

Date: Thursday, September 4, 2025
To: Metro technical and policy committees and interested parties
From: Eliot Rose, Senior Transportation Planner
Subject: Draft Comprehensive Climate Action Plan: interim results from online open house #2 and public comment period

Introduction

Metro held the second CCAP online open house from August 5th, 2025 to September 4th, 2025. This online open house includes surveys that gauge general support for the CCAP as well as specific levels of support for the different climate actions in the CCAP, and also allows users to submit open-ended comments on the plan in general or specific actions. The results of this survey will help Metro finalize the CCAP and also provide useful information about support for different climate actions that can also inform other planning efforts. Metro distributed the survey through relevant email lists (including to Climate Partners' Forum members and interested parties lists for Metro technical and policy committees), social media feeds, the Metro newsletter, and through word of mouth. As part of the online open house, Metro also made the draft CCAP available for review and solicited detailed comments via email.

The CCAP team is currently working to produce a complete summary of the online open house that captures all survey results and open ended comments and identifies key themes and take-aways. This memo contains an interim summary of findings based on responses received as of August 27, 2025.

Key findings from the online open house include:

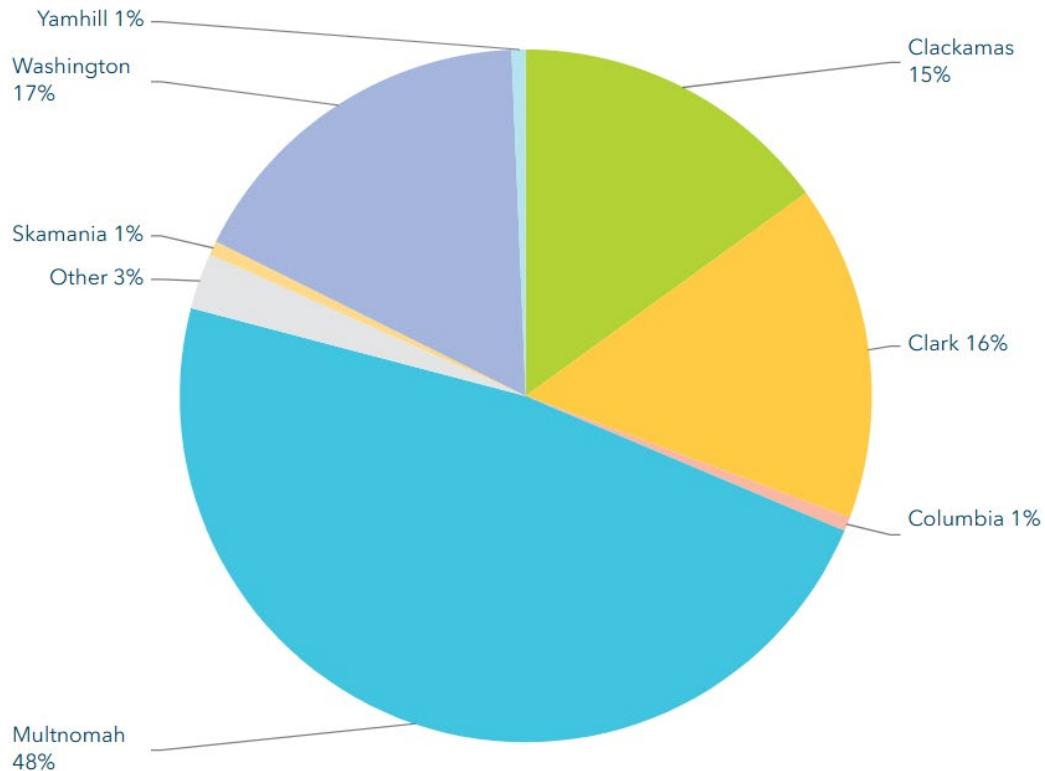
- **There is overwhelming support for government action on climate.** Three quarters of respondents are concerned about the impacts of climate change on their communities, and the same share agree that Metro and other local and regional governments should prioritize combating climate change.
- **A majority of respondents (61%) say that the draft Comprehensive Climate Action Plan is on the right track** to combat climate change.
- **There is majority support for every action in the CCAP.** The online open house asked people about their support for different actions in the CCAP; for every action at least 70% of people were supportive.

Online open house results

Number and distribution of responses

As of August 27, 22 days into the 30-day comment period, Metro had received **152 total responses to the survey**. Figure 1 shows the distribution of these responses by the county in which the respondent lives or works.

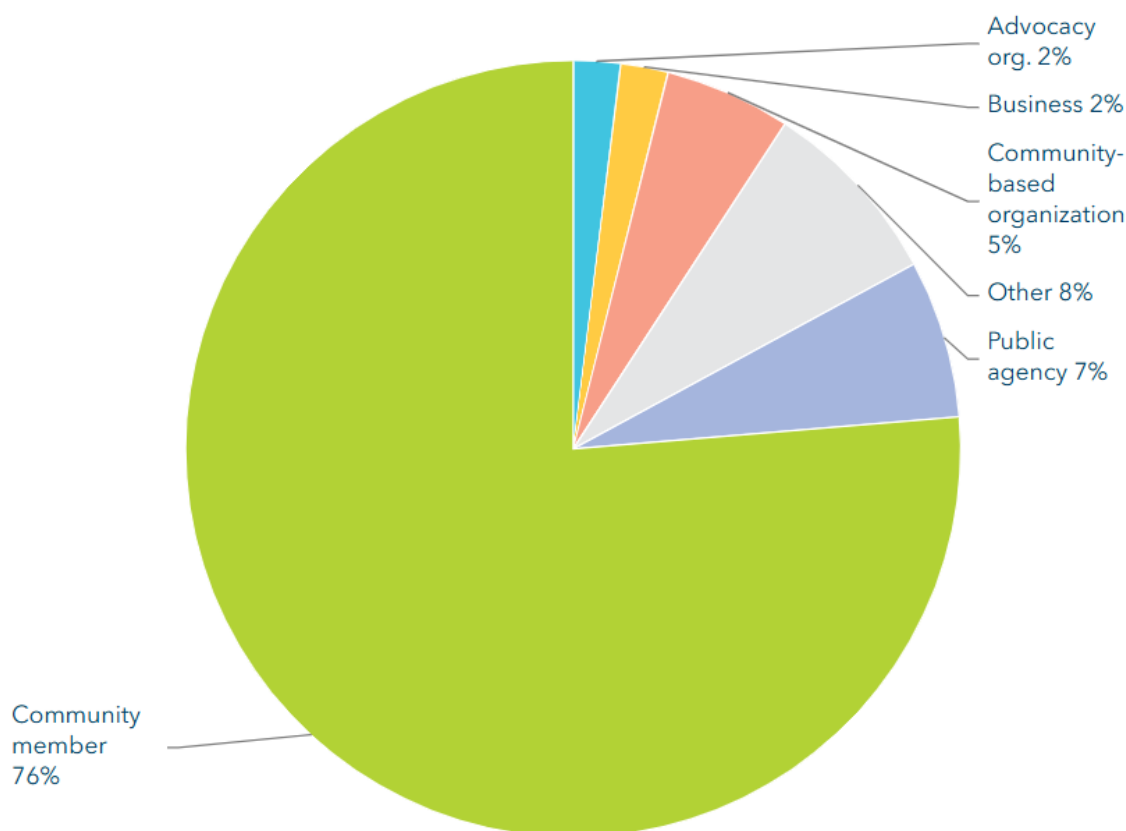
Figure 1: Distribution of online open house responses by county



Almost half of the responses received come from Multnomah County. More populous counties submitted a greater share of responses, and the share of responses submitted by each county is roughly proportional to each county's share of the MSA population. However, **Multnomah County is over-represented in the responses** (it accounts for 48% of the responses, but only 31% of the metropolitan area's population), and **other counties are slightly under-represented**.

Figure 2 shows the distribution of responses by sector (i.e., whether the respondent is an unaffiliated community member or represents an organization like a public agency or community-based organization).

Figure 2: Distribution of online open house responses by sector



Over three-quarters of responses are from unaffiliated community members. Representatives of public agencies, community-based organizations, and other organizations also submitted significant shares of responses.

The survey includes both required general questions about climate change and optional questions about the actions within each of the three sectors that the CCAP focuses on: transportation, buildings, and food, goods and services. Examining the share of people who answered these optional questions can help to understand the expertise and priorities of respondents. Of the 73 people who responded to date:

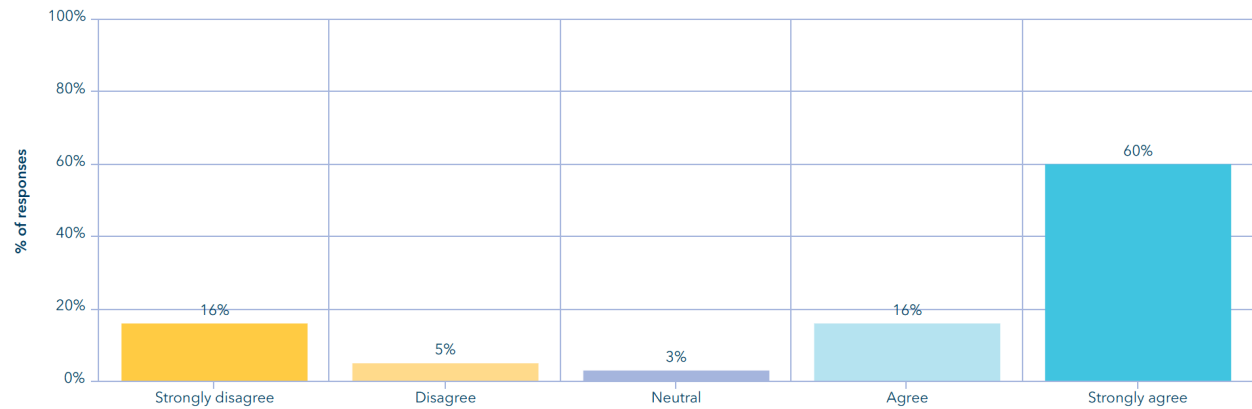
- 106-107¹ answered the optional questions regarding actions in the transportation sector.
- 77-79 answered the optional questions regarding actions in the buildings sector.
- 69-70 answered the optional questions regarding actions in the food, goods and services sector.

¹ Each sector includes multiple optional questions related to different types of climate actions. A range indicates that different numbers of people responded to the different questions within each sector.

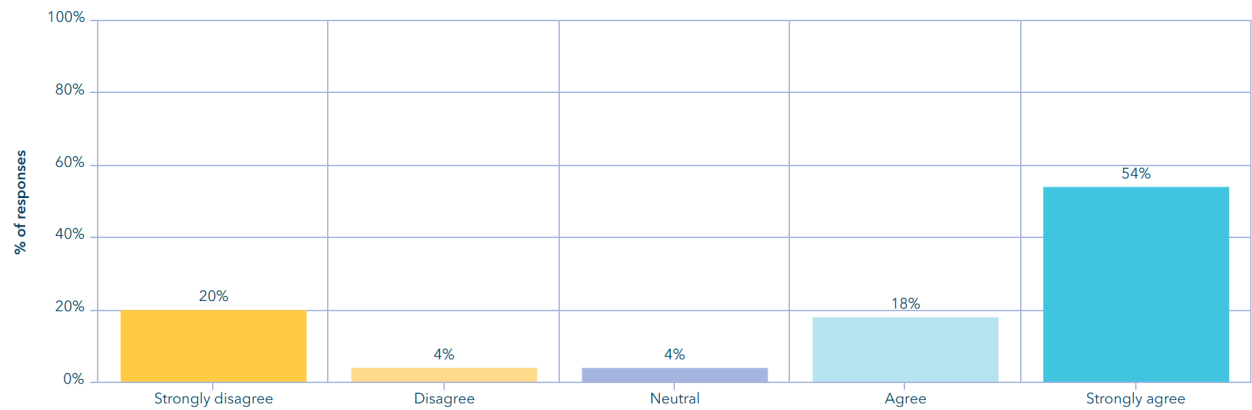
Responses to general questions

The survey includes three general questions that gauge respondents' level of concern about climate in general, support for local and regional agencies addressing climate change, and support for the CCAP. Figure 3 below summarizes the responses to these questions.

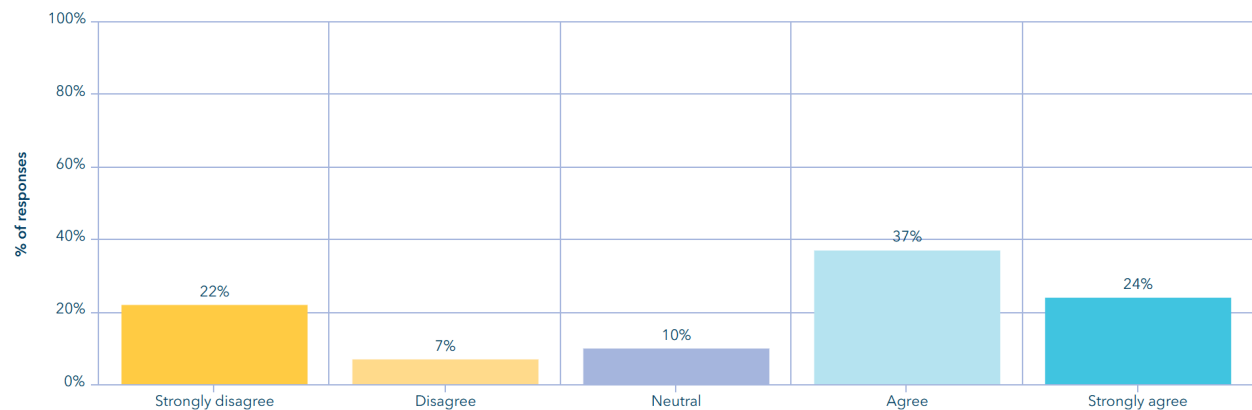
Figure 3: Responses to general questions about climate change and the CCAP



I am concerned about the impacts of climate change on my community.



Metro and other local and regional governments should prioritize combatting climate change.



The draft Comprehensive Climate Action Plan is on the right track to combat climate change.

A strong majority of respondents agree with all three statements. Three-quarters of respondents are concerned about the impacts of climate change on their communities and agree that local and regional governments should prioritize combating climate change. Over 60% of respondents agree that the draft CCAP is on the right track to combat climate change.

The finding that there is higher support for government action on climate change in general than for the CCAP in particular is consistent with the results of previous surveys conducted by Metro, which have generally found greater agreement that climate change is a concern or priority than with a specific action or set of actions to reduce climate change. Multiple open-ended comments on these questions indicated surprise or disappointment that the CCAP focuses on reducing climate pollution and does not address adapting to climate change. This is because the CCAP is required by the grant that funds it to focus on reducing climate pollution; other regional efforts, like Metro's Cooling Corridors Study or the Regional Transportation Plan, focus on adaptation and preparedness.

Responses to sector-specific questions

The online open house survey included optional questions to gauge level of support for the different actions in each of the three main sectors of focus in the CCAP: buildings, transportation, and food, goods and services. In order to facilitate responses, these sections organized the 6-11 actions in each sector into 3-4 categories of similar actions. The descriptions below include information on which actions were included in each category.

The survey asked respondents to rate their level of support for each category of actions using a 5-point Likert scale ranging from "opposed / concerned" to "extremely supportive." This scale is biased toward positive responses because the level of community support (based on the first CCAP online open house and on outreach conducted by partner agencies in the course of developing their climate action plans) was a key factor in selecting actions for the CCAP. The information already reviewed demonstrates general support for these actions and the survey results confirm this; every category of actions included in the survey receives majority support. The survey focuses on distinguishing between stronger and weaker support in order to highlight the most popular actions.

Table 1 summarizes how building actions were grouped into categories. Figure 4 summarizes the survey responses with respect to each category of building actions.

Table 1: Building actions by category

Category	Action
Existing buildings	Energy efficiency in existing homes
	Efficiency in commercial/industrial buildings
	Installing electric appliances in existing homes
	Planting street trees to reduce cooling needs and sequester carbon
New buildings	Increased requirements for electric appliances in new buildings
	More energy-efficient building codes
Renewable energy	Net-zero public buildings
	Rooftop solar

Figure 4: Level of support for action categories related to buildings



Actions that reduce climate pollution in existing buildings enjoy slightly higher levels of support than actions that focus on new buildings or on renewable energy. This is consistent with the results from the first CCAP online open house. Potential explanations for this include:

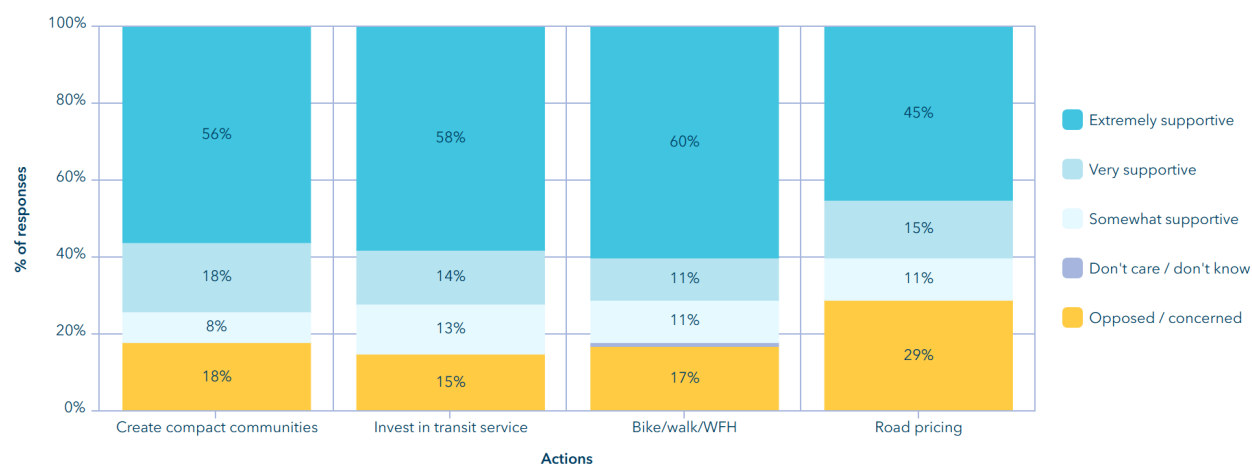
- Some open-ended comments voiced concerns that actions focused on new buildings, which often involve requiring new buildings to be more energy-efficient, could drive up the cost and/or slow the timeline for development—especially for housing.
- Many organizations are already implementing actions that focus on existing buildings; states, utilities and other organizations offer incentives and support to make older buildings more energy-efficient. Public familiarity with these programs could foster greater support.

Table 2 summarizes how transportation actions were grouped into categories. Figure 5 summarizes the survey responses with respect to each category of building actions.

Table 2: Transportation actions by category

Category	Action
Create compact communities	Implement local and regional land use plans Implement transit-oriented development programs Price and manage parking
Invest in transit service	Implement planned transit service Offer discounted transit passes Build high-speed rail
Make biking, walking, rolling and working from home easier	Build new bicycle and pedestrian facilities Expand electric bike and scooter sharing systems Maximize teleworking
Road pricing	Implement roadway pricing and/or fees

Figure 5: Level of support for action categories related to transportation



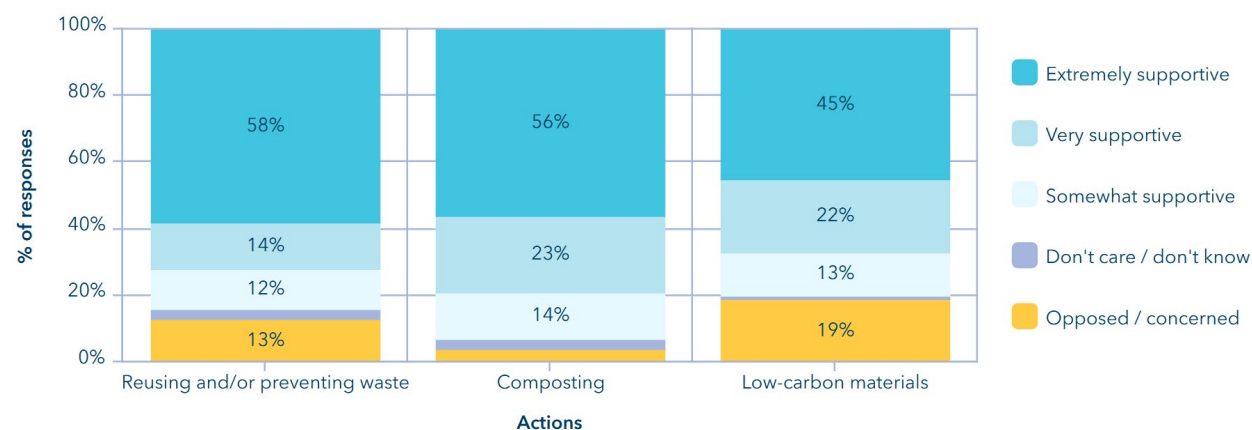
Though the majority of respondents support road pricing, it receives significantly less support than other actions in this sector. Several respondents submitted open-ended comments voicing concerns about the impact of road pricing on people's cost of living. The remaining actions in this sector see similar levels of support. Of these three, investing in transit has the most support.

Table 3 summarizes how food, goods and services actions were grouped into categories. Figure 6 summarizes the survey responses with respect to each category of food, goods, and services actions.

Table 3: Food, goods and services actions by category

Category	Action
Composting	Expanded residential composting
Procurement / construction	Requiring low-carbon construction materials in new buildings
	Low-carbon government procurement
Reusing / preventing waste	Prevent and recover business food waste, with a focus on prevention
	Increase reuse of products and materials

Figure 6: Level of support for action categories related to food, goods and services



Composting, which is a widely established strategy to reduce landfill waste and climate pollution, and is familiar to the many people in the metropolitan area who already have residential composting service, **has the highest support of these actions. Reusing and/or preventing waste has the next-highest level of support.** Several open-ended comments voiced support for these actions, but some voiced concerns that these actions would increase the cost of food and of certain goods or limit people's choices. Actions that focus on low-carbon materials received the least support. Some open-ended comments expressed concern about the potential for these actions to increase the cost of building housing.

The complete summary of the online open house results will be available in mid-September. It will include the final results of the survey questions above, as well as cross-tabulations that explore how support for climate action varies by county and coding of open-ended comments to identify prevailing themes.

E-mail and consultation comments on the draft CCAP

The online open house included a link to the draft CCAP, hosted on Metro's project webpage, and provided an email address to which people can submit detailed comments. Metro also shared the link to the draft plan and the same email address in communications promoting the online open house. Metro is logging all of these comments individually, along with any comments on the draft plan received through consultation with agency partners. This section summarizes the substantive comments received on the draft CCAP as of September 4, 2025, along with Metro's proposed responses.

Table 4 summarizes comments received to date that recommend changes to the draft CCAP and Metro's proposed response.

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Table 4: Summary of CCAP comments received to date and proposed responses

Name	Organization/ Affiliation	Summary of comment	Proposed change to the draft CCAP
Adam Fiss and Judith Perez Keniston / Jenna Kay	Southwest Washington Regional Transportation Council / Clark County	Clarify the distinction between Metro and RTC's RTPs in the descriptions of how CCAP actions are defined based on existing plans throughout the draft CCAP. Include RTC-administered transportation funding programs as potential resources for relevant actions.	Change as requested.
Keith Liden	Community member	Include a section that discusses funding realities pertaining to implementation.	Add a description of the current status of relevant state and federal programs and policies. (p. 26)
Keith Liden	Community member	Sponsor a comprehensive survey to better understand what it will take to get people to not grab the car keys every time they leave home.	Include "conduct research into how and why public transit and active transportation use is changing, and recommend steps to address these changes and maximize use of these modes" as a potential next step for Metro.
Keith Liden	Community member	Focus on improving service, speed, reliability, safety, and comfort of conventional intercity rail over unrealistic high-speed rail.	Acknowledge Metro's Regional Rail Futures study, which will explore additional opportunities to improve intercity rail connections apart from high-speed rail.
Keith Liden	Community member	Acknowledge telecommuting, but don't encourage it; it has negative impacts on transit and on development in employment centers.	Add an implementation recommendation to promote teleworking in a way that contributes to development in employment centers.
Cassandra Jackson and Lewis Lem	Port of Portland	Acknowledge the Port's new Clean Ports plan, funded by a federal grant.	Change as requested.
(online survey response)	Somali Empowerment Circle	Include clear implementation timelines and measurable outcomes for CCAP actions, and expand engagement strategies for disadvantaged communities to ensure that their needs are addressed during the implementation process.	Change as requested. Expand the recommendation related to collaboration to highlight the role that CBOs can play and highlight opportunities to use this collaboration not just to avoid negative impacts of certain actions, but to maximize the impact and benefits of all actions. (p. 54)
Mary Rudolph- Knobbe	NW Natural	Add information about renewable natural gas and hydrogen as decarbonization tools for the natural gas system.	Acknowledge renewable natural gas and hydrogen as potential cleaner alternatives to natural gas in the discussion of addressing natural gas emissions in the Collective Actions section (p. 51)

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Name	Organization/ Affiliation	Summary of comment	Proposed change to the draft CCAP
(multiple authors)	Blueprint Foundation, Change is in the Air Program	Add information about youth-led invention and innovation programs that foster workforce development to support implementation of climate actions.	Review the programs mentioned and consider their inclusion in the Workforce Planning Analysis.