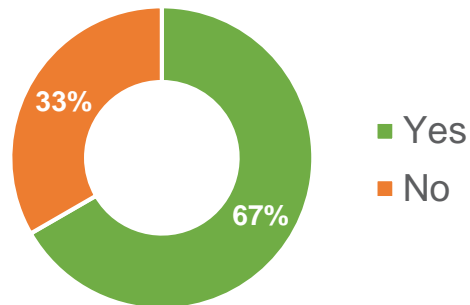
**Themes:**

- Bike and pedestrian infrastructure
- VMT and non-auto trips
- Jobs and housing location data
- Air and water quality
- Emissions

*“A variety of measurement metrics/indicators are going to be needed, as there is not one measurement that encompasses all that should be measured. We need GHG inventories, societal measures, and transportation/energy measures all as indicators of progress.”*

3. The Land Conservation and Development Commission has asked DLCD to consider rulemaking in two phases. The first phase could be to require transportation system plans and regional plans to demonstrate consistency with greenhouse gas reduction targets, later this fall. The second phase could be developing rules and strategies for a more complete program, into 2021.

Do you support this two-step approach, yes or no?



### Why or why not?

#### Themes:

- General overall support for the two-phased approach
- Timing: some think we need to start right away to make things happen, others think the time is realistic/reasonable, some think timeline is aggressive

#### Yes:

- Complicated process best served by a phased approach
- Sense of urgency
- Allows local to ramp up and opens up dialogue

*"It's realistic. Clumping them together would be too much right now. I would caution about pushing local governments too hard right now--we are all resource scarce."*

#### No:

- Limited resources
- Need clear rules and policy to set standards
- Shouldn't happen at all

*"Please consider doing this right, all at once. With a request to the Legislature to include funding in the 2021-2023 biennial budget."*



## Summary of Interview Responses

DLCD and ODOT staff interviewed approximately 35 stakeholders made up of transportation and land use planners, climate planners, city and regional planning academics, non-profit leaders from homeless, environmental and aging organizations, environmental justice advocates, political advocates, attorneys, and elected officials.

A comprehensive summary of comments made by stakeholder interviewees, organized by question, is presented below. A list of the interview participants and questions can be found in the Appendix.

### **1. Please describe your professional role and any intersection it has with this livable community, climate-focused work. What has been your experience to date?**

- Professional roles include a variety of planning managers, transportation planners, land use planners, regional planners, environmental and climate planners. Other professional roles include associate professor in land use planning, non-profit staff for environmental advocacy, environmental justice, aging, political advocacy, homelessness, and climate justice. Decision makers include mayors, city councilors, and city managers.
- Experience with intersect of livable community and climate work includes the following:
  - Climate Smart Strategy, Strategic Assessments and Climate Adaptation policy and planning
  - Staff leads for housing, livable and walkable community planning,
  - Strategic planning for equity and transportation
  - Lobby advocates and attorneys for housing choice and climate
  - Homelessness researcher
  - Decision makers and MPO members with policies focused on climate

### **2. Responding to the Executive Order, we are collecting information on existing equity-oriented best practices. Does your community have any equity-oriented policies or practices that you would like to share?**

- California is the “gold standard”
- A range of transportation pricing strategies to address mobility and equity
- Tolling and congestion zones
- Anti-displacement efforts underway as a commitment to transportation justice
- Policies geared towards the most vulnerable and impacted, looking at age plus race
- Equity as a key value in visioning work
- Public engagement guide and checklist with explicit requirements for engagement
- Equity and inclusion committees
- DEI statement incorporated into all work. Title VI used also.
- Transportation System Plan policies to address equity and climate
- Downtown Languages, a non-profit that provides English to non-english translation services are used
- CDBG entitlement criteria used for transportation system planning
- Personnel side of things has equity policies; not aware of equity in planning

**3. Associated with climate response, what benefits or outcomes might you want your community to achieve? (For example, goals for walkable communities or economic development.)**

- Best outcomes have multiple benefits including vibrant communities, economic development, walkable mixed-use, housing, transit and mobility options, health, safety and access to jobs, natural resource preservation and enhancement, choices for affordable living, transportation justice, and economic equity.
- Interviewees also discussed the need to address different outcomes and benefits between urban, suburban and rural communities.

**4. Are you currently funding climate pollution reduction work, yes or no? If yes, how are you financing that work?**

- Financing climate work comes from a variety of sources including general funds, gas taxes, urban renewal funds, MPO funds,
- Grants finance a good deal of climate work. Sources come from federal, state and non-profit programs including ODOT, Metro, American Cities Climate Challenge, Bloomberg, New Resident Program (City of Portland), Oregon Energy Trust, Oregon Department of Energy, GEO Institute, AQCD, EPA, DEQ, CMAQ, federal LONO, CAMPO, TDM funding
- Some say they do not have a dedicated source. Two interviewees stated their city councils are considering bond measures.

**5. What other strategies or funding are you seeing being used for work on climate?**

- Watching what is going on at the federal level
- Bloomberg philanthropy
- Indirect strategies related to increased density and more housing choice, transit and jobs/housing balance in communities
- Strategic assessments are helpful
- City climate action plans
- Link state and federal funding to projects shown to reduce GHG emissions
- Move to carbon conformity the same way as air quality
- Interest in the California model
- Working with farmers on how to adapt to climate change with an eye toward the future
- Climate action committees and other advisory groups
- Private and public partnerships

**6. In addition to funding, what other barriers do you foresee in accomplishing this work?**

- Continuing with Level of Service (LOS) is taking us in the wrong direction. Mobility standards need to be updated. Vehicle Miles Traveled (VMT) is the measurement we need to use.
- Political will and public support/education

- ODOT projects continue to undermine GHG reduction work. Transportation funding tends to go towards car-centric projects
- No state policies for telecommuting
- Sustained leadership in local, regional and state governments
- Refusal to see the sense of urgency
- Lack of cross sectional work and organizing
- Market acceptance for businesses
- Bureaucratic rulemaking that takes up staff time
- Political and cultural landscape in rural and urban Oregon. Rural Oregon loves their cars and doesn't have much transit.
- Access to data
- Tourism that relies on cars

**7. Do you have any ideas about how we might best address these challenges or barriers? What have you seen that is effective in your community?**

- Develop strong coalitions
- Recognize the need for walkable communities, especially for aging populations. Smaller housing needed. Change land uses on corridors to allow for more mixed use.
- Dedicated funding at the state level. DLCD needs to figure this out and show leadership. Set the goal and have locals figure out how to meet.
- Create more jobs in closer proximity to housing so people will not need to spend on fuel
- More urbanization and taxation is needed
- Evolve the local economy. Get the message across that there are economic benefits and cost savings.
- Create partnerships and networking to achieve synergies. Find outside industry partners and champions and make them part of the solution.
- Encourage local governments to do bond measures
- Have community conversations and visioning for land use planning. Find those things that the community will accept. Demonstrate a reason to compromise.
- Better pedestrian and bicycle infrastructure as well as more frequent transit service
- Funding for electric charging infrastructure is needed now
- Strategic assessments

**8. In Oregon, the greenhouse gas reduction targets for emissions from cars and light trucks are by metropolitan region. How could we better enable regional planning to find strategies to achieve the target? What would you need to be able to better participate or support work at the regional level?**

- Regional scale lacks the carrots and sticks approach. We need penalties or else this is a paper exercise. Do something similar to HB 2001 and 2003. Reward projects that meet emission goals.
- Invest in projects that meet multiple goals. Plans should not reinforce vehicle movement.

- The state should build a consistent set of best practice measures and a tool kit. Regional and local jurisdictions should build on existing work and have options to meet those measures. Help regions be creative. Also let city plans have individual autonomy.
- The 2018 STS Plan has everything we need to transition into an operating plan. The vision is already available, we know the answers and now we need to do strategies.
- Regional governments need funding, modeling, encouragement to work with other MPOs and have a robust planning project. The regional approach is critical because people live in regions. There is a disconnect between MPOs and the obligation of local governments to be consistent with LCDC requirements – roles need to be clarified.
- We need real strategies and not just reduction targets, with different strategies for rural areas compared to urban areas.
- Steer away from mandate tools and have a process for cities and counties to get them to the regional discussion.
- Change land uses along corridors. This is key. Create a land use pattern so support the reduction in GHG.
- Commute travel impacts – TSPs need to be connected to regional plans.

**9. Ideally, greenhouse gas reduction strategies produce other co-benefits, such as vibrant, walkable communities. To monitor our progress, the state will need a monitoring mechanism.**

**What should we measure?**

- VMT and GHG reduction is key. State and regional housing. Transportation funding tied to GHG forecasts. TSPs that advance targets within 5 years. Multi-modal access compared to auto access. Active transportation access. Mode share. Commute data.
- Livable community index – travel distance to work, housing and the cost burden. More nodal development.
- Find new metrics like healthcare savings based on linear sidewalks added. This is a new approach used in San Diego, Vancouver BC.
- Health indicators such as asthma and cancer rates.
- Added charging infrastructure
- Number of housing units within a designated area
- Metrics that show co-benefits
- Percentage of total dollars spent
- Meaningful measures in the short term and data management should be real-time

**10. For climate change and greenhouse gas reduction planning, what assistance do you need most? (planning, community engagement, modeling, etc.)**

- Various assistance needed including financial, data that is easily available and understandable, community engagement support, technical assistance, DLCD funding, reliable best practices, funding and flexibility, strategic assessments, partnerships (OSU Cascades)

**11. What policies do you think will be the most effective to reach our greenhouse gas reduction goals?**

- Most effective policies include STS pricing for new capacity of roads and parking, parking cash-outs, increased mixed-use, electric charging infrastructure. Anything to get people out of cars.
- Equity must be at the forefront with overlapping actions that meet multiple objectives. Metro's transportation and equity policies.
- The STS vision has all the policies and now we need to implement
- Remote working policies
- There is no one size fits all approach to best policies
- Policies for complete and connected broadband access
- Land use policies including compact development in transit corridors as well as parking policies

**12. The Land Conservation and Development Commission has asked us to consider rulemaking in two phases. The first phase could be to require transportation system plans and regional plans to demonstrate consistency with greenhouse gas reduction targets later this fall. The second phase could be developing rules and strategies for a more complete program, into 2021. Do you support this two-step approach, yes or no? Why or why not?**

- We need to know what support is coming to make the work viable.
- Early and long term targets needed.
- Aggressive timing is needed – demonstrate a sense of urgency
- Make sure it is clear and well-funded.
- One size doesn't fit all. A two phase strategy may not work across the board. A bottom up approach rather than a top down approach.
- On the other hand a state mandate would make folks act. On the other hand a top down approach is a risk.
- Make it similar to HB 2001/2003. Take a strong approach.
- Two step approach is supported by most interviewees. Caution given about unfunded mandates and resentment of local agencies.
- Those who responded no gave reasoning of consideration of costs and the need for public involvement. Consider a "hey this is coming" approach.

**13. Going forward, we wonder if and how your organization would be interested in participating in this approximately year long process? There are a range of ways (interviewer to circle or "x" as many as apply):**

(See responses in file.)

**14. For the survey, who is it important that we include?**

(See responses in file.)

**15. Finally, is there anything else we should consider or know? Any other questions we should have asked?**

- You are doing a good job getting information out on listserves. Questions and discussions were broad and appreciate the opportunity to participate.
- Take this opportunity to create better, livable communities that foster just and equitable communities. We need to now update who is represented, who is “at the table” to have control and power over the purse. Engagement must acknowledge disparities and build new platforms to control and access. Look at Metro and how they are taking on equity. Verde is an innovative approach, Zero Cities Model. Metro Property Services Division.
- Provide a forum to be able to engage folks on technical and policy committees. Also talk to elected officials.
- Key part of building strong support is having deep engagement of a broad coalition.
- Talk to chambers of commerce, Latino alliances, Disability Rights Oregon, Veterans, Oregon Mayor’s Association, Tribal Nations, Transportation and Environmental Justice advocates (Verde, OPAL, etc.) – to name a few.
- Don’t overlook your small cities. It is hundreds of small cities that will have impacts on staffing levels and implementation.
- Mobility standards is key. Invest in projects that meet GHG goals.
- Don’t lead with climate work, rather showing multiple benefits of housing and vibrant cities. Development patterns are important.
- You are on the brink of overkill and we need to work with the systems we have.
- Find a middle ground with urban and rural divide to bring us all forward. Have flexibility to consider local values and needs. May places have same values, but at different levels.
- Revisit the DLCDC work done two years ago. A lot of good work was done and thrown away.
- There is an opportunity to approach this is a new way, a regional conversation. HB 2003 is setting that framework.

# Climate Friendly and Equitable Communities Interviews and Survey Appendix

## Interview Participants

| <b>Organization</b>  | <b>Name</b>                              |
|--|--|
| 1000 Friends of Oregon   | Mary Kyle McCurdy                        |
| American Association of Retired Persons                              | Bandana Shrestha                         |
| Asian Pacific American Network of Oregon                             | Jenny Lee                                |
| City of Bend   | Justin Livingston                        |
| City of Bend   | Karen Swirsky                            |
| Bend MPO   | Tyler Deke, Andrea Napoli                |
| Corvallis Area MPO   | Nick Meltzer                             |
| City of Central Point  | Mike Quilty                              |
| Central Lane MPO   | Paul Thompson                            |
| Coalition of Communities of Color                                    | Andrea Valderrama                        |
| City of Coburg   | Jeff Kernan                              |
| Community Alliance of Tenants  | Jesse Sharpe                             |
| City of Corvallis  | Barbara Bull                             |
| City of Eugene   | Rob Inerfeld                             |
| Former DLCD Staff  | Bob Cortright                            |
| Oregon Environmental Council   | Sara Wright                              |
| City of Grants Pass  | Valarie Lovelace                         |
| Homelessness Action and Research Center at Portland State University | Dr. Marisa Zapata                        |
| Lane Transit District  | Tom Schwetz                              |
| League of Oregon Cities  | Ariel Nelson, Tracy Rutten, Jim McCauley |
| Linn County  | Roger Nyquist                            |
| League of Women Voters   | Peggy Lynch                              |
| City of Medford  | Matt Brinkley                            |
| Metro  | Kim Ellis, Tom Kloster                   |
| City of Milwaukie  | Denny Egner                              |
| City of Milwaukie  | Angel Falconer                           |
| Oregon Planning Association  | Brian Campbell                           |
| Opal Environmental Justice   | Huy Ong                                  |
| Oregon Association of Realtors                                       | Jeremy Rogers                            |
| City of Philomath  | Chris Workman                            |
| City of Portland   | Eric Hesse                               |
| Rogue Valley Council of Governments                                  | Karl Welzenbach                          |
| Rogue Valley Transit District  | Julie Brown                              |
| Salem Keizer Area Transportation Study                               | Mike Jaffe                               |



|                     |                                       |
|---------------------|---------------------------------------|
| City of Salem       | Julie Warncke                         |
| City of Keizer      | Mayor Cathy Clark                     |
| City of Springfield | Emma Newman, Sandy Belson, Tod Miller |
| Verde               | Tony DeFalco                          |

## Interview Questions

1. Please describe your professional role and any intersection it has with this livable community, climate-focused work. What has been your experience to date?
2. Responding to the Executive Order, we are collecting information on existing equity-oriented best practices. Does your community have any equity-oriented policies or practices that you would like to share?
3. Associated with climate response, what benefits or outcomes might you want your community to achieve? (For example, goals for walkable communities or economic development.)
4. Are you currently funding climate pollution reduction work, yes or no? If yes, how are you financing that work?
5. What other strategies or funding are you seeing being used for work on climate?
6. In addition to funding, what other barriers do you foresee in accomplishing this work?
7. Do you have any ideas about how we might best address these challenges or barriers? What have you seen that is effective in your community?
8. In Oregon, our greenhouse gas reduction targets for emissions from cars and light trucks are by metropolitan region. How could we better enable regional planning to find strategies to achieve the target? What would you need to be able to better participate or support work at the regional level?
9. Ideally, greenhouse gas reduction strategies produce other co-benefits, such as vibrant, walkable communities. To monitor our progress, the state will need a monitoring mechanism. What should we measure?
10. For climate change and greenhouse gas reduction planning, what assistance do you need most? (planning, community engagement, modeling, etc.)
11. What policies or actions do you think will be the most effective to reach our greenhouse gas reduction goals?
12. The Land Conservation and Development Commission has asked us to consider rulemaking in two phases. The first phase could be to require transportation system plans and regional plans to demonstrate consistency with greenhouse gas reduction targets, later this fall. The second phase could be developing rules and strategies for a

more complete program, into 2021. Do you support this two-step approach, yes or no? Why or why not?

13. Going forward, we wonder if and how your organization would be interested in participating in this approximately year long process? There are a range of ways (interviewer to circle or "x" as many as apply):

- \_\_\_\_\_ Email updates
- \_\_\_\_\_ Help share information
- \_\_\_\_\_ Participate on an advisory committee that meets every 5-6 weeks (remote participation is an option)
- \_\_\_\_\_ Receive a presentation or briefing
- \_\_\_\_\_ Participate in a focus group
- \_\_\_\_\_ Other

14. For the survey, who is it important that we include? Or, is there anything else we should consider or know? Any other questions we should have asked?

## Survey Questions

1. When you think about climate change in Oregon, what occurs to you (first thoughts that come to your mind)?
2. Please select the answer that best describes your professional role and relevant intersection it has with climate-focused work.
  - a. Government staff
  - b. Elected or appointed Government Official
  - c. Social/Climate Justice Organization
  - d. Other Interest Group
  - e. Other
3. To better understand your local context, what jurisdiction(s) do you work for or represent?
4. Do you sit on an MPO Policy Board or Technical Advisory Committee?
  - a. Policy Board
  - b. Technical Advisory Committee
  - c. No
5. Has your jurisdiction, by official action (e.g., proclamation, resolution, adopted plan) committed to reducing greenhouse gas emissions?
  - a. Yes
  - b. No
6. Does your jurisdiction have a climate action plan or is one currently being developed?
  - a. Yes
  - b. No
  - c. Under development

7. Do you feel your implementation has been successful? Why or why not?
8. To understand staffing needs generally, how is climate change mitigation or response staffed in your jurisdiction (e.g., part of a position's responsibility, part of multiple positions' responsibilities)?
9. When is the anticipated date of adoption?
10. Right now GHG reduction targets are by region, does your jurisdiction have a greenhouse gas reduction goal or target?
  - a. Yes
  - b. No

Have you conducted a greenhouse gas inventory?

- a. Yes
  - b. No
11. Was it by region or your community alone? (check all that apply)
    - a. Region
    - b. City or community
  12. Understanding that there might be multiple co-benefits your community hopes to achieve through greenhouse gas reduction and adaptation, please indicate any significant barriers to climate mitigation planning efforts that you may have encountered. (check all that apply)
    - a. Insufficient staff or staff resources
    - b. Insufficient funding
    - c. Competing priorities
    - d. Unclear that local action makes a difference
    - e. Not a priority for elected leadership
  13. If there any other challenges that you'd like to share, please describe them here.
  14. For climate change and greenhouse gas reduction planning, what assistance is most needed at a local level? (technical planning assistance, assistance with inventories and measuring, community engagement, modeling, presentation at hearings, etc.)
  15. What policies or actions do you think will be the most effective to reach statewide greenhouse gas reduction goals?
  16. The Land Conservation and Development Commission has asked DLCDC to consider rulemaking in two phases. The first phase could be to require transportation system plans and regional plans to demonstrate consistency with greenhouse gas reduction targets, later this fall. The second phase could be developing rules and strategies for a more complete program, into 2021. Do you support this two-step approach, yes or no? Why or why not?

17. Please describe your involvement in climate change-related work to date.
18. Associated with climate response, what land use and transportation outcomes would be desirable for your community? (check all that apply)
  - a. More walkable community
  - b. More bikeable community
  - c. More mixed-use development
  - d. More accessible community green space
  - e. Less car dependence
  - f. Less traffic congestion
  - g. More economically vibrant communities
  - h. Cleaner air
  - i. Stronger regional partnerships
  - j. Better health outcomes
19. Does your organization have any equity-oriented programs that you would like to share?
20. Do you have ideas for equity-oriented actions that would be beneficial to consider in moving forward with DLCDD's climate change related work?
21. We know that funding is limited. What effective methods for funding climate related work have you seen?
22. What other barriers do you foresee in accomplishing this work?
23. Do you have any ideas about how we might best address these challenges or barriers? What have you seen that is effective in your community?
24. In Oregon, our greenhouse gas reduction targets for emissions from cars and light trucks are set for metropolitan regions. Regional partnerships are most effective with a range of perspectives involved. If your organization were interested, what would you need to be able to participate in or support climate-related work at the regional level?
25. Do you feel that cities in a region should work together or individually to plan for reducing climate pollution? Please tell us why.
  - a. Work individually
  - b. Work together
26. What role should a regional Council of Governments or Metropolitan Planning Organization play in reducing climate pollution from transportation?
  - a. Lead
  - b. Support
27. Ideally, greenhouse gas reduction strategies produce other co-benefits, such as vibrant, walkable communities. To monitor our progress, the state will need monitoring mechanisms. What are some examples of what should we measure?

28. Going forward, we wonder if and how your organization would be interested in participating in this approximately year long process? Select as many as apply:

- Email updates
- Help share information
- Participate in a focus group
- Other

29. Finally, is there anything else we should consider or know? Any other questions we should have asked?

30. Please provide your name and organizational email address to better understand your answers and follow up.

## Request for Interview and Survey Overview Sheet

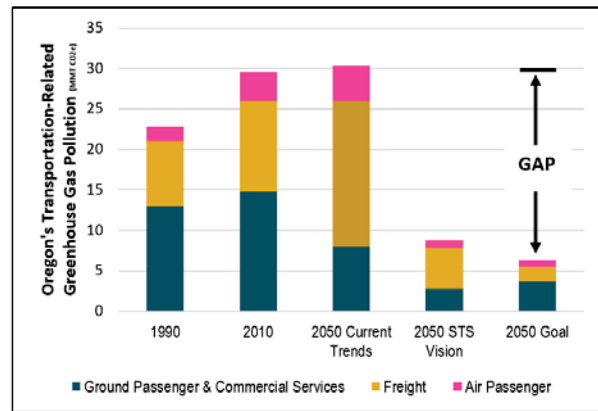
This summer, Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) are exploring opportunities to reduce greenhouse gases through local planning.

We are interviewing approximately 30 people to help us understand your community and the challenges and opportunities you see in reducing transportation-related climate pollution in a way that is inclusive, advances equity, and promotes affordable living.

**Oregon is not meeting our goals to reduce greenhouse gas pollution.** While some sectors have made progress, transportation-related climate pollution has increased.

**Transportation accounts for nearly 40% of the state's emissions.** If current trends continue, we will come nowhere near to meeting our 2050 pollution reduction goal (see chart).

If done well, co-benefits to reducing climate pollution include more jobs for Oregonians, healthier people, and more walkable, accessible, equitable communities.



## Governor Brown's Executive Order 20-04: Act on Climate

On March 10, 2020, Governor Kate Brown directed state agencies and commissions to “exercise any and all authority and discretion vested in them by law to help facilitate Oregon’s achievement of [Oregon’s greenhouse gas] emissions reduction goals.” ([Executive Order 20-04 on Climate](#)).

State agencies are directed to undertake these actions in a cost-effective manner and to prioritize actions that will help vulnerable populations and impacted communities adapt to climate change impacts.

Among other things, Governor Brown specifically directed DLCD and ODOT to:

- Prioritize implementation of Oregon’s Statewide Transportation Strategy to cut transportation pollution;
- Establish greenhouse gas emissions reduction performance metrics;
- Amend the Transportation Planning Rules to direct changes to the transportation plans of metropolitan planning areas to meet greenhouse gas reduction goals; and
- Identify funding to model local futures that meet pollution reduction goals (scenario planning)

In response, the agencies are [taking actions and exploring policy options](#) to cut pollution. This includes actions to advance electrification, and cleaner fuels and vehicles.



## Climate Pollution Reduction Rulemaking / Every Mile Counts

DLCD and ODOT, along with the Departments of Energy and Environmental Quality, are partnering on [Every Mile Counts](#), an effort to implement parts of Oregon's [Statewide Transportation Strategy](#) to cut transportation-related pollution.

As background, Oregon Administrative Rules guide how Oregon's planning system is implemented, through a partnership between state agencies and local governments. These rules articulate how local governments develop coordinated comprehensive plans, including land use, housing, economic development, and transportation elements.

The Land Conservation and Development Commission's most substantial responsibility in *Every Mile Counts* is strengthening the state's planning rules for greenhouse gas reductions. DLCD staff will work with an advisory committee to propose changes to a series of existing rules, including the Transportation Planning Rules, the Metropolitan Greenhouse Gas Reduction Targets rules, several housing-related rules, and potentially other rules to concurrently meet the state's pollution reduction targets, promote more affordable living and increase equitable outcomes.

In order to meet Oregon's ambitious climate goals, the administrative rules will have to rise to meet that ambition. We will be looking to develop rules that deliver multiple benefits while we reduce climate pollution. To reach our goals, the rules may change existing ways of doing business, and will require us to do it relatively quickly.

These interviews and a concurrent survey will help refine the scope of rulemaking and associated programmatic detail. To reach our transportation-related climate pollution reduction goals, the good news is there are some strategies known to be successful:

- More housing choice and other development in locations with access to services and transit.
- Prioritizing investments in walking, bicycling, and transit.
- Centering the needs of historically marginalized and lower-income community members.
- Plans focused on place-making and providing people with transportation choice and access to destinations.

## Meeting Climate Goals through Locally-Selected Futures / Scenario Planning

For many years, ODOT and DLCD have led scenario planning, a modeling and decision making program guiding greenhouse gas reduction actions for metropolitan areas.

In scenario planning, local leaders evaluate what changes to local and regional land use and transportation plans and programs would be needed to reduce climate pollution to meet our goals. Cities and counties work collaboratively to identify a preferred set of actions.

Through the feedback received this month, staff will identify policy options for rules about scenario planning, local greenhouse gas reduction planning, and program implementation.

The work will explore costs, technical support needs, and implementation challenges and constraints of each policy option. Scenario planning efforts could take several directions: regional scenario planning, regional analysis, or locally-led pollution reduction plans. Efforts may look at all the metropolitan areas, or vary by size. Please make sure you are signed up on the [climate e-mail distribution list on DLCD's website](#) to receive any updates. In this work, we will only succeed together.

