CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Study Session Worksheet

Presentation Date: April 8, 2014

Approx Start Time: 9 AM

Approx Length: ~~30 minutes~~

Presentation Title: Climate Smart Communities – April 11th Joint JPACT/MPAC meeting information

Department: Department of Transportation and Development (DTD) – Engineering Division

Presenters: Dan Chandler, Strategic Policy Administrator, Karen Buehrig, Transportation Planning Supervisor

Other Invitees: Barb Cartmill, Acting Director of Department of Transportation and Development; Gary Schmidt, Director Public Government Affairs; Mike McCallister Planning Director; Jennifer Hughes, Principal Planner

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

This is an informational session to discuss the upcoming joint JPACT/MPAC Climate Smart Communities meeting scheduled for April 11th, 2014.

EXECUTIVE SUMMARY:

On Friday, April 11th, 2014, the first of two meetings between the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) will be held to discuss and make decisions about the Climate Smart Communities preferred approach.

The focus of the first meeting will be to discuss and share information about the below policy questions:

1) How much transit should we provide by 2035?
2) How much should we use technology to actively manage the transportation system by 2035?
3) How much should we expand the reach of travel information programs by 2035?
4) How much of the planned active transportation network should we complete by 2035?
5) How much of the planned street network should we complete by 2035?
6) How should local communities manage parking by 2035?
7) How should we pay for investments needed to realize local and regional plans?

The first five questions are about investment choices. The sixth question is about different levels of parking management. The seventh question is about how the investments that are needed should be paid for. The first joint JPACT/MPAC meeting will focus on the first six questions, and the seventh question will be talked about in more depth at the second meeting.

The purpose of the first meeting is to have participants understand the policy choices being discussed as a part of the preferred approach, receive input from community leaders and the public about the investment choices and begin to understand where there may be consensus forming around some of the policy choices. In addition, a survey tool will be used to conduct a straw poll on the first six questions at the meeting.

Metro has scheduled time with each of the regional coordinating committees (the C4 Metro Subcommittee in Clackamas County) in early May to talk about the outcomes of the April 11th meeting and the survey. At the May 30th meeting, both MPAC and JPACT are expected to make a recommendation on a draft preferred approach that will be modeled over the summer, and then final recommendations will be made in the fall of 2014. The Metro Council will consider final MPAC and JPACT recommendations for adoption in December 2014.

The final materials for the April 11th meeting will not be available until Monday April 7th. They will be emailed to you as soon as we have them and hard copies will be available at the BCC Study Session.

FINANCIAL IMPLICATIONS (current year and ongoing):

None

LEGAL/POLICY REQUIREMENTS:

None

PUBLIC/GOVERNMENTAL PARTICIPATION:

Metro will be facilitating a "Community Choices" discussion between January and May 2014 to receive public input on the investments and actions to be included in the preferred approach.

OPTIONS:

N/A

RECOMMENDATION:

N/A (information only)

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval R. B. Carpenter 4/2/14

County Administrator Approval _____

For information on this issue or copies of attachments, please contact Karen Buehrig @ 503-742-4683

Last updated: January 2012

Fiscal Impact Form

RESOURCES:

Is this item in your current work plan and budget?

YES
X NO

START-UP EXPENSES AND STAFFING (if applicable):

ONGOING OPERATING EXPENSES/SAVINGS AND STAFFING (if applicable):

ANTICIPATED RESULTS:

COSTS & BENEFITS:

Costs:

	Item	Hours	Start-up Capital	Other Start-up	Annual Operations	Annual Capital	TOTAL
Total Start-up Costs							
Ongoing Annual Costs							

Benefits/Savings:

	Item	Hours	Start-up Capital	Other Start-up	Annual Operations	Annual Capital	TOTAL
Total Start-up Benefit/Savings							
Ongoing Annual Benefit/Savings							

CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

JPACT/MPAC MEETING AGENDA

Climate Smart Communities Scenarios Project
8 a.m. to noon, Friday, April 11
World Forestry Center

Meeting outcomes:

- Members gain better understanding of policy areas under consideration
- Members are able to communicate issues fully to represented colleagues and local partners prior to the next joint meeting in May
- Members create a "snapshot" of relative priorities of the group through a straw poll
- Members commit to sharing information and collecting feedback to shape the final draft proposal in May

7:30 a.m.	**Registration and light breakfast**	
8 a.m.	**Making the case for investing in great communities** *Welcome and setting the stage for the day.*	MPAC Chair, West Linn Council President Jody Carson JPACT Chair, Metro Councilor Craig Dirksen
8:15 a.m.	**Overview of agenda and process for shaping preferred approach**	Sam Imperati, Facilitator, Oregon Consensus
	Overview of policy questions and discussion materials	John Williams, Metro Deputy Planning Director
8:35 a.m.	**Priorities, opportunities and challenges moving forward – what we heard from community leaders** *A panel discussion of community leaders will share key themes and recommendations from recent stakeholder engagement and discussion groups, followed by a facilitated group discussion.*	Moderator: Jeanne Lawson, JLA Public Involvement Panel members: Linda Moholt, Tualatin Chamber of Commerce Chris Hagerbaumer, Oregon Environmental Council Steve White, Oregon Public Health Institute Roberta Hunte, Portland State University

9:25 a.m.	**Priorities moving forward – what we heard from the public** *A leading pollster shares key takeaways from recent telephone poll and focus groups.*	Adam Davis, DHM Research
9:45 a.m.	**Break**	
10 a.m.	**Small group discussions and straw poll to weigh in on the draft preferred approach** *Members rotate in small groups to six stations to learn more about each investment area, discuss options for shaping the preferred approach and provide initial feedback through a straw poll at the end.*	Members and alternates
11:40 a.m.	**What we learned today** *Review results of straw poll on the draft preferred approach.*	Sam Imperati, Facilitator, Oregon Consensus
11:50 a.m.	**Working together regionally – what's next?** *Share observations from the morning's discussion and review next steps for members to prepare for May 30 joint meeting.*	JPACT Chair, Metro Councilor Craig Dirksen MPAC Chair, West Linn Council President Jody Carson
Noon	**Adjourn**	

Getting there, logistics and more info

The World Forestry Center is accessible by MAX at the Washington Park stop or TriMet bus #63. A parking pass will be provided for members and alternates who park in the Washington Park lot. Metro staff will meet you at the main parking lot entrance to provide you the pass or you can pick it up at the registration table. For staff or other meeting attendees, parking is available for purchase at the lot.

The meeting will be held in Cheatham Hall in the middle of the World Forestry Center campus. Follow directional signs to the meeting.

Both JPACT and MPAC members and alternates will be seated at discussion tables at the April 11 meeting. Audience seating will be provided for all other attendees.

www.oregonmetro.gov/climatescenarios
For more information, call Valerie Cuevas at 503-797-1536

TO: Board of County Commissioners

FROM: Karen Buehrig, Transportation Planning Supervisor

RE: Additional Information for the 9 AM BCC Study Session on Climate Smart Communities

DATE: April 7, 2014

The Climate Smart Communities Scenarios project was initiated in response to a state mandate to reduce per capita greenhouse gas (GHG) emissions from cars and small trucks by 2035. The region is charged by the state with identifying and adopting a "preferred approach" for meeting the GHG reduction target by December 2014. The "preferred approach" will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with other ongoing efforts.

The material that will be used at the Friday April 11, 2014 meeting is called "Shaping the Preferred Approach – A Discussion Guide for Policymakers" (Discussion Guide). The Discussion Guide has project background information and also contains detailed information about the below questions. We have added a page reference for each policy question. The page numbers referenced are located in the middle of the page (some of the pages have various page numbers).

1) How much transit should we provide by 2035? (Page 25)
2) How much should technology be used to manage the transportation system by 2035? (Page 31)
3) How much should we expand the reach of travel information programs by 2035? (Page 35)
4) How much of the planned active transportation network should we complete by 2035? (Page 39)
5) How much of the planned street network should we complete by 2035? (Page 43)
6) How should local communities manage parking by 2035? (Page 47)
7) How should we pay for investments needed to realize local and regional plans? (Page 51)

The April 8th study session is the opportunity for the BCC to become more familiar with the material that will be used at Friday's joint meeting, a time to identify questions about the materials and bring up concerns about the specific policy areas.

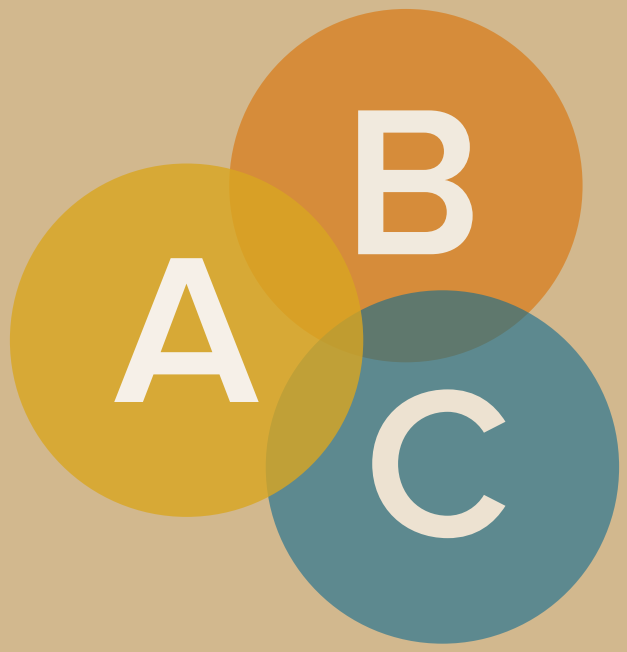
CLIMATE SMART COMMUNITIES SCENARIOS PROJECT

Metro

SHAPING THE PREFERRED APPROACH

A DISCUSSION GUIDE FOR POLICYMAKERS

PORTLAND METROPOLITAN REGION APRIL 2014



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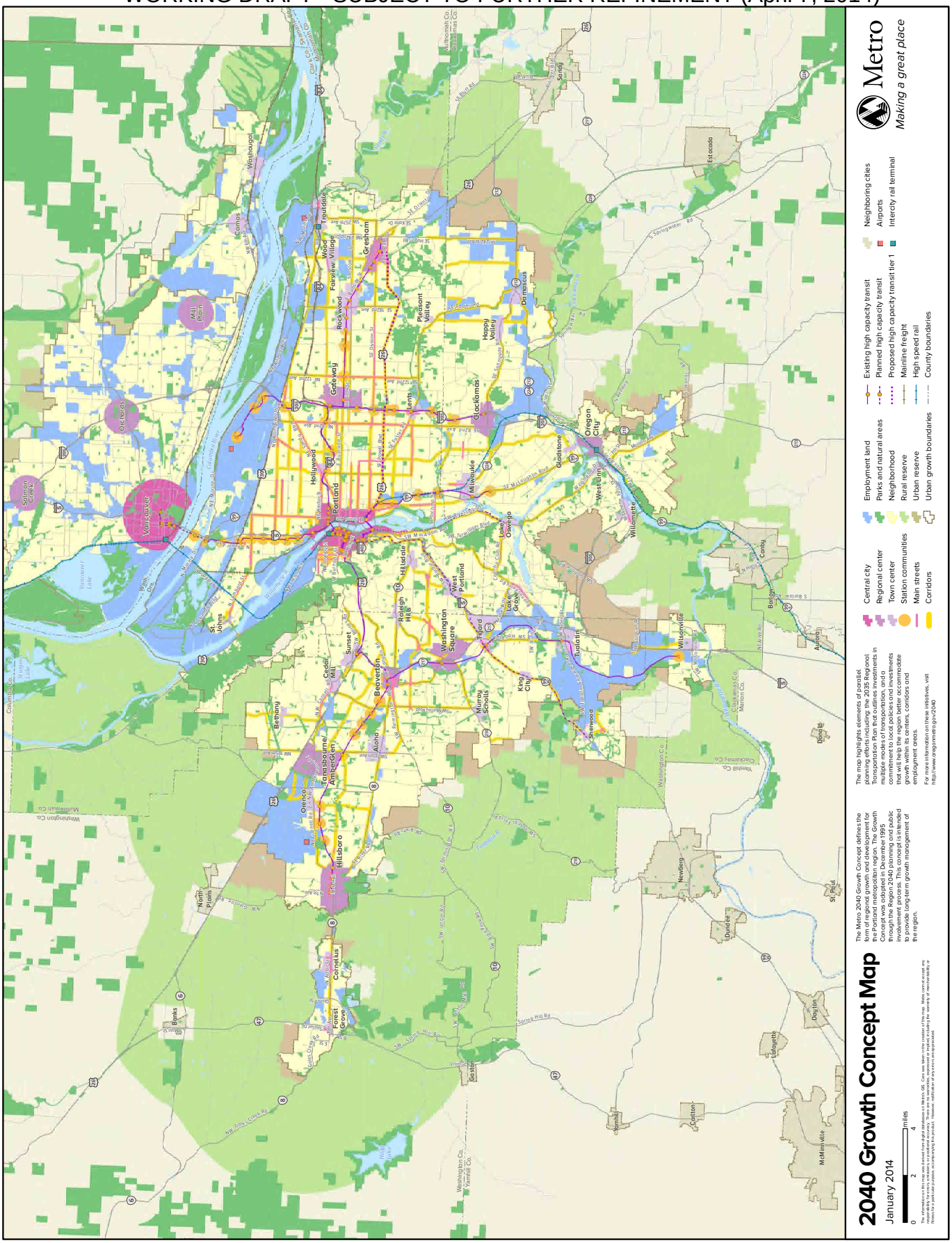

OUR SHARED VISION: THE 2040 GROWTH CONCEPT

An integrated land use and transportation vision for building healthy, equitable communities and a strong economy while reducing greenhouse gas emissions.

INTRODUCTION

The Climate Smart Communities Scenarios Project was initiated in response to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The goal of the project is to engage community, business, public health and elected leaders in a discussion to shape a preferred approach that supports local plans for downtowns, main streets and employment areas; protects farms, forestland, and natural areas; creates healthy, livable neighborhoods; increases travel options; and grows the regional economy while reducing greenhouse gas emissions from cars and small trucks.

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ABOUT THIS GUIDE

This discussion guide for policymakers is designed to help elected, business, and community leaders and residents better understand the challenges and choices facing the Portland metropolitan region. It will be used by members of the Metro Policy Advisory Committee (MPAC) and Joint Policy Advisory Committee on Transportation (JPACT) to help shape a preferred approach for the Metro Council to consider for adoption in December 2014.

This guide brings together the results of the analysis completed in late 2013 and background information on the choices facing policymakers as the Climate Smart Communities Scenarios Project moves forward to shape a preferred approach that supports the region's shared values and helps make local and regional plans a reality.

The desired outcome for this discussion guide is that together, cities, counties and regional partners will be prepared to decide which investments and actions from each scenario should be included in the preferred approach.

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What the future might look like in 2035

SCENARIO A

Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

SCENARIO C

New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

The scenarios are tested for research purposes only and do not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

DESIRED REGIONAL OUTCOMES

ATTRIBUTES OF GREAT COMMUNITIES

The six desired outcomes for the region endorsed by the Metro Policy Advisory Committee and approved by the Metro Council:

Vibrant communities

People live and work in vibrant communities where their everyday needs are easily accessible.

Economic prosperity

Current and future residents benefit from the region's sustained economic competitiveness and prosperity.

Safe and reliable transportation

People have safe and reliable transportation choices that enhance their quality of life.

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Leadership on climate change

The region is a leader in minimizing contributions to global warming.

Clean air and water

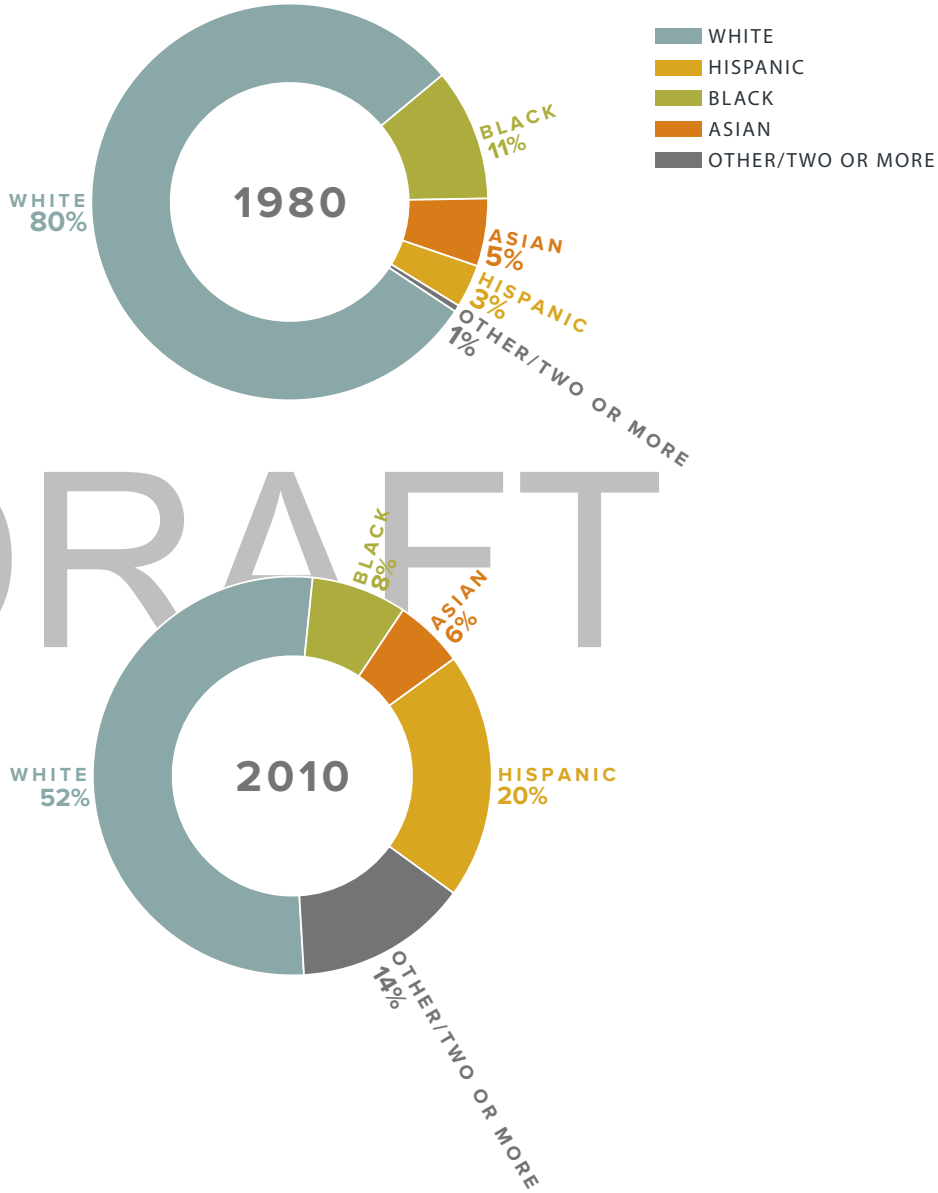
Current and future generations enjoy clean air, clean water, and healthy ecosystems.

Equity

The benefits and burdens of growth and change are distributed equitably.

People of color are an increasingly significant percentage of the Portland metropolitan region's population. In addition, U.S. census data shows poverty continues to grow throughout the region. Areas with high poverty rates and people of color are located in all three of the region's counties – often in neighborhoods with limited transit access to family wage jobs and gaps in walking and bicycling networks.

RACE AND ETHNICITY IN THE PORTLAND REGION



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REGIONAL CONTEXT

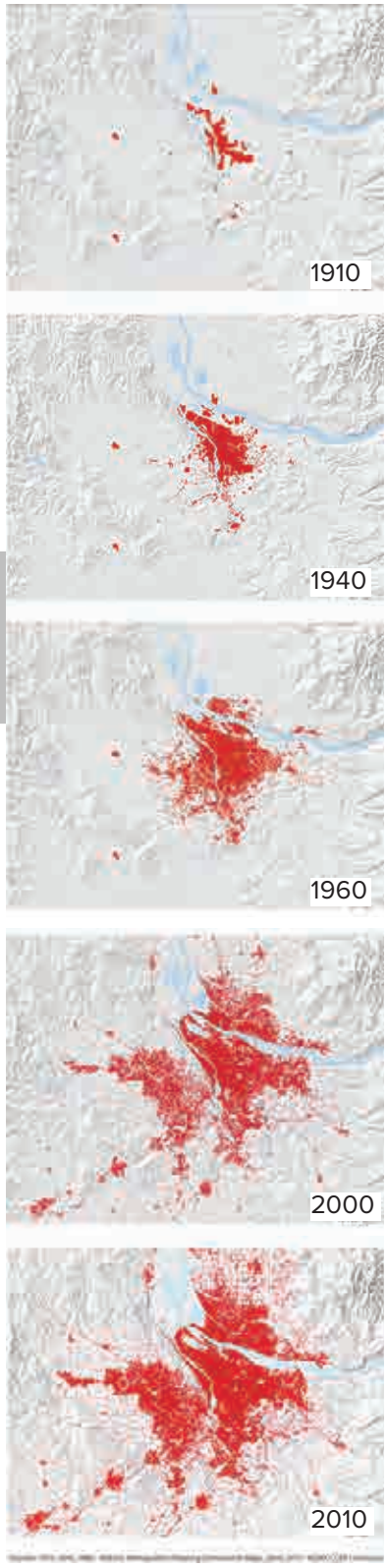
OUR REGION IS CHANGING

The Portland metropolitan region is an extraordinary place to call home. Our region has unique communities with inviting neighborhoods, a diverse economy and a world-class transit system. The region is surrounded by stunning natural landscapes and criss-crossed with a network of parks, trails and wild places within a walk, bike ride or transit stop from home. Over the years, the communities of the Portland metropolitan region have taken a collaborative approach to planning that has helped make our region one of the most livable in the country.

Because of our dedication to planning and working together to make local and regional plans a reality, we have set a wise course for managing growth – but times are challenging. With a growing and increasingly diverse population and an economy that is still in recovery, residents of the region along with the rest of the nation have reset expectations for financial and job security. Aging infrastructure, rising energy costs, a changing climate, and global economic and political tensions demand new kinds of leadership, innovation and thoughtful deliberation and action to ensure our region remains a great place to live, work and play for everyone.

In collaboration with city, county, state, business and community leaders, Metro has researched how land use and transportation policies and investments can be leveraged to respond to these challenges.

The region expects to welcome nearly 500,000 new residents and more than 365,000 new jobs within the region's urban growth boundary by 2035.



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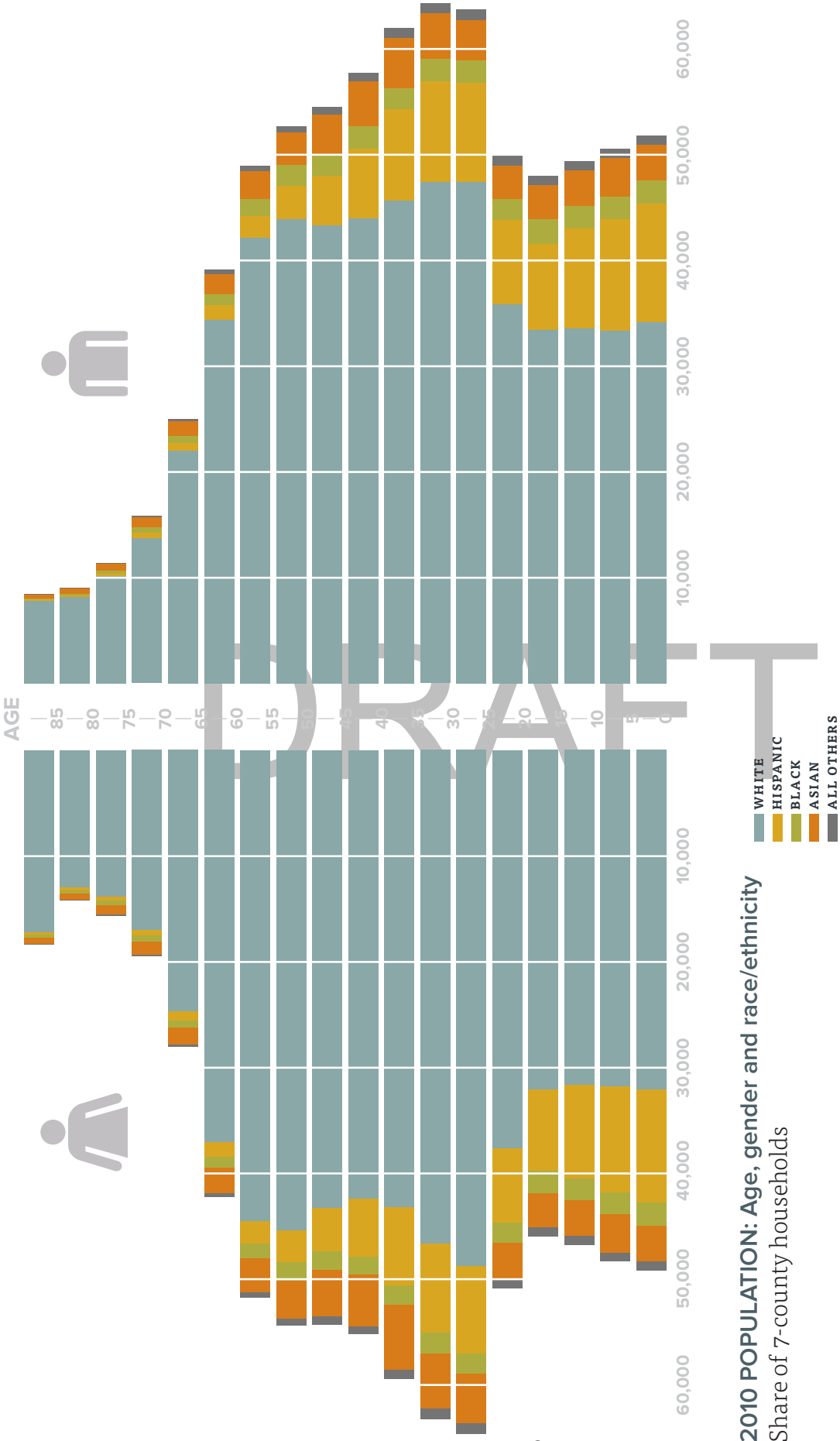

2010 POPULATION: Age, gender and race/ethnicity
Share of 7-county households

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INVESTING IN OUR COMMUNITIES

Oregon has been a leader among a handful of states in addressing climate change, with an ambitious goal to reduce greenhouse gas (GHG) emissions from all sources to 75 percent below 1990 levels by the year 2050. In 2009, the Oregon Legislature required the Portland metropolitan region to develop an approach to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

The Oregon Legislature has required the Portland region to reduce per capita greenhouse gas emissions from cars and small trucks by 2035.

Because our community visions focus development and investment where it makes sense – in downtowns, main streets and employment areas – and support transportation options for getting to work, school, and destinations across the region, we already drive 20 percent fewer miles every day than residents of other regions of similar size.

While our existing local and regional plans for growth can get us to the 2035 target, we still have work to do to make those plans a reality.

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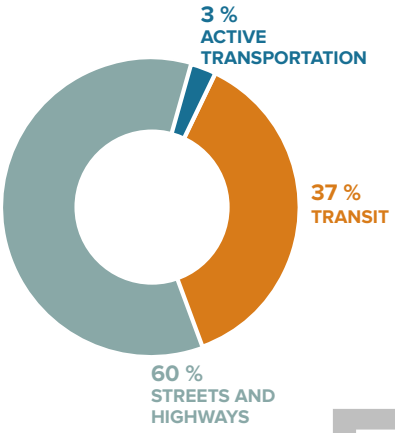
We know that investing in quality infrastructure is essential to a functioning, vibrant economy and healthy, livable communities. Investment in infrastructure is also needed to reduce greenhouse gas emissions. Past experience and analysis indicate that investments in centers, corridors and employment areas are an effective means of attracting growth to these areas, supporting community visions and values, and reducing greenhouse gas emissions. Investments can take the form of expanding transit service; building new sidewalks, bikeways or street connections; using technology to actively manage the transportation system; managing parking; providing travel option programs; expanding existing roads; and other tools. Removing barriers to more efficient use of land and existing infrastructure can also help communities achieve their vision for the future while reducing greenhouse gas emissions as called for by the state.

SHARE OF FEDERAL AND STATE CAPITAL INVESTMENTS IN THE PORTLAND METROPOLITAN REGION BY MODE (1995 – 2010)



Source: Metro 2010

PAYING FOR NEEDED INVESTMENTS

Our nation is investing less in infrastructure today than at any time in our history. The Portland metropolitan region is falling behind on making the investments needed to support our growing population and achieve community visions. Research in 2008 estimated the cost of building needed public and private infrastructure to be $27 to $41 billion by 2035. Traditional funding sources are expected to cover only half that amount.

Funding for transportation investments comes from many sources, including the U.S. Congress, the Federal Highway Administration, the Federal Transit Administration, the Oregon Legislature, ODOT, Metro, cities, counties, TriMet, South Metro Region Rapid Transit (SMART), the Port of Portland and developers.

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Transportation funding has long been primarily a state and federal obligation, financed largely through gas taxes and other user fees. The purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded because the gas tax is not indexed to inflation. These monies are also largely dedicated to streets and highway – primarily maintenance and preservation – and to a limited extent, system expansion.

We also need to complete gaps in our region's transit, walking and biking networks to help expand affordable travel options, yet active transportation currently lacks a dedicated funding source. Expansion and operation of the transit system has relied heavily on payroll taxes for operations and competitive federal funding for high capacity transit. But the region's demand for frequent and reliable transit service exceeds the capacity of the payroll tax to support it.

Until the 2009 passage of the Jobs and Transportation Act (House Bill 2001) raised the state gas tax in 2011 by six cents, the state gas tax had not increased since 1993. Similarly, the federal gas tax has not increased since 1993. This failure of fundraising to keep pace with infrastructure needs has been particularly acute in Oregon, as most states have turned to increased sales tax levies to cope with the decrease in purchasing power of federal transportation funding. Lacking a sales tax or other tools, Oregon has focused on bonding strategies based on future revenue at the state level and therefore has not developed a long-term strategy.

As the region's economy and its labor and housing markets continue to recover from the Great Recession, resources remain limited for making the investments needed to support our growing communities. Diminished resources mean reduced ability to maintain, improve and expand existing transportation infrastructure.

As a result, the existing transportation system is incomplete, overburdened and underfunded. Because federal and state funding is not keeping pace with infrastructure operation and maintenance needs, a substantial share of funding for future regional transportation investments has shifted to local revenue sources. Local governments in the Portland metropolitan region (like others in Oregon) have turned to increased tax levies, road maintenance fees, system development charges and traffic impact fees in attempt to keep pace, although some communities have been more successful than others.

The adopted Regional Transportation Plan calls for stabilizing existing transportation revenue sources while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel.

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At a time when local, state and federal resources needed to address our aging infrastructure are limited, we have a unique opportunity to find a better way to support our communities, attract new business, and grow the economy.

The Climate Smart Communities Scenarios Project has shown that the same kinds of investments that can help address these infrastructure needs can also help achieve our greenhouse gas emissions reduction goals. These kinds of investments will also help communities grow in ways that will support local economies for decades to come. Working together, we can develop the local, regional, state and federal partnerships needed to invest in our communities and realize our plans.

TODAY'S CHOICES SHAPE THE FUTURE

The region's charge from the state is to identify and adopt a preferred approach for meeting the target by December 2014. The choices we make today about how we live, work and get around will shape the future of the region for generations to come. The project is being completed in three phases – and has entered the third and final phase.

The first phase began in 2011 and concluded in early 2012. This phase consisted of testing strategies on a regional level to understand which strategies can most effectively help the region meet the state greenhouse gas emissions reduction mandate.

Most of the investments and actions under consideration are already being implemented to varying degrees across the region to realize community visions and other important economic, social and environmental goals.

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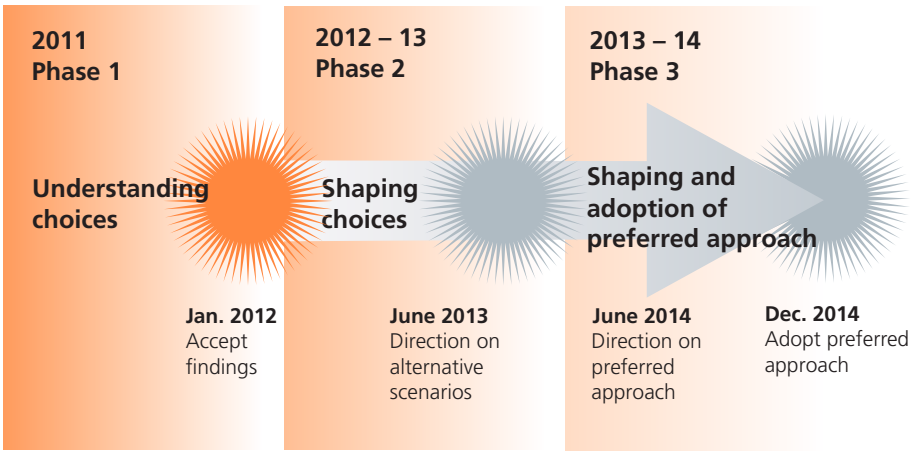
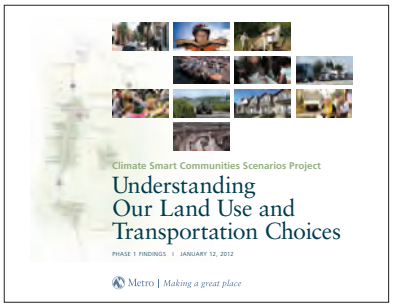
As part of the first phase, Metro staff researched strategies used to reduce emissions in communities across the region, nation and around the world. This work resulted in a toolbox describing the range of potential strategies, their effectiveness at reducing emissions and other benefits they could bring to the region, if implemented.

Climate Smart Communities Scenarios Project timeline



We found there are many ways to reduce emissions while creating healthy, more equitable communities and a vibrant regional economy, but no single solution will enable the region to meet the state's target.



Investing in communities in ways that support local visions for the future will be key to reducing greenhouse gas emissions. Providing schools, services and shopping near where people live, improving bus and rail transit service, building new street connections, using technology to manage traffic flow, encouraging electric cars and providing safer routes for walking and biking all can help.

The second phase began in 2012 and concluded in October 2013. In this phase, Metro worked with community leaders to shape three approaches – or scenarios – and the criteria to be used to evaluate them. In the summer, 2013, Metro analyzed the three approaches to investing in locally adopted land use and transportation plans and policies.

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The purpose of the analysis was to better understand the impact of those investments to inform the development of a preferred approach in 2014. Each scenario reflects choices about how and where the region invests to implement locally adopted plans and visions. They illustrate how different levels of leadership and investment could impact how the region grows over the next 25 years and how those investments might affect different aspects of livability for the region.

The results of the analysis were released in fall 2013.

Three approaches that we evaluated in 2013

SCENARIO A

Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan which relies on increased revenue.

SCENARIO C

New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

WHAT WE'VE LEARNED SO FAR

WE FOUND GOOD NEWS

Our Phase 2 analysis indicates that adopted local and regional plans can meet the state target for reducing greenhouse gas emissions – if we make the investments and take the actions needed to implement those plans and make them a reality.

The analysis also identified potentially significant benefits that can be realized by implementing adopted plans (Scenario B) and new policies and plans (Scenario C), including cleaner air, improved public health and safety, reduced congestion and delay, and travel cost savings that come from driving shorter distances and using more fuel efficient vehicles.

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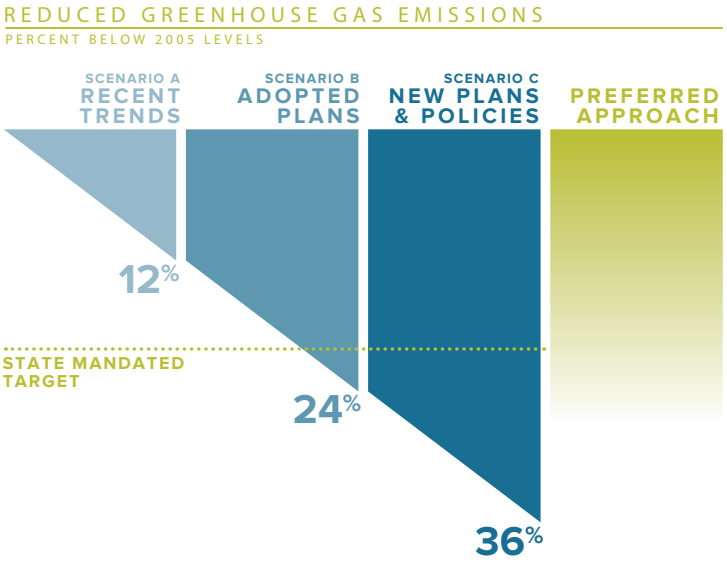
The analysis showed that if we continue investing at our current levels (Scenario A) we will fall short of what has been asked of our region, as well as other outcomes we are working to achieve – healthy communities, clean air and water, reliable travel options, and a strong regional economy.

More results are provided in the "Supplemental Materials" section of this guide.



This is good news, but there is more work to be done.

We're all in this together Local, regional, state and federal partnerships are needed to make the investments and take the actions needed to implement adopted local and regional plans and meet the state target. Our findings can help the region make the case for the increased investment and new partnerships that will be needed to implement the preferred approach the Metro Council considers for adoption in December 2014.

Implementation goes hand in hand with community engagement and participation We must continue working with community leaders to build capacity of organizations and their members to participate in ongoing local and regional planning and implementation efforts. This will help ensure meaningful opportunities for participation of public health, social equity and environmental justice leaders and the communities they represent as we move forward to eliminate disparities.

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A transition to cleaner fuels and more fuel-efficient vehicles is essential Oregon cannot achieve its greenhouse gas emissions reduction goals without the significant advancements in fleet and technology committed to by the state. It is critical for the Oregon Legislature and state commissions to prioritize investments and actions that will catalyze this transition to ensure assumptions used to set our region's emissions reduction target are realized.

Prioritizing investments that achieve multiple goals in combination with more funding will help us get there The greatest barrier to implementation is the lack of sufficient funding to make the investments needed for our local and regional plans to become a reality. More state funding is needed to leverage local and regional funding and assist future planning and implementation. With limited funding, it is even more important to prioritize investments that support, healthy, equitable communities and a strong economy, while reducing greenhouse gas emissions to create the future we want for the region.

But first, the Metro Council is asking cities, counties, regional partners and the public to weigh in on which investments and actions from each of the three scenarios should go forward into a preferred approach and how we should pay for the needed investments.

A one-size-fits-all approach won't meet the needs of our diverse communities. A combination of all of the investments and actions under consideration is needed to help us realize our shared vision for making this region a great place for generations to come.

The Portland metropolitan region pioneered approaches to land use and transportation planning in the past, and is uniquely positioned to address the trends – mainly because the region has solid, well-integrated transportation and land-use systems in place and a history of working together to address complex challenges at a regional scale.

MOVING FORWARD

In the 1990s, regional policy discussions centered on how and where the region should grow to protect the things that make this region a great place to live, work and play. Those discussions led to the adoption of the region's long-range strategy, the 2040 Growth Concept. This strategy reflects shared community values and desired outcomes that continue to resonate today.

The preferred approach will not replace the 2040 Growth Concept nor be a stand-alone plan – instead it will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions within ongoing efforts to create the future we want for our region.

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WHAT IS THE PREFERRED APPROACH?

The preferred approach will be a set of recommended policies and actions for how the region moves forward to integrate reducing greenhouse gas emissions with ongoing efforts to create the future we want for our region.

LEGISLATION The Metro Council will consider adoption of legislation signaling the region's commitment to the preferred approach through the ongoing implementation of the 2040 Growth Concept

POLICIES Regional Framework Plan (RFP) amendments

- Metro defines changes to refine existing policies and/or add new policies to achieve the preferred approach.

ACTIONS Recommended actions

- Region defines the investments and other tools that are needed to achieve preferred approach. The tools can be tailored by each community to implement local visions.
- Region defines near-term actions needed to implement and achieve preferred approach. This could include:
  - state and federal legislative agendas that request funding, policy changes or other tools needed to achieve preferred approach
  - identification of potential/likely funding mechanisms for key actions
  - direction to the 2018 Regional Transportation Plan update
  - direction to future growth management decisions;
  - direction for functional plan amendments that guide local implementation, if needed.
  - Metro defines monitoring and reporting system that builds on existing performance monitoring requirements per ORS 197.301 and updates to the Regional Transportation Plan.

THROUGH MAY 2014
Policymakers weigh in on which investments and actions should be included in the region's preferred approach

JUNE 2014
The Metro Council is asked to provide direction to staff on the draft preferred approach

SUMMER 2014
Evaluation of preferred approach and development of a near-term implementation plan

SEPTEMBER 2014
Final public review of preferred approach

DECEMBER 2014
Metro Council considers adoption of preferred approach

JANUARY 2015
Submit adopted approach to Land Conservation and Development Commission for approval

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Through this collaborative effort, we can identify how the region should work together to develop new kinds of leadership and the local, regional, state and federal partnerships needed to invest in communities to make local and regional plans a reality.

POLICY QUESTIONS FOR 2014

WHAT CHOICES HAVE BEEN MADE?

In February, the Metro Policy Advisory Committee and Joint Policy Advisory Committee on Transportation approved a path for moving forward with an eight-step process to shape and adopt a preferred approach in 2014. As recommended by MPAC and JPACT, the preferred approach will start with the plans cities, counties and the region have already adopted – from local zoning, capital improvement plans, and comprehensive, and transportation system plans to the 2040 Growth Concept and regional transportation plan – to create great communities and build a vibrant economy.

This includes managing the urban growth boundary through regular growth management cycles (currently every six years). In addition, MPAC and JPACT agreed to include assumptions for cleaner fuels and more fuel-efficient vehicles as defined by ODOT, DEQ, DOE and DLCD during the 2011 target-setting process. A third component they recommended be included in the preferred approach is the Statewide Transportation Strategy assumption for vehicle insurance paid by the miles driven.

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WHAT CHOICES HAVE BEEN MADE?

In January and February of 2014, MPAC, JPACT and the Metro Council agreed these elements should be included in the draft preferred approach as a starting point:

- ✔ **Implement adopted regional and local plans**
  Implement the 2040 Growth Concept and local zoning, comprehensive and transportation plans and manage the urban growth boundary through regular growth management cycles.
- ✔ **Transition to cleaner fuels and fuel-efficient vehicles**
  Rely on state fleet and technology assumptions used when setting our region's target.
- ✔ **Promote vehicle insurance paid by the miles driven**
  Use state assumptions for pay-as-you-drive insurance.

WHAT CHOICES DO WE STILL NEED TO MAKE?

Since January 2014, the Metro Council has engaged community and business leaders, local governments and the public on what mix of investments and actions best support their community's vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions.

Through May 2014, policymakers will consider the results of the engagement activities and scenarios evaluation as they weigh in on these policy questions:

1. **How much transit should we provide by 2035?**
2. **How much should we use technology to actively manage the transportation system by 2035?**
3. **How much should we expand the reach of travel information programs by 2035?**
4. **How much of the planned active transportation network should we complete by 2035?**
5. **How much of the planned street and highway network should we complete by 2035?**
6. **How should local communities manage parking by 2035?**
7. **Given the current uncertainty around transportation funding, how should we pay for our choices?**

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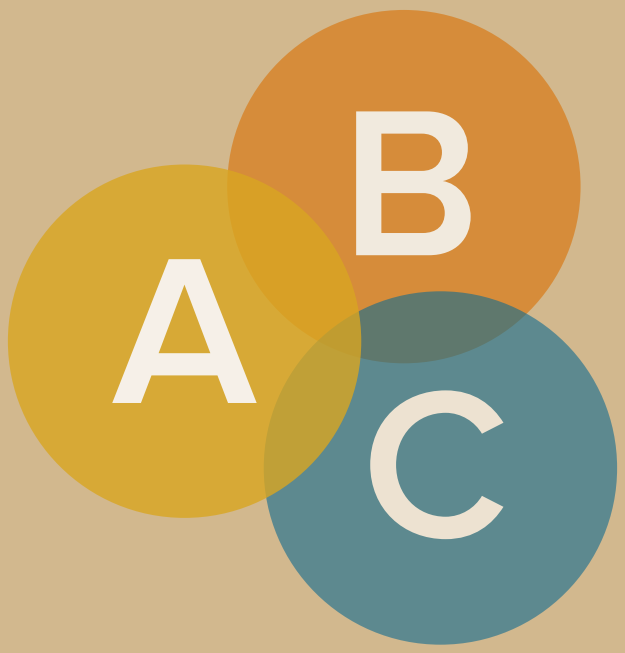
POLICY AREAS



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OVERVIEW OF POLICY AREAS

This section provides background information on the seven policy areas being considered by the region's policymakers:

- Make transit more convenient, frequent, accessible and affordable
- Use technology to actively manage the transportation system
- Provide information and incentives to expand the use of travel options
- Make biking and walking more safe and convenient
- Make streets and highways more safe, reliable and connected
- Manage parking to make efficient use of parking resources
- Identify potential ways to pay for needed investments

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The first three pages include a description of the policy, its potential climate benefit, cost, implementation benefits and challenges, and a summary of the how the policy is implemented for each scenario. The last page of each description summarizes emerging themes and specific comments provided during recent public engagement activities.

EXPLANATION OF THE CLIMATE BENEFIT RATINGS

In Phase 1 of the project, staff conducted a sensitivity analysis to better understand the greenhouse gas emissions reduction potential of individual policies. The information derived from the sensitivity analysis was used to develop a five-star rating system for communicating the relative climate benefits of different policies. The ratings represent the potential effects of individual policy areas in isolation and do not capture variations that may occur from synergies between multiple policies.

Estimated reductions assumed in climate benefits ratings	
less than 1%	★☆☆☆☆
1 – 2%	★★☆☆☆
3 – 6%	★★★☆☆
7 – 15%	★★★★☆
16 – 20%	★★★★★

Source Memo to TPAC and interested parties on Climate Smart Communities: Phase 1 Metropolitan GreenSTEP scenarios sensitivity analysis (June 21, 2012)

The cost ratings are intended to provide a quick reference for comparing the relative cost of investments between policy areas, and are not based on actual costs. An estimated cost for each policy area for scenarios A, B and C is also provided in the background information.

The background information is provided for context as the region's policymakers consider these policy questions in 2014.

To realize our shared vision for healthy and equitable communities and a strong economy while reducing greenhouse gas emissions ...

1. **How much transit should we provide by 2035?**
2. **How much should we use technology to actively manage the transportation system by 2035?**
3. **How much should we expand the reach of travel information programs by 2035?**
4. **How much of the planned active transportation network should we complete by 2035?**
5. **How much of the planned street and highway network should we complete by 2035?**
6. **How should local communities manage parking by 2035?**
7. **How should we pay for the investments needed by 2035?**

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RELATIVE CLIMATE BENEFIT

★★★★★

RELATIVE COST

$ $ $

Make transit more convenient, frequent, accessible and affordable

There are four key ways to make transit service more convenient, frequent, accessible and affordable. The effectiveness of each will vary depending on the mix of nearby land uses, the number of people living and working in the area, and the extent to which travel information, marketing and technology are used.

Frequency Increasing the frequency of transit service in combination with transit signal priority and bus lanes makes transit faster and more convenient.

System expansion Providing new community and regional transit connections improves access to jobs and community services and makes it easier to complete some trips without multiple transfers.

Transit access Building safe and direct walking and biking routes and crossings that connect to stops makes transit more accessible and convenient.

Fares Providing reduced fares makes transit more affordable; effectiveness depends on the design of the fare system and the cost.

Transit is provided in the region by TriMet and South Metro Area Rapid Transit (SMART) in partnership with Metro, cities, counties, employers, business associations and non-profit organizations.

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BENEFITS

- improves access to jobs, the workforce, and goods and services, boosting business revenues
- creates jobs and saves consumers and employers money
- stimulates development, generating local and state revenue
- provides drivers an alternative to congested roadways and supports freight movements by taking cars off the road
- increases physical activity
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- transit demand outpacing funding
- enhancing existing service while expanding coverage and frequency to growing areas
- reduced revenue and federal funding, leading to increased fares and service cuts
- preserving affordable housing options near transit
- ensuring safe and comfortable access to transit for pedestrians, cyclists and drivers
- transit-dependent populations locating in parts of the region that are harder to serve with transit

How much transit should we provide by 2035?

TRANSIT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Daily revenue hours	5,600	6,200	11,200
Service expansion *(increase from 2010 level)*	14% increase	27% increase	129% increase
Rush hour frequency	10-minute service on 10 routes	10-minute service on 13 routes	10-minute service on 37 routes
Off-peak frequency	30-minute service on most routes	20-minute service on most routes	10-minute service on most routes
New high capacity transit connections	None	Planned connections completed, such as the extension to Vancouver, WA	All regional centers and more town centers served Priority high capacity transit system plan and Southwest Corridor completed
Other service enhancements	Westside Express Service (WES) and Portland streetcar operate at 2010 frequencies	Same as Scenario A, plus more planned Portland streetcar connections completed	WES operates all day with 15-minute service Locally-developed Service Enhancement Plans (SEPs) and the planned Portland Streetcar System Plan mostly completed
Public and private shuttles	Existing private shuttles continue to operate between large work sites and major transit stops	Additional major employers and some community-based organizations work with TriMet to operate shuttles	More major employers and some community-based organizations work with TriMet to operate shuttles
Fares	Reduced fares provided to youth, older adults and disabled persons	Same as Scenario A	Same as Scenario A, plus reduced fares provided to low-income families
Estimated capital cost* (2014$)	**$590 million**	**$1.9 billion**	**$5.1 billion**
Estimated service operating costs (2014$)**	**$4.8 billion**	**$5.3 billion**	**$9.5 billion**

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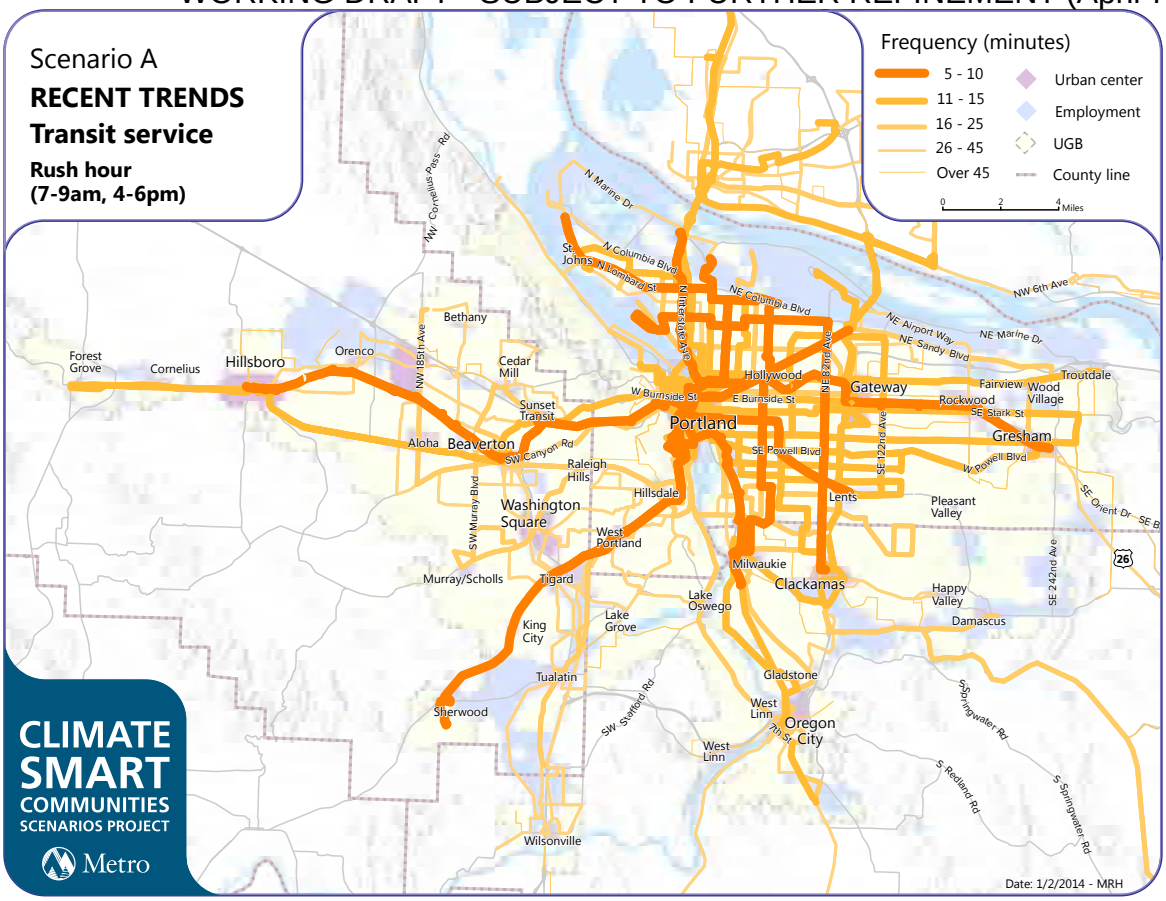
* Capital costs reflect HCT capital costs plus fleet replacement and expansion costs.

** Operating costs for transit service were calculated by annualizing the daily revenue hours proposed for each scenario and applying TriMet's average operating cost per revenue hour, with cost by mode weighted by the proportion of service provided on each mode. SMART operating costs were calculated by assuming SMART's FY 11-12 annual operating costs are maintained through 2035.

SCENARIO

A



Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

17% jobs
24% households
31% low-income households

Estimated jobs and households within ¼-mile or 10-minute or better service by 2035

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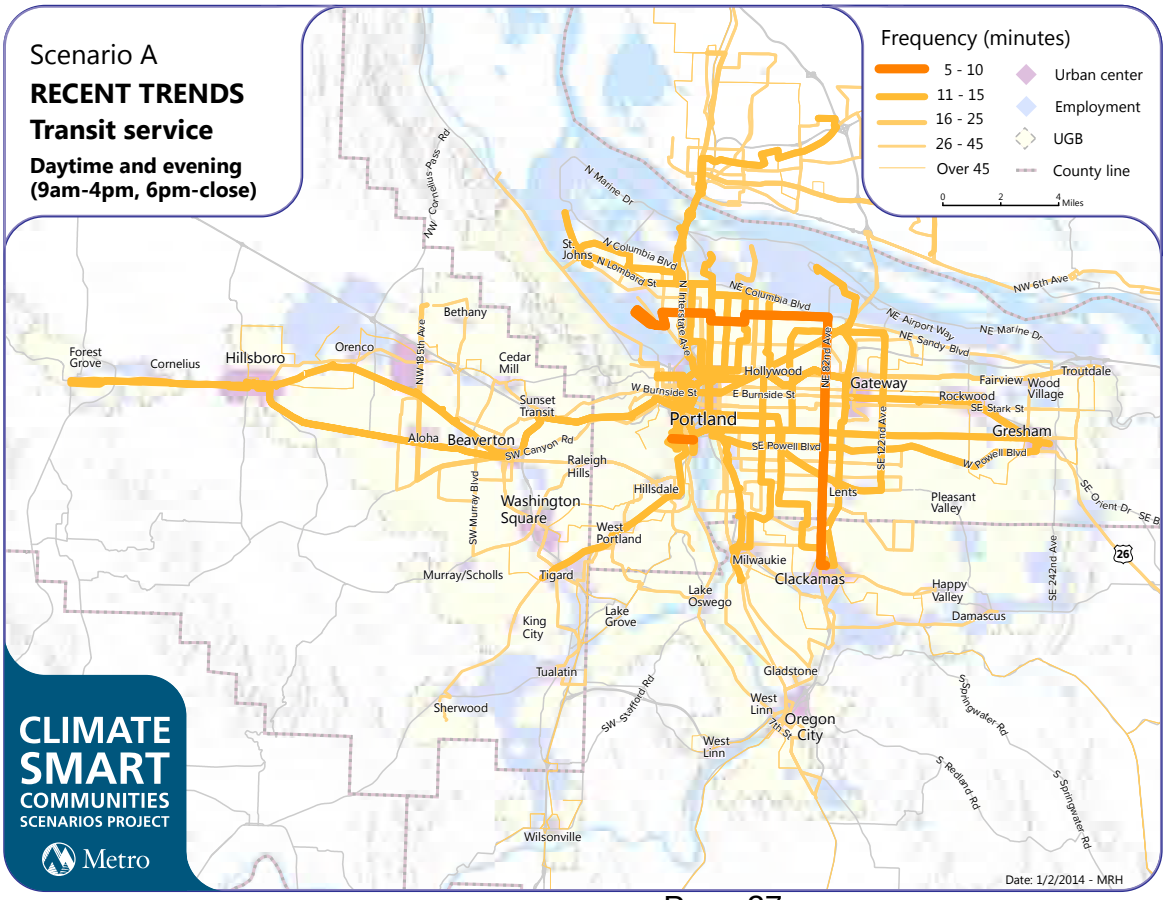


6% jobs
4% households
5% low-income households

Estimated jobs and households within ¼-mile or 10-minute or better service by 2035

Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

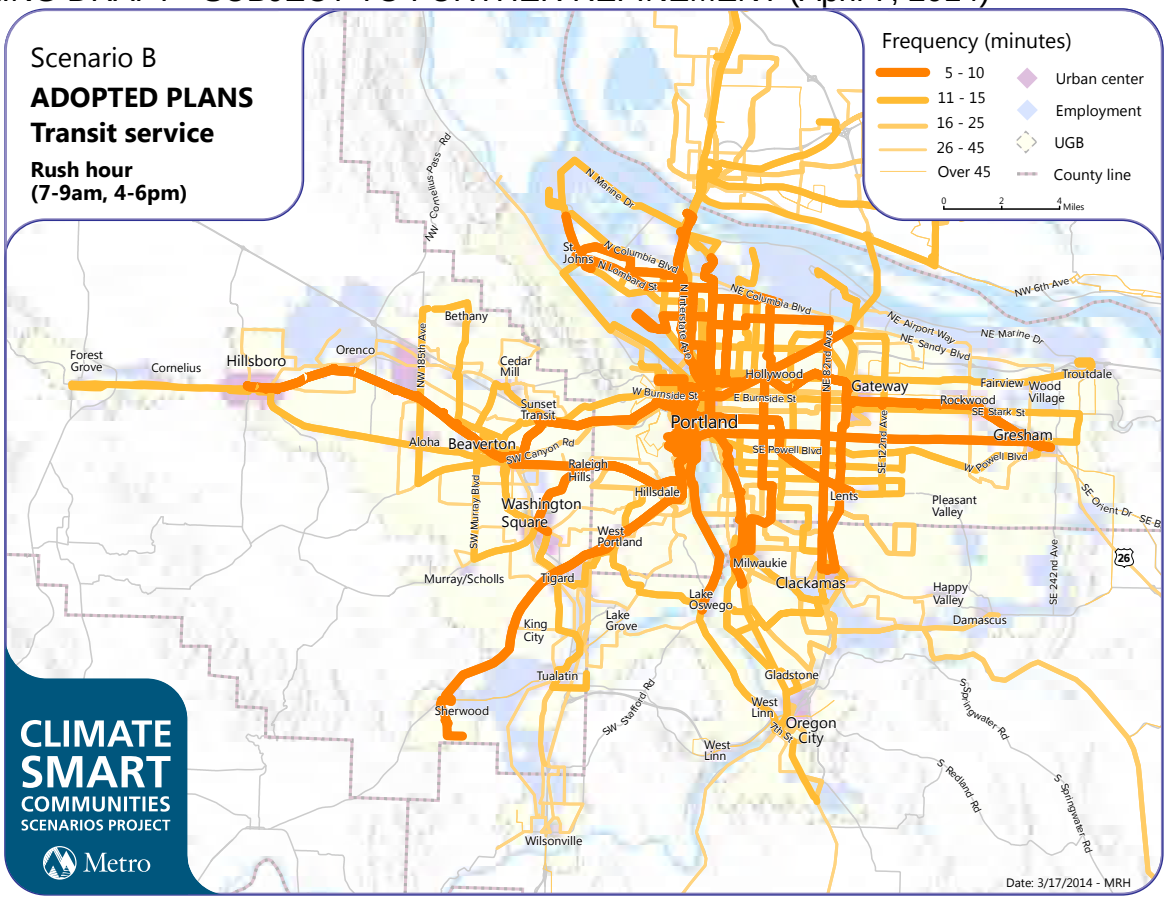
SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

36% jobs
27% households
34% low-income households

Estimated jobs and households within ¼-mile or 10-minute or better service by 2035



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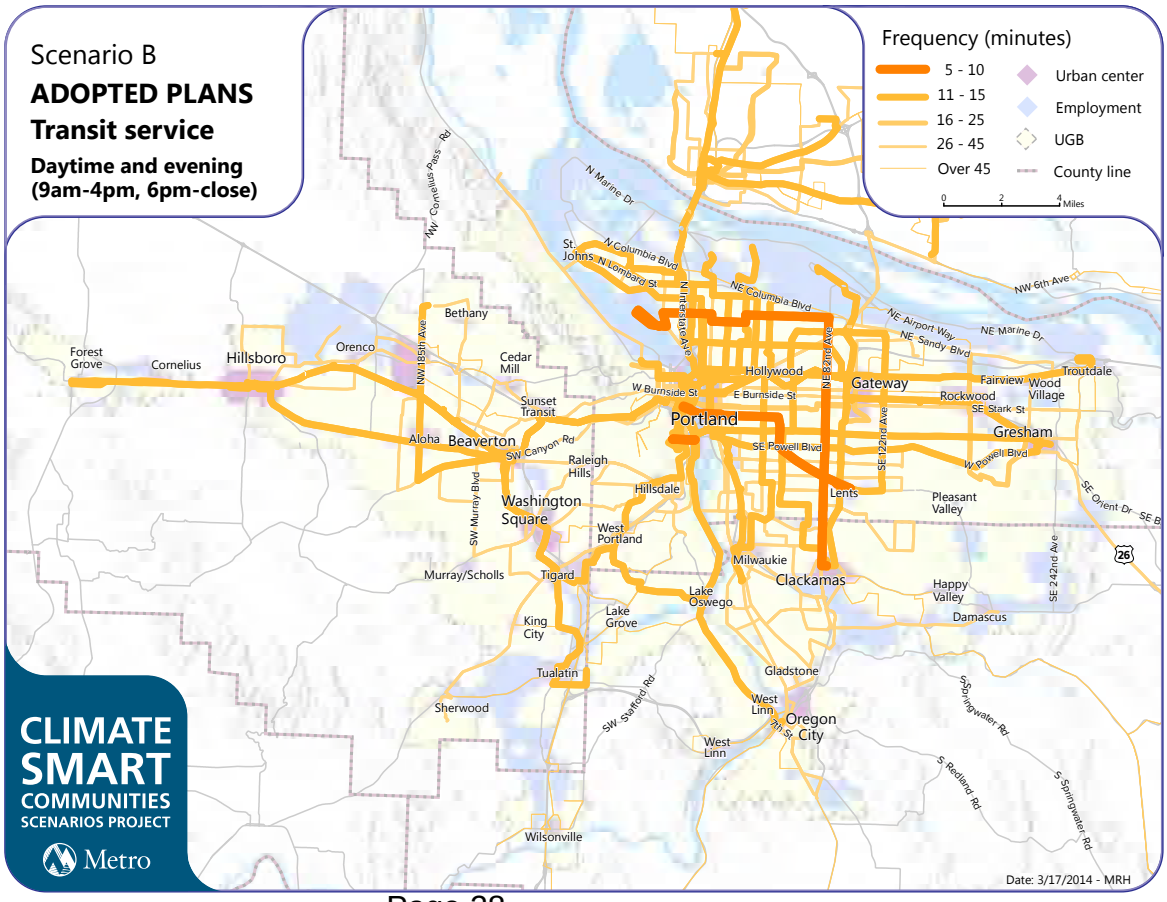
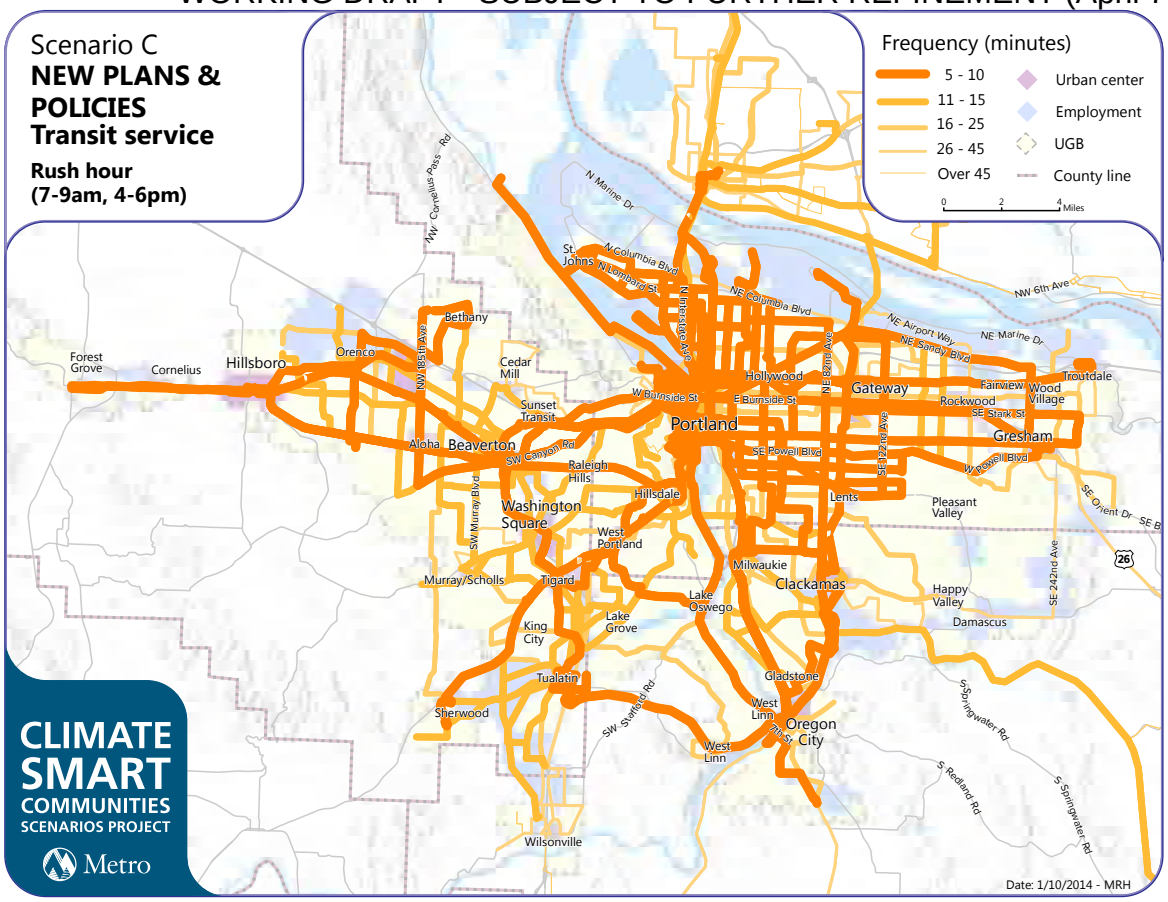
9% jobs
4% households
6% low-income households

Estimated jobs and households within ¼-mile or 10-minute or better service by 2035





SCENARIO C

New Plans and Policies
This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

63% jobs
32% households
40% low-income households
Estimated jobs and households within ¼-mile or 10-minute or better service by 2035

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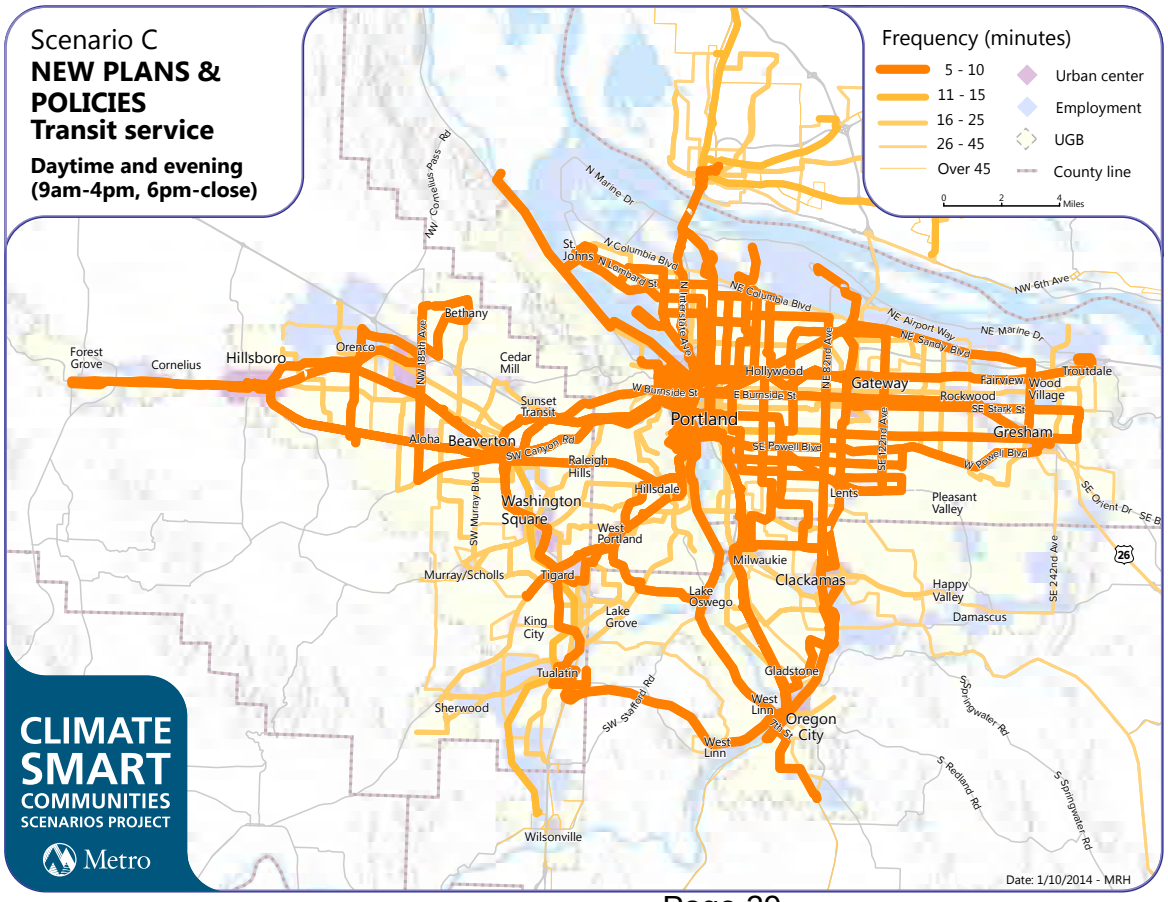

63% jobs
20% households
26% low-income households
Estimated jobs and households within ¼-mile or 10-minute or better service by 2035

What people are saying

If you make public transit easier and "smarter", I think it would help...if it didn't take me an hour and a half to go a 30 min distance, I would be more for the idea.

We need better bus service, not just light rail.

Past high capacity transit investments have led to gentrification and displacement. We need to ensure this doesn't happen in the future.

Emerging themes

- Transit improvements are universally seen as the highest priority investment area, with the highest potential to reduce emissions while improving access to jobs and services and creating more livable communities.
- Investments need to be balanced to serve all travelers—transit-dependent communities, low-income riders, youth, older adults, and business commuters.
- The focus can't just be on improving transit in the city of Portland. Regional connectivity and creative suburban transit solutions are needed beyond TriMet's "hub and spoke" model - fractal geometry.
- Need to keep fares low, connect to outlying communities, and prioritize more bus service over light rail/capital projects.
- Keep regional transit service to suburbs but allow local options to provide suburb connectivity and provide the crucial "last mile" connection to attract new transit riders.

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Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★★☆☆☆

RELATIVE COST

$ $ $

Use technology to actively manage the transportation system

Using technology to actively manage the Portland metropolitan region's transportation system means using intelligent transportation systems (ITS) and services to reduce vehicle idling associated with delay, making walking and biking more safe and convenient, and helping improve the speed and reliability of transit. Nearly half of all congestion is caused by incidents and other factors that can be addressed using these strategies.

Local, regional and state agencies work together to implement technologies in coordination with other capital investments. Agreements between agencies provide guidance on purchasing and sharing data and technology, operating procedures for managing traffic, and the ongoing maintenance and enhancement of technology, data collection and monitoring systems.

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Arterial corridor management includes advanced technology at each intersection to actively manage traffic flow. This may include coordinated or adaptive signal timing; advanced signal operations such as cameras, flashing yellow arrows, bike signals and pedestrian count down signs; and communication to a local traffic operations center and the centralized traffic signal system .

Freeway corridor management includes advanced technology to manage access to the freeways, detect traffic levels and weather conditions, provide information with variable message signs and variable speed limit signs, and deploying incident response patrols that quickly clear breakdowns, crashes and debris. These tools connect to a regional traffic operations center.

Traveler information includes using variable message and speed signs and 511 internet and phone services to provide travelers with up-to-date information regarding traffic and weather conditions, incidents, travel times, alternate routes, construction, or special events.

BENEFITS

- provides near-term benefits
- reduces congestion and delay
- makes traveler experience more reliable
- saves public agencies, consumers and businesses time and money
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- requires ongoing funding to maintain operations and monitoring systems
- requires significant cross-jurisdictional coordination
- workforce training gaps

How much should we use technology to actively manage the transportation system by 2035?

TECHNOLOGY AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Advanced traffic signal operations	Traffic signals on some major arterials	Traffic signals on many major arterials	All traffic signals are connected to a centralized system
Transit signal priority	Some bus routes with 10-minute service	All bus routes with 10-minute service	All bus routes with 10-minute service
Freeway ramp meters	Most urban interchanges	Same as Scenario A	All urban interchanges
Freeway variable speed signs	None	Deployed in most high incident locations	Deployed in all high incident locations
Incident response patrols	Some incident response patrols are deployed on area freeways	More incident response patrols are deployed on area freeways	Incident response patrols are deployed on area freeways and major arterials adjacent to freeways
Estimated cost (2014$)	**$113 million**	**$135 million**	**$193 million**

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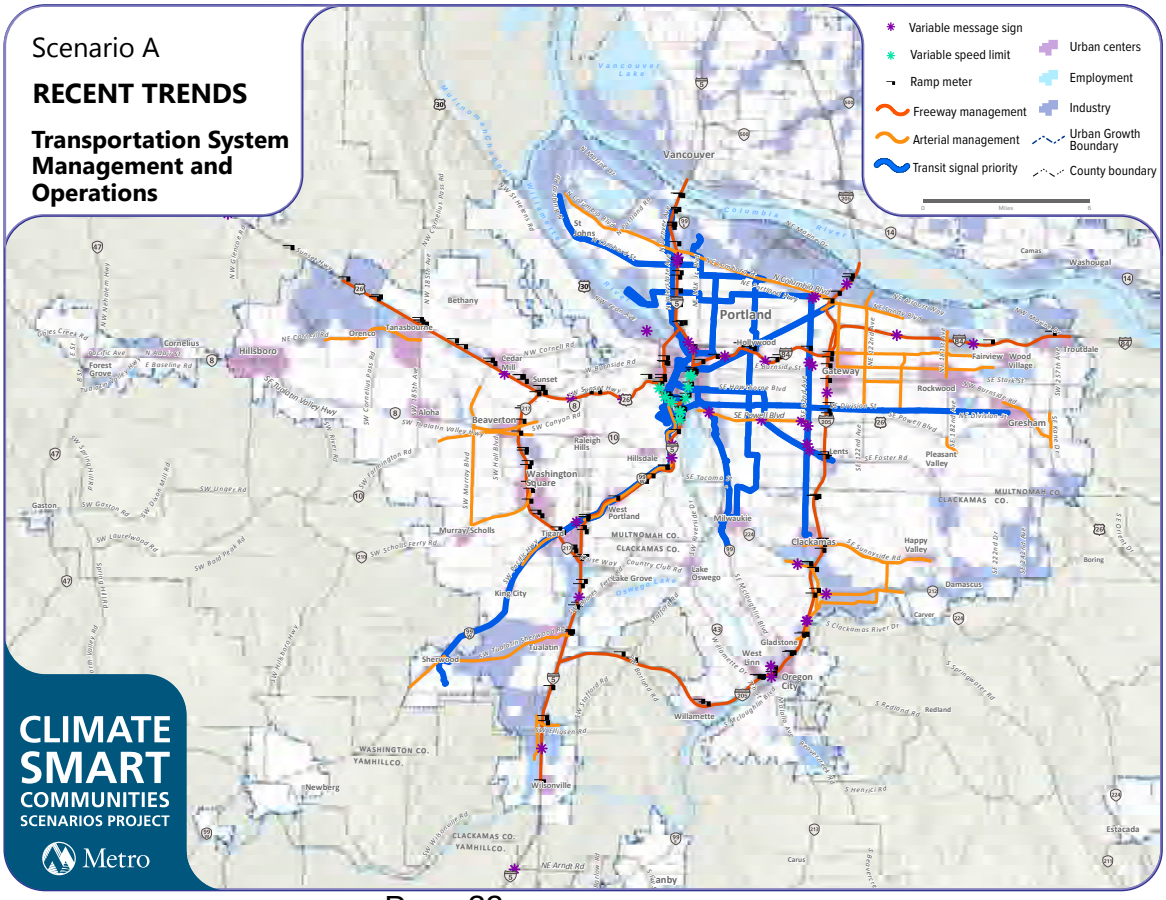
SCENARIO A

Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

10% on arterials and freeways
Estimated delay reduction by 2035



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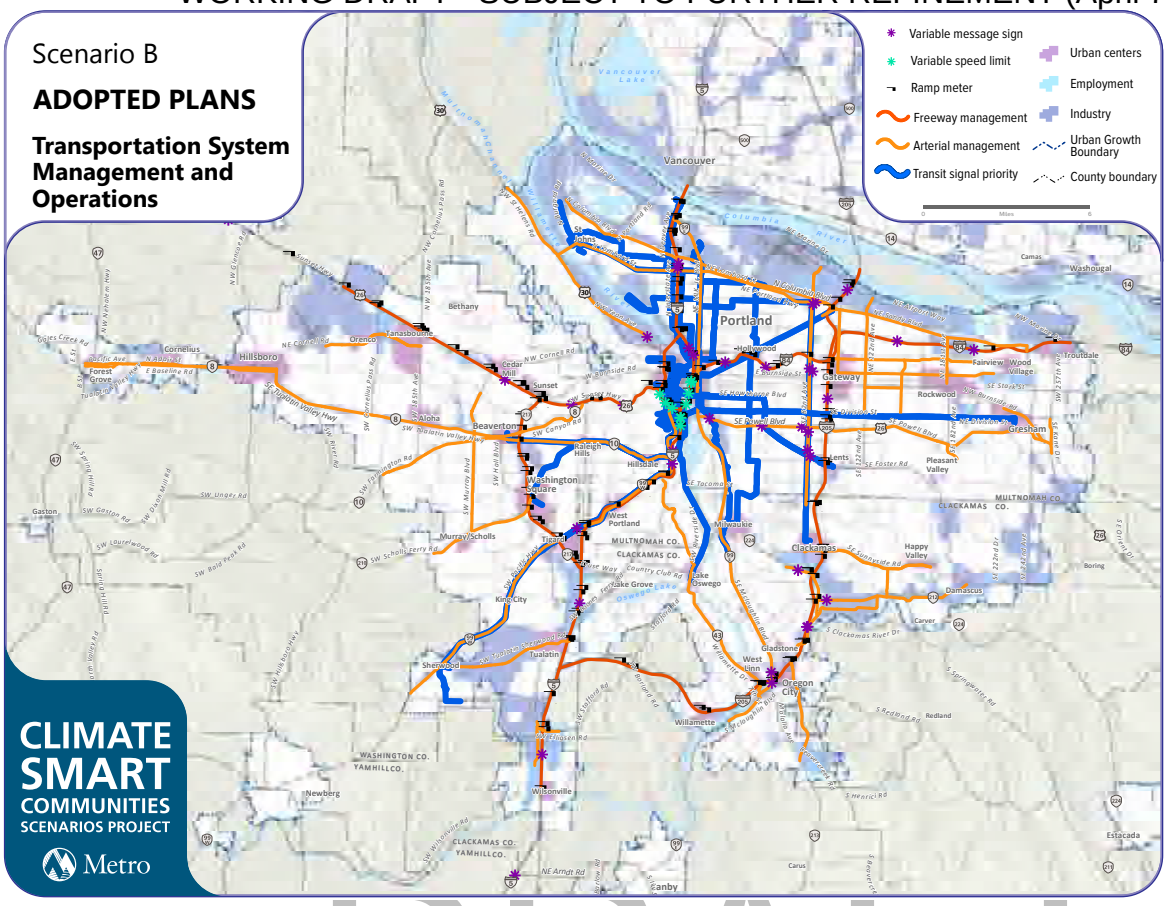

SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

20% on arterials and freeways
Estimated delay reduction by 2035

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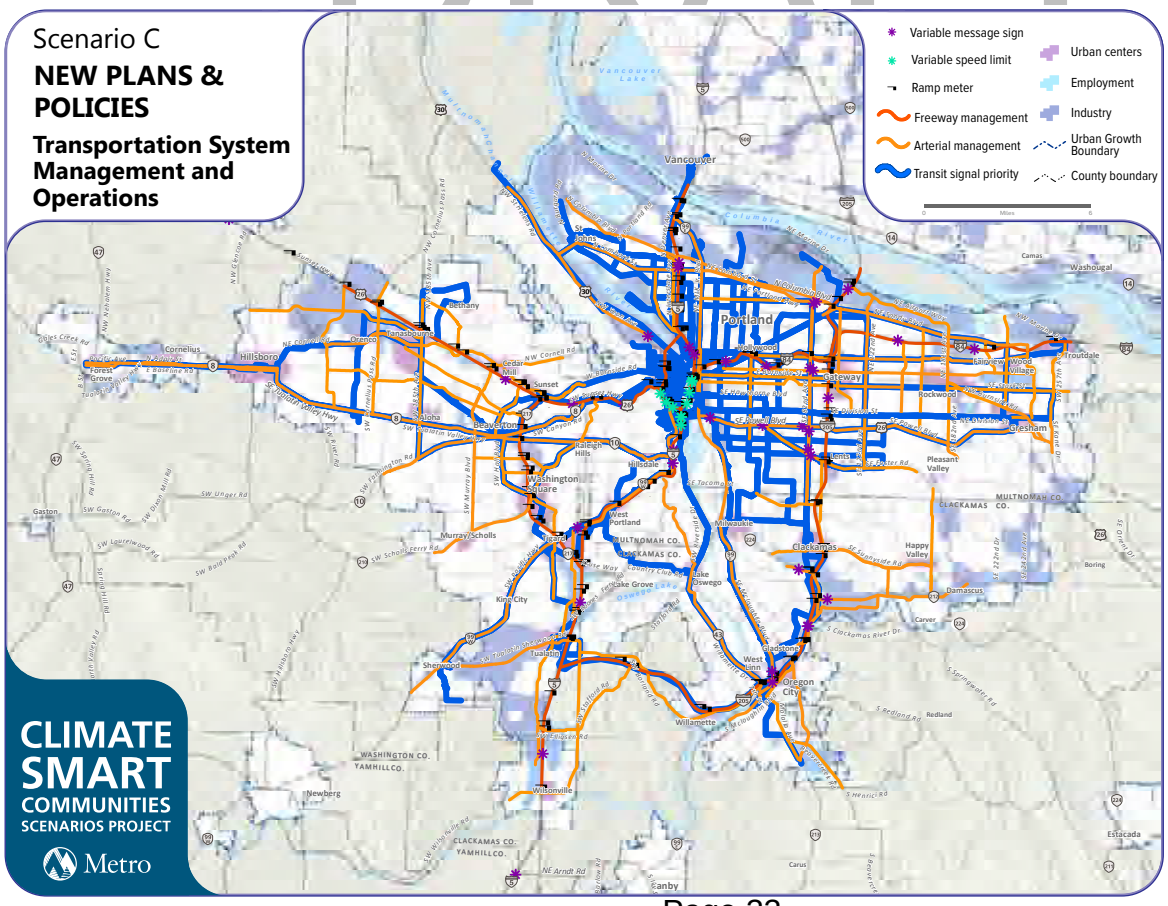

SCENARIO C

New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

35% on arterials and freeways
Estimated delay reduction by 2035

What people are saying

Do as much as you can with technology before widening or building new roads to help the region save money.

Intelligent transportation systems should be expanded to make freight movement more efficient.

In suburban communities, it makes more sense to invest more in technology than to try to fit in a new transit system – it could be cheaper and more effective.

Emerging themes

- While this may not be the highest priority investment area, it seems to be a low-cost strategy with immediate benefits, so should be moved forward.
- Many cities and counties are already investing in traffic technology and smarter roads.
- Generally, making existing roads smarter and more efficient at low-cost is more important to people than spending a lot of money to widen or build new roads.

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Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

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RELATIVE COST

$ $ $

Provide information and incentives to expand use of travel options

Public awareness, education and travel options support tools are cost-effective ways to improve the efficiency of the existing transportation system through increased use of travel options such as walking, biking, carsharing, carpooling and taking transit. Local, regional and state agencies work together with businesses and non-profit organizations to implement programs in coordination with other capital investments. Metro coordinates partners' efforts, sets strategic direction, evaluates outcomes, and manages grant funding.

Public awareness strategies include promoting information about travel choices and teaching the public about eco-driving: maintaining vehicles to operate more efficiently and practicing driving habits that can help save time and money while reducing greenhouse emissions.

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Commuter programs are employer-based outreach efforts that include (1) financial incentives, such as transit pass programs and offering cash instead of parking subsidies; (2) facilities and services, such as carpooling programs, bicycle parking, emergency rides home, and work- place competitions; and (3) flexible scheduling such as working from home or compressed work weeks.

Individualized Marketing (IM) is an outreach method that encourages individuals, families or employees interested in making changes in their travel choices to participate in a program. A combination of information and incentives is tailored to each person's or family's specific travel needs. IM can be part of a comprehensive commuter program.

Travel options support tools reduces barriers to travel options and supports continued use with tools such as the *Drive Less. Connect.* online carpool matching; trip planning tools; wayfinding signage; bike racks; and carsharing.

BENEFITS

- increases cost-effectiveness of capital investments in transportation
- saves public agencies, consumers and businesses time and money
- preserves road capacity
- reduces congestion and delay
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics

CHALLENGES

- program partners need ongoing tools and resources to increase outcomes
- factors such as families with children, long transit times, night and weekend work shifts not served by transit
- major gaps exist in walking and biking routes across the region
- consistent data collection to support performance measurement

How much should we expand the reach of travel information programs by 2035?

TRAVEL INFORMATION PROGRAMS AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Individualized marketing participation	30% of households	Same as Scenario A	60% of households participate Same as Scenario B plus the addition of Safe Routes to school and equity-based campaigns
Commuter program participation	20% of employees reached (same as 2010) Oregon Employee Commute Options (ECO) rules require work sites with more than 100 employees to have work-place programs	Same as Scenario A	40% of employees reached ECO rules now include work sites with more than 50 employees
Public awareness marketing campaign	50% of public reached Existing ongoing and short-term campaigns lead to more awareness of *DriveLess. Connect.*	Same as Scenario A plus added resources promote new travel tools, regional efforts and safety education	60% of public reached Scenario B plus regionally specific campaigns dedicated to safety and underserved communities
Eco-driving participation	0% of households reached (same as 2010) Statewide program is newly launched	30% of households reached	60% of households reached
Provisions of travel options support tools	2010 program funding levels allow for completion of several new wayfinding signage and bike rack projects	Same as Scenario A plus public-private partnerships to create new online, print and on-street travel tools	Same as Scenario B plus better public-private data integration and more resources for more support tools
Estimated cost (2014$)	**$99 million**	**$124 million**	**$234 million**

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SCENARIO A

Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

SCENARIO B

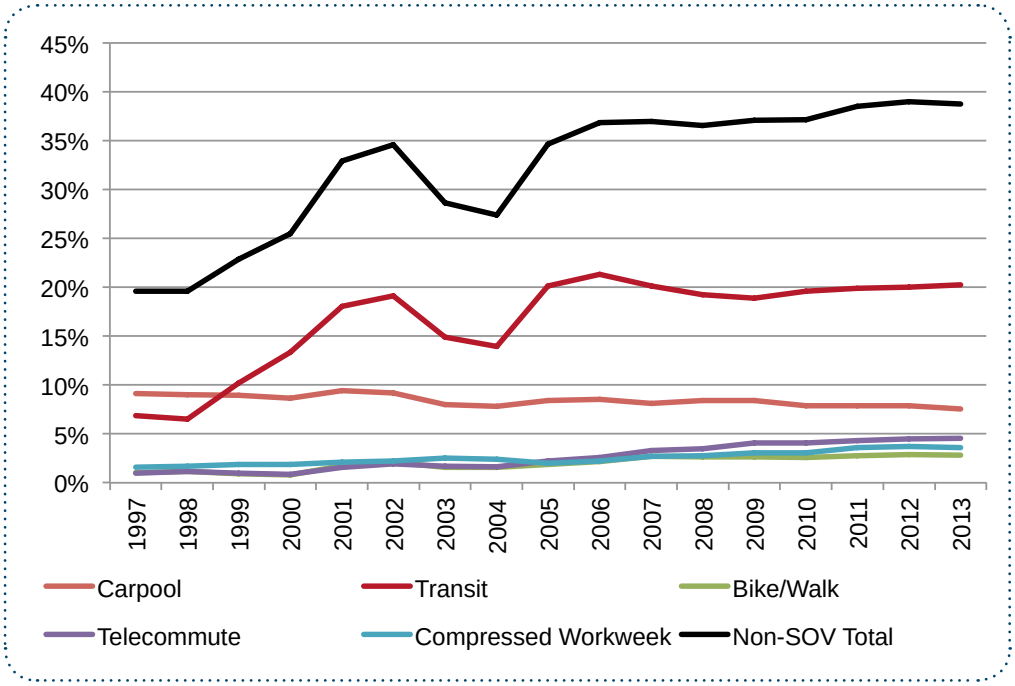
Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

SCENARIO C

New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.



EFFECTIVENESS OF EMPLOYER COMMUTER PROGRAMS (1997 – 2013)

The TriMet, Wilsonville SMART and TMA employer outreach programs have made significant progress with reducing drive-alone trips. Since 1996, employee commute trips that used non drive-alone modes (transit, bicycling, walking, carpooling/vanpooling and telecommuting) rose from 20% to over 39% among participating employers.

EFFECTIVENESS OF COMMUNITY AND NEIGHBORHOOD PROGRAMS

Community outreach programs such as Portland Sunday Parkways and Wilsonville Sunday Streets encourage residents to use travel options by exploring their neighborhoods on foot and bike without motorized traffic. Sunday Parkways events have attracted 400,000 attendees since 2008 and the Wilsonville Sunday Streets event attracted more than 5,000 participants in 2012.

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Other examples of valuable community outreach and educational programs include the Community Cycling Center's program to reduce barriers to biking and Metro's Vámonos program, both of which provide communities across the region with the skills and resources to become more active by walking, biking, and using transit for their transportation needs.

In 2004, the City of Portland launched the Interstate TravelSmart individualized marketing project in conjunction with the opening of the MAX Yellow Line. Households that received individualized marketing made nearly twice as many transit trips compared to a similar group of households that did not participate in the marketing campaign. In addition, transit use increased nearly 15 percent during the SmartTrips project along the MAX Green Line in 2010. Follow-up surveys show that household travel behavior is sustained for at least two years after a project has been completed.

What people are saying

Tailored, personalized campaigns about active transportation have been shown to significantly change peoples' travel choices – with the investment of time and one-on-one communications.

Success depends on transit service and availability of other options.

Work trips are only 30% of all trips – so we need to focus beyond workplace campaigns.

Emerging themes

- This is not the highest priority investment area, but if it's low-cost and encourages some shifts in transportation choices, then it may be worth it.
- In the digital age, information needs to be available electronically and take advantage of smart phone apps and new information venues.
- Information also needs to be culturally relevant and respond to changing demographics in the region.

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Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★★★☆☆

RELATIVE COST

$ $ $

Make biking and walking more convenient

Active transportation is human-powered travel that engages people in healthy physical activity while they go from place to place. Examples include walking, biking, pushing strollers, using wheelchairs or other mobility devices, skateboarding, and rollerblading. Active transportation is an essential component of public transportation because most of these trips begin and end with walking or biking.

Today, about 50 percent of the regional active transportation network is complete. Nearly 18 percent of all trips in the region are made by walking and biking, a higher share than many other places. Approximately 45 percent of all trips made by car in the region are less than three miles and 15 percent are less than one mile. With a complete active transportation network supported by education and incentives, many of the short trips made by car could be replaced by walking and biking. (See separate summary on providing information to expand use of travel options.)

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For active travel, transitioning between modes is easy when sidewalks and bicycle routes are connected and complete, wayfinding is coordinated, and transit stops are connected by sidewalks and have shelters and places to sit. Biking to work and other places is supported when bicycles are accommodated on transit vehicles, safe and secure bicycle parking is available at transit shelters and community destinations, and adequate room is provided for walkers and bicyclists on shared pathways. Regional trails and transit function better when they are integrated with on-street walking and biking routes.

BENEFITS

- increases access to jobs and services
- provides low-cost travel options
- supports economic development, local businesses and tourism
- increases physical activity and reduces health care costs
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- major gaps exist in walking and biking routes across the region
- gaps in the active transportation network affect safety, convenience and access to transit
- many would like to walk or bike but feel unsafe
- many lack access to walking and biking routes
- limited dedicated funding is declining

How much of the planned regional active transportation network should we complete by 2035?

ACTIVE TRANSPORTATION AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Completion of regional active transportation network	Federally funded planning and capital projects reflecting existing funding are largely dedicated to transit and road investments	Same as Scenario A, plus planned off-street trails and on-street sidewalk and bikeway projects, such as bicycle lanes, cycle tracks, bicycle boulevards, sidewalks and crossing improvements included in financially constrained RTP	Same as Scenario B, plus full build-out of planned off-street trails, on-street sidewalk and bikeway projects, and improvements to existing facilities
Trails	38% completed	79% completed	100% completed
Bikeways	63% completed	84% completed	100% completed
Sidewalks	54% completed	62% completed	100% completed
Estimated cost (2014$)	**$57 million**	**$948 million**	**$3.9 billion**

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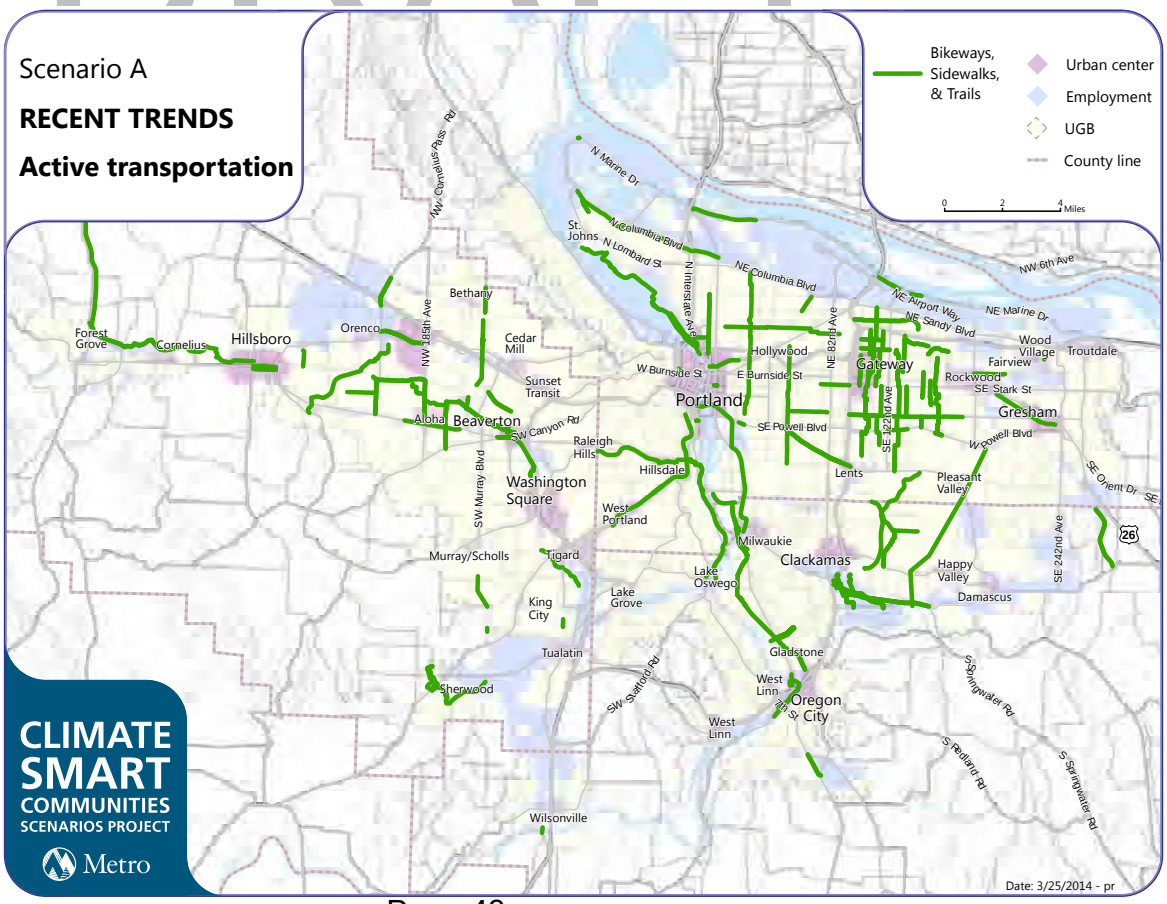
SCENARIO A

Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

58
Estimated lives saved annually from increased physical activity by 2035



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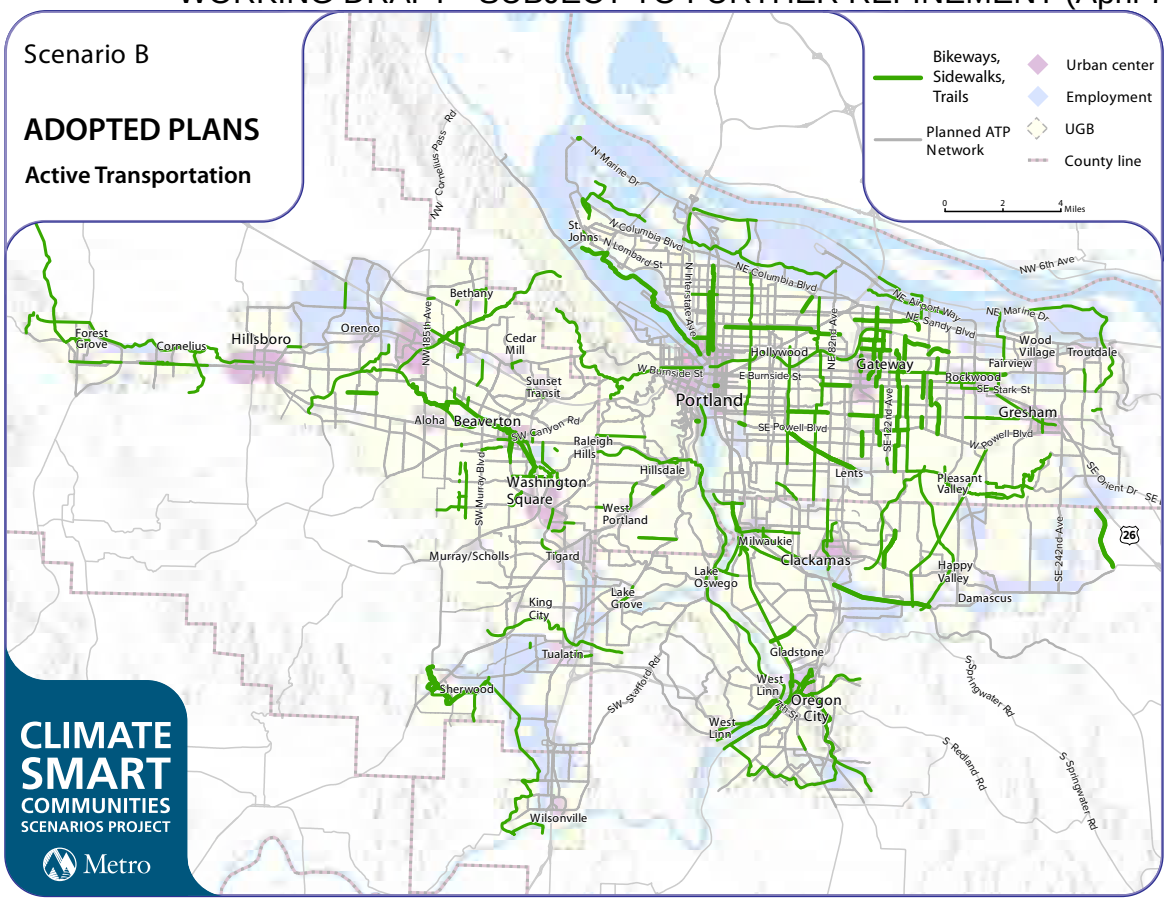

SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

89
Estimated lives saved annually from increased physical activity by 2035

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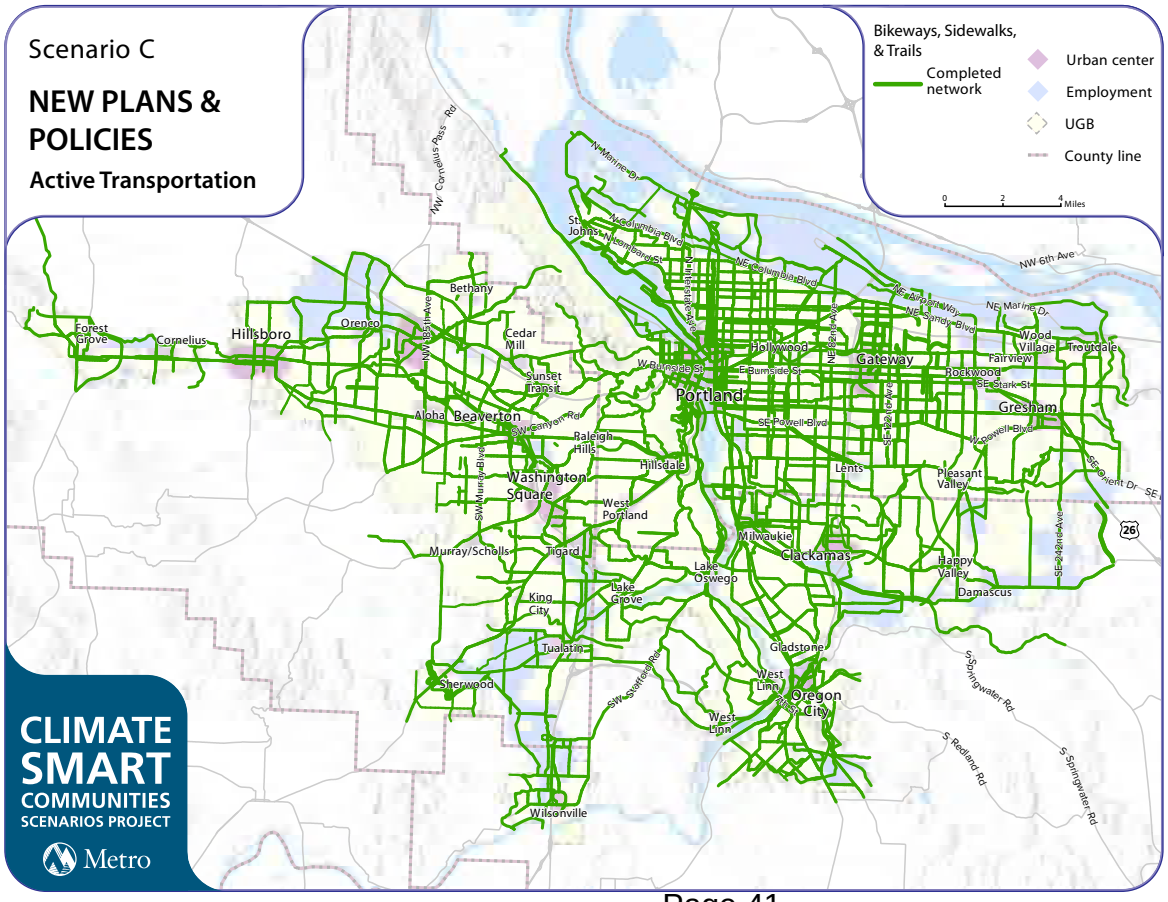

SCENARIO C

New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

116
Estimated lives saved annually from increased physical activity by 2035

What people are saying

Don't just stripe a bike lane on a road haphazardly – bike improvements should be strategic and provide convenient, efficient access to places people actually want to go.

Create integrated systems and complete streets to leverage existing funding

Road improvements are critically needed – don't invest in bike lanes and transit improvements at the expense of roads

Emerging themes

- A very high priority for nearly all communities and interest groups, investments should focus on improving safety and the perception of safety of walking and biking to encourage more activity that improves health.
- A dedicated, stable funding source is needed for active transportation projects – whether this funding should come from sources traditionally set aside for roads or some new source altogether is up for discussion.
- Demographics are changing – as youth and elderly populations choose to drive less, it is important to invest more in active transportation options.

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Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★ ☆ ☆ ☆ ☆

RELATIVE COST

$ $ $

Make streets and highways more safe, reliable and connected

Today, nearly 45 percent of all trips made by car in the region are less than three miles, and 15 percent are less than one mile. When road networks lack multiple routes serving the same destinations, short trips must use major travel corridors designed for freight and regional traffic, adding to congestion.

There are three key ways to make streets and highways more safe, reliable and connected to serve longer trips across the region on highways, shorter trips on arterial streets, and the shortest trips on local streets.

Maintenance and efficient operation of the existing road system Keeping the road system in good repair and using information and technology to manage travel demand and traffic flow help improve safety, and boost efficiency of the existing system. With limited funding, more effort is being made to maximize system operations prior to building new capacity in the region. (See separate summaries describing the use of technology and information.)

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Street connectivity Building a well-connected network of complete streets includes new local and major street connections shortens trips, improves access to community and regional destinations, and helps preserve the capacity and function of highways in the region for freight and longer trips. These connections include designs that support walking and biking, and, in some areas, provide critical freight access between industrial areas, intermodal facilities and the interstate highway system.

Network expansion Adding lane miles to relieve congestion is an expensive approach. Research has also shown that adding capacity alone will not solve congestion. Targeted widening of streets and highways along with other strategies helps the region provide adequate capacity to connect goods to

BENEFITS

- improves access to jobs, goods and services, boosting business revenue
- creates jobs and stimulates development, boosting the regional economy
- reduces delay, saving businesses time and money
- reduces risk of traffic fatalities and injuries
- reduces emergency response time

CHALLENGES

- declining purchasing power of existing funding sources and growing maintenance backlog and construction costs
- may induce more traffic
- potential community impacts, such as displacement and noise
- concentration of air pollutants and air toxics in major travel corridors

How much of the planned street and highway network should we complete by 2035?

STREET AND HIGHWAYS AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Arterials and freeways (lane miles added from 2010)	9 miles added Maintain the existing system and complete committed projects	81 miles added Same as Scenario A, plus complete financially constrained RTP projects such as • planned connections to further build out the regional street grid and improve access to industrial areas and freight facilities • widening some major streets and freeways to address bottlenecks	105 miles added Same as Scenario B plus additional projects in the RTP On-going regional traffic operations center monitoring and incident response patrols are deployed on area freeways and major arterials adjacent to freeways
Maintenance	Some maintenance backlog grows	Fully meet maintenance and preservation needs	Same as Scenario B
Estimated capital cost (2014$)	**$162 million**	**$8.8 billion**	**$11.8 billion**

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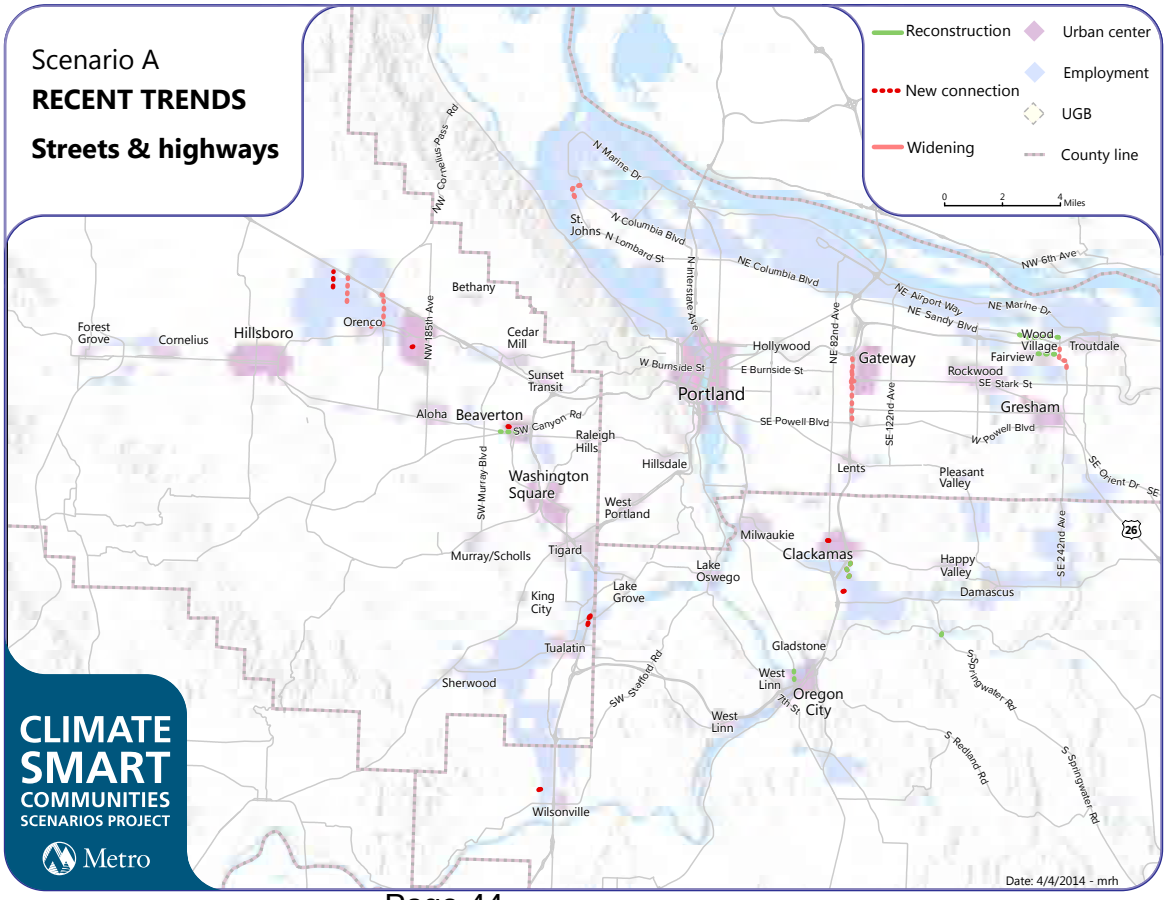
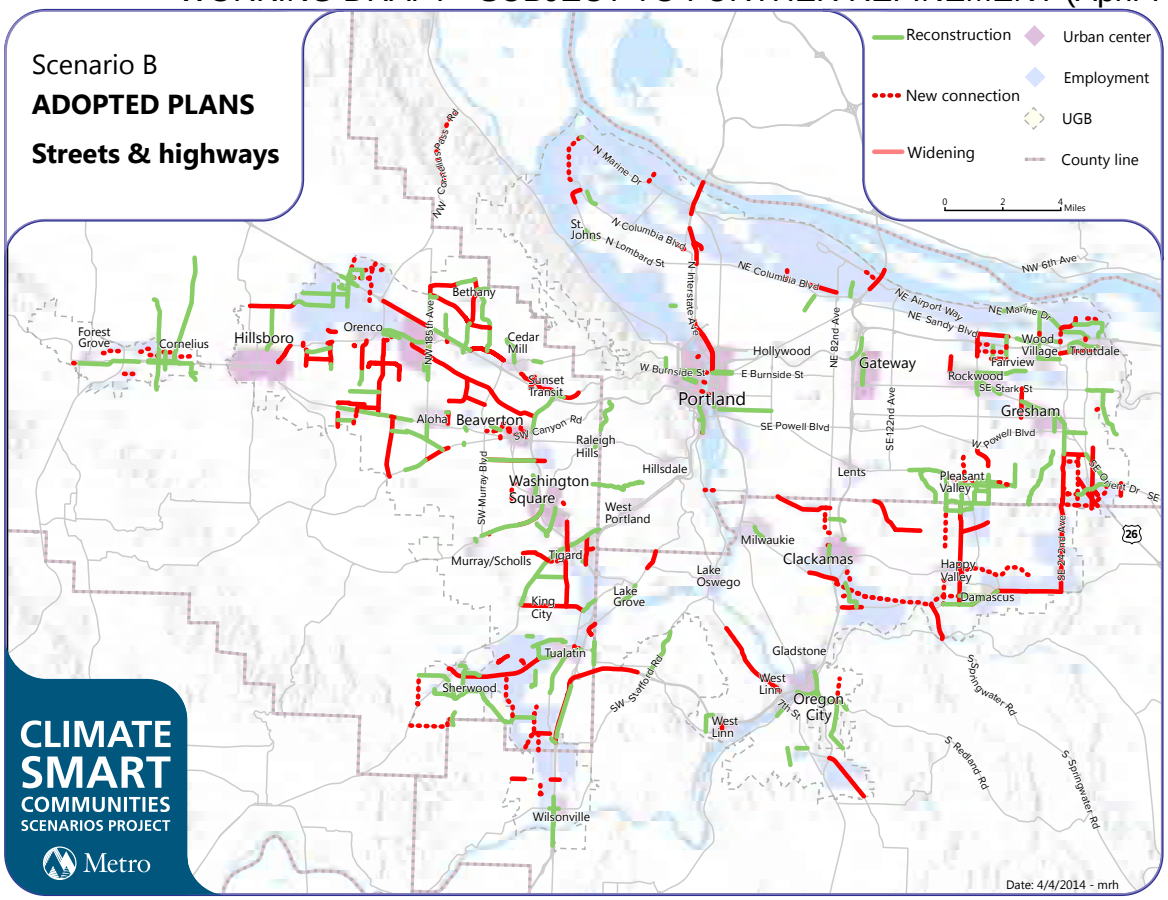
SCENARIO A

Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.



Note These maps are for research purposes only and do not reflect current or future policy decisions of the Metro Council, MPAC or JPACT.



SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

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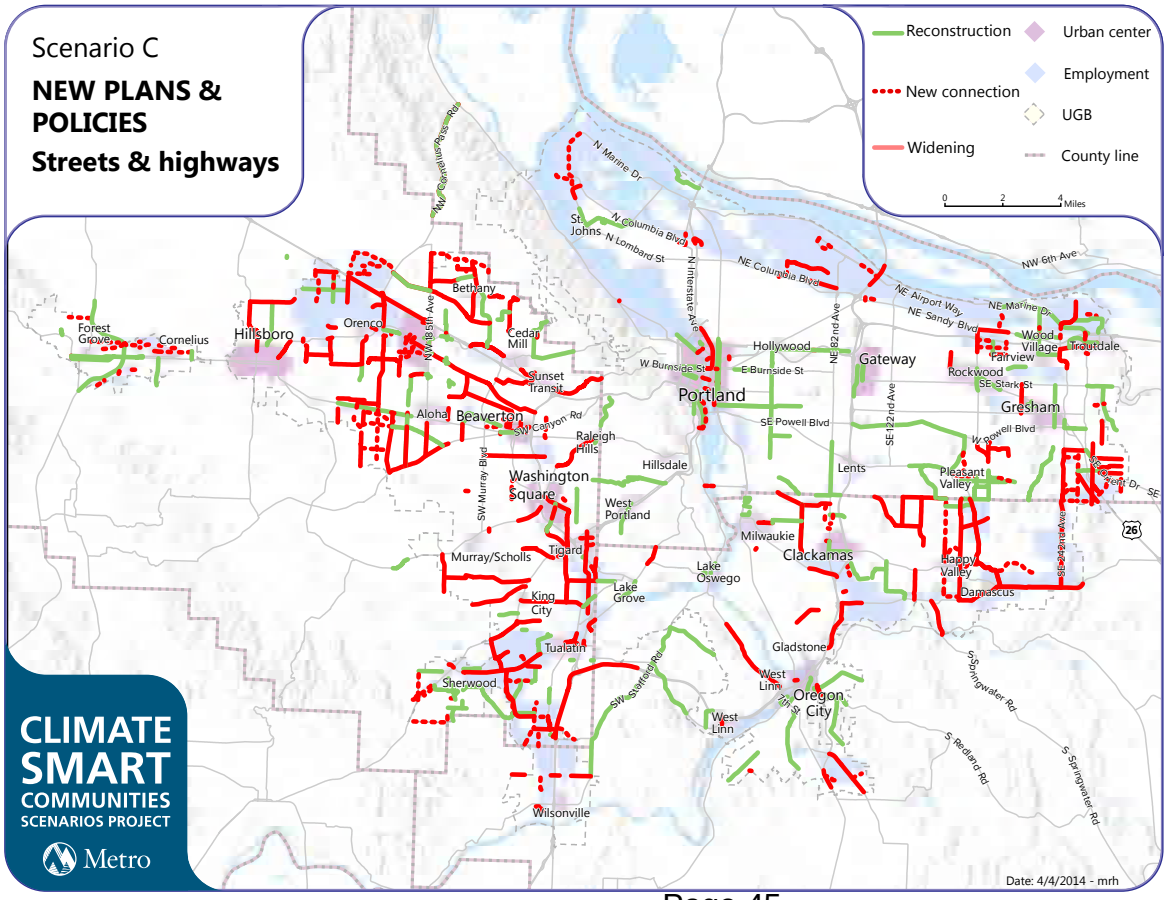

SCENARIO C

New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

What people are saying

Street and highway investments are what will improve the economy and help people get to work by improving access to family-wage jobs.

Make road investments that improve access and efficiency for all uses – bike, pedestrian, auto, transit and freight.

We need investments that move freight more efficiently including road investments, but also transit and bike/pedestrian investments to get single occupancy vehicles off the road.

Emerging themes

- Maintaining existing roads in good condition is a higher priority than building new roads or adding capacity to existing roads.
- Improved regional connectivity is a priority for suburban communities.
- Making streets and highways safer is a public health priority.

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Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★★★★☆

RELATIVE COST

$ $ $

Manage parking to make efficient use of parking resources

Parking management refers to various policies and programs that result in more efficient use of parking resources. Parking management is implemented through local development codes by cities, counties, TriMet, South Metro Area Rapid Transit (SMART), the Port of Portland, businesses and developers. Managing parking works best when used in a complementary fashion with other strategies; it is less effective in areas where transit or bicycle and pedestrian infrastructure is lacking.

Planning approaches include conducting assessments of the parking supply to better understand needs. A typical urban parking space has an annualized cost of $600 to $1,200 to maintain, while structured parking construction costs averages $15,000 per space.

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On-street parking approaches include spaces that are timed, metered, designated for certain uses or have no restriction. Examples of these different approaches include charging long-term or short-term fees, limiting the length of time a vehicle can park, and designating on-street spaces for preferential parking for electric vehicles, carshare vehicles, carpools, vanpools, bikes, public use (events or café "Street Seats") and freight truck loading/unloading areas.

Off-street parking approaches include providing spaces in designated areas, unbundling parking from office/condo purchases or leases, preferential parking (for vehicles listed above), shared parking between land uses (for example, movie theater and business center), park-and-ride lots for transit and carpools/vanpools,

BENEFITS

- allows more land to be available for development, generating local and state revenue
- reduces costs to governments, businesses, developers and consumers
- fosters public-private partnerships that can result in improved streetscape for retail and visitors
- generates revenues where parking is priced
- reduces air pollution and air toxics

CHALLENGES

- inadequate information for motorists on parking and availability
- inefficient use of existing parking resources
- parking spaces that are inconvenient to nearby residents and businesses
- scarce freight loading and unloading areas
- low parking turnover rate
- lack of sufficient parking
- parking oversupply, ongoing costs and the need to free up parking for customers

How should local communities manage parking by 2035?

PARKING MANAGEMENT AT A GLANCE

	SCENARIO A	SCENARIO B	SCENARIO C
Parking management	Existing locally-adopted development codes remain the same as 2010 Large employers offer preferential parking Free parking is available in most areas	Same as Scenario A plus communities expand the flexibility of development codes and develop parking plans for all downtown and centers served by high capacity transit as assumed in adopted RTP Parking facilities are sized and managed so spaces are frequently occupied, travelers have information on parking and travel options, and some businesses share parking Free and timed parking is available in many areas	Same as Scenario B plus communities expand the flexibility of development codes to support public-private partnerships in areas served by 10-minute transit service Medium-size employers offer preferential parking Local codes allow for unbundled parking Free and timed parking is available in some areas

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SCENARIO A

Recent Trends

This scenario shows the results of implementing adopted land use and transportation plans to the extent possible with existing revenue.

13% work trips
8% other trips
Estimated share of trips to areas with actively managed parking

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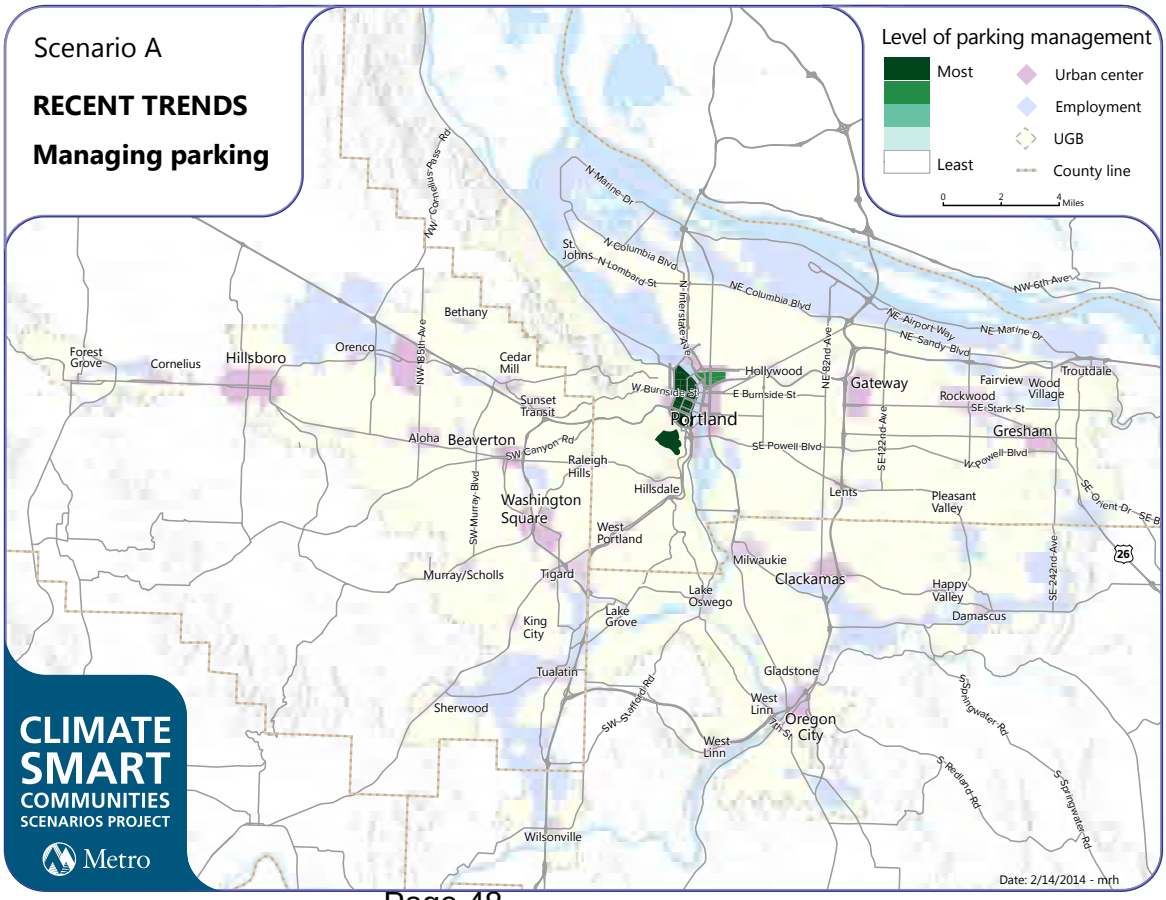

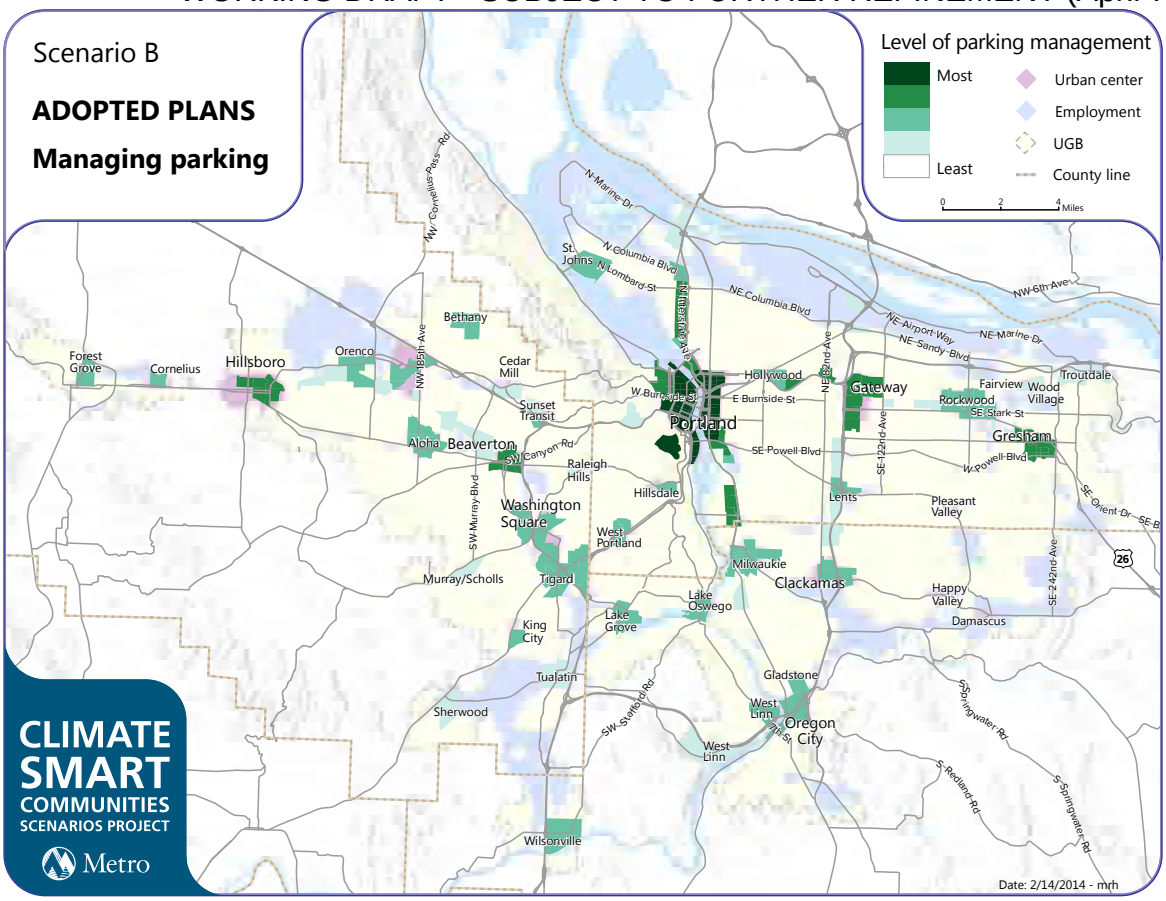

SCENARIO B

Adopted Plans

This scenario shows the results of successfully implementing adopted plans and achieving the current Regional Transportation Plan, which relies on increased revenue.

30% work trips
30% other trips
Estimated share of trips to areas with actively managed parking

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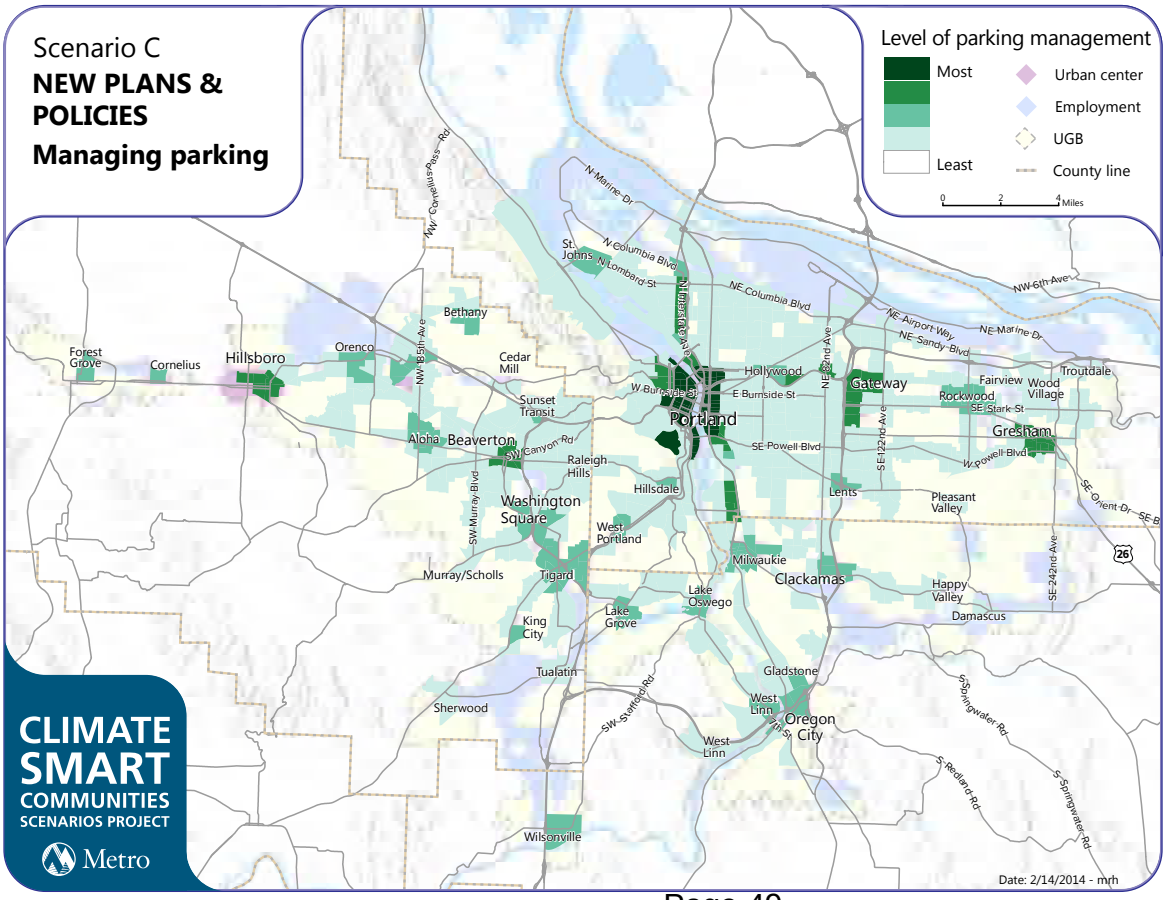

SCENARIO C

New Plans and Policies

This scenario shows the results of pursuing new policies, more investment and new revenue sources to more fully achieve adopted and emerging plans.

50% work trips
50% other trips
Estimated share of trips to areas with actively managed parking

What people are saying

"Free parking" is never free – it's just a question of how it is being subsidized and by whom.

Regressive parking fees area flat tax, so they have a disproportionate impact on low-income drivers.

If paid parking impacts retail businesses, then those businesses need to be part of the conversation.

Emerging themes

- Parking management is the most controversial and lowest priority policy area for most interest groups and residents.
- Many people agree that parking management solutions should be tailored to the community.
- Parking management strategies needs to begin with data—on what needs are, what might work, what travel options are available and potential downstream effects. So there is data behind the choices.
- If paid parking is implemented, there needs to be a corresponding high investment in transit and other travel options so that people have a real choice in how to travel.

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Key takeaways to share with others

RELATIVE CLIMATE BENEFIT

★★★★★

RELATIVE COST

$ $ $

Identify potential ways to pay for needed investments

Transportation funding has long been primarily a federal and state responsibility, financed largely through gas taxes and other user fees. The purchasing power of federal and state gas tax revenues is declining as individuals drive less and fuel efficiency increases. The effectiveness of this revenue source is further eroded as the gas tax is not indexed to inflation.

Diminished resources mean reduced ability to expand, improve and maintain existing transportation infrastructure. Federal and state funding is not keeping pace with infrastructure operation and maintenance needs, so a substantial share of funding for future RTP investments has shifted to local revenue sources.

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Local governments in Oregon have increasingly turned to tax levies, road maintenance fees, system development charges and traffic impact fees in attempt to keep pace, although some communities have been more successful than others. Expansion and operation of the transit system has relied heavily on payroll taxes and competitive federal funding for high capacity transit capital projects. But the region's demand for frequent and reliable transit service exceeds the capacity of the payroll tax to support it.

The adopted Regional Transportation Plan calls for stabilizing existing transportation revenue sources while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel.

BENEFITS

- transforms community visions into reality
- improves access to jobs, goods and services, boosting business revenues
- creates jobs and stimulates development, boosting the regional economy
- reduces delay, saving businesses time and money
- reduces air pollution and air toxics
- reduces risk of traffic fatalities and injuries

CHALLENGES

- declining purchasing power of existing funding sources due to inflation and improvement in fuel efficiency
- potential disproportionate impact of higher taxes and fees on drivers with limited travel options
- limited public support for higher fees and taxes
- patchwork of funding sources
- statutory or constitutional limitations on how different funding sources can be raised or used

How should we pay for the investments needed by 2035?

FUNDING MECHANISMS AT A GLANCE

	SCENARIO A Recent Trends	SCENARIO B Adopted Plans	SCENARIO C New Plans and Policies
Overview of revenue sources	Existing revenues at 2012 levels	Same as Scenario A, plus federal, state and local revenues assumed in the financially constrained RTP	Same as Scenario B, plus new user-based fees in place of the state gas tax
Gas tax	Federal and state gas taxes are 18 cents and 30 cents per gallon, respectively Multnomah and Washington counties levy a per gallon gas tax and share revenue with the cities within their boundaries Four cities – Tigard, Milwaukie, Happy Valley and Cornelius – implement a gas tax that is predominately used for maintenance[1]	Same as Scenario A, plus the state gas tax increases by $0.01 per year to cover growing operations, maintenance and preservation (OMP) costs at the state, regional and local level	Same as Scenario A, but state gas tax is replaced by a fee based on miles driven
Mileage-based road use fee	None	None	$0.03 per mile (the equivalent of the Scenario B state gas tax assumption)
Carbon fee	None	None	$50 per ton
Other sources	Other federal, state and local revenues at 2010 levels	Other federal, state and local revenues at financially constrained RTP levels	Other federal, state and local revenues at full RTP levels
Potential revenues generated (2005$)	**$4.7 billion**	**$5.4 billion**	**$12.7 billion**

1. Not accounted for in potential revenues generated, but included in the Regional Transportation Plan financial assumptions

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FUNDING MECHANISMS ASSUMED IN 2014 REGIONAL TRANSPORTATION PLAN AND POTENTIAL NEW FUNDING MECHANISMS FOR CONSIDERATION

EXISTING FUNDING MECHANISM	SOURCE		
	Federal	State	Local
Federal Highway Trust Fund[1]	●		
Federal Transit Fund	●		
Gas tax	●	●	●
Vehicle fees (e.g. registration, licensing fees)		●	●
Heavy truck weight-mile fee		●	
Local portion of State Highway Trust Fund[2]			●
Development-based fees[3]			●
Payroll tax			●
Transit passenger fares			●
Special funds and levies[4]			●
Tolls (I-5 Columbia River Crossing)		●	
POTENTIAL NEW FUNDING MECHANISM			
Carbon fee	●	●	
Mileage-based road user fee	●	●	

1. The Federal Highway Trust Fund includes federal gas tax receipts and other revenue.
2. The State Highway Trust Fund includes state gas tax receipts, vehicle fees and heavy truck weight-mile fees.
3. Development-based fees include system development charges, traffic impact fees, urban renewal districts and developer contributions.
4. Special funds and levies include tax levies (e.g. Washington County MSTIP), local improvement districts, vehicle parking fees, transportation utility fees and maintenance districts (e.g. Washington County Urban Road Maintenance District).

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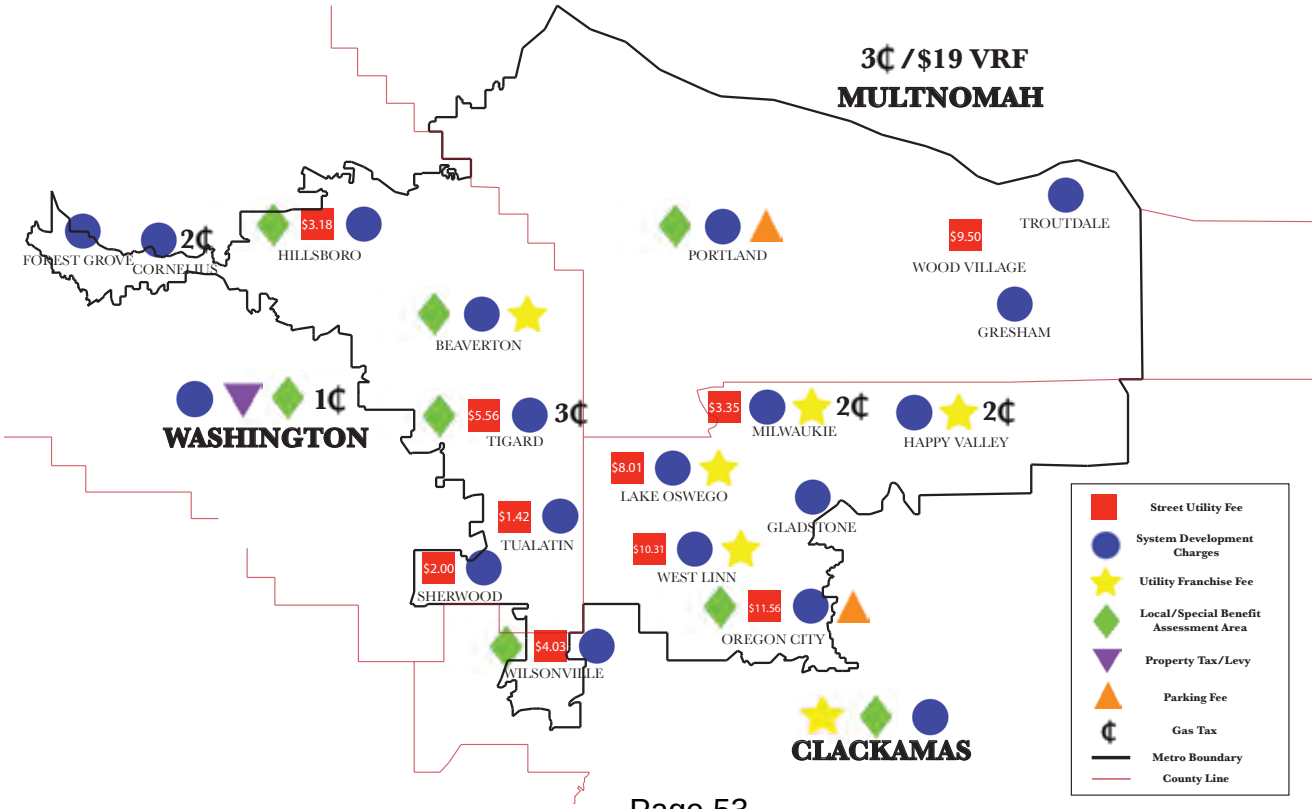

What people are saying

The gas tax is not a sustainable funding mechanism – alternatives are needed.

We should not give up on funding streets and roads, but we should focus investments now on how we want people toravel in 50 years.

Look at investments with an equity lens analysis to ensure equitable distribution of investments.

Emerging themes

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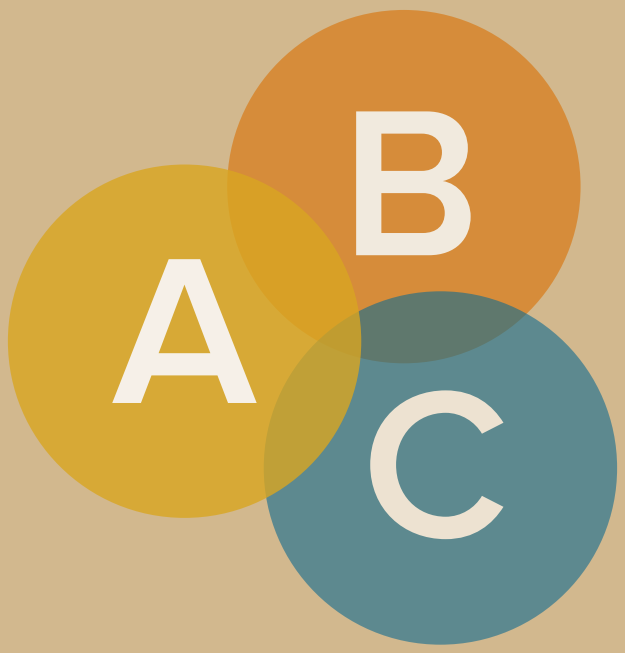
Key takeaways to share with others

SUPPLEMENTAL INFORMATION



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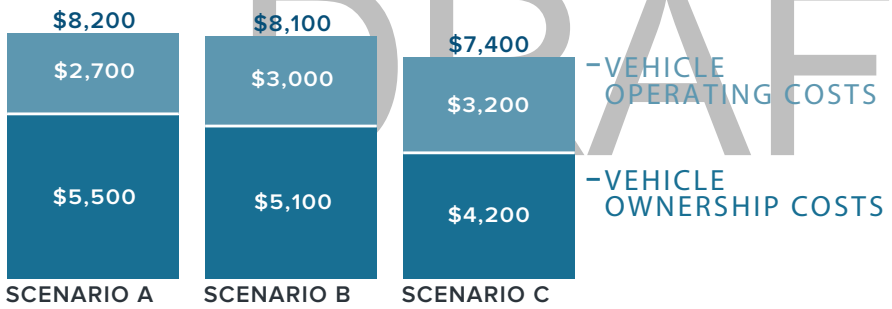
PHASE 2 AT A GLANCE: SELECTED RESULTS

The scenarios tested are for research purposes only and do not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.

WHAT WE LEARNED ABOUT COSTS

OVERALL VEHICLE-RELATED TRAVEL COSTS DECREASE DUE TO LOWER OWNERSHIP COSTS

AVERAGE ANNUAL HOUSEHOLD VEHICLE OWNERSHIP & OPERATING COSTS



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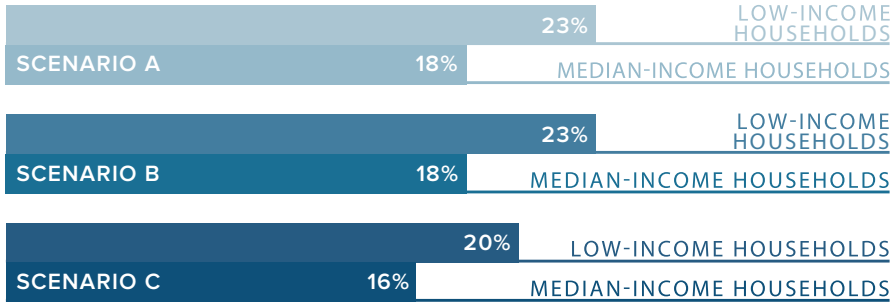
LOWER VEHICLE COSTS HELP HOUSEHOLD BUDGETS

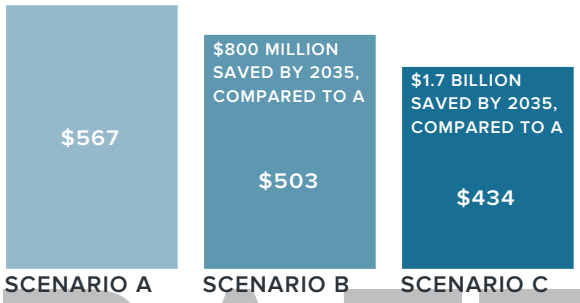
SHARE OF ANNUAL HOUSEHOLD INCOME SPENT ON VEHICLE TRAVEL



WHAT WE LEARNED ABOUT COSTS

OUR ECONOMY BENEFITS FROM REDUCED EMISSIONS

ANNUAL ENVIRONMENTAL COSTS IN 2035 (MILLIONS, 2005$)



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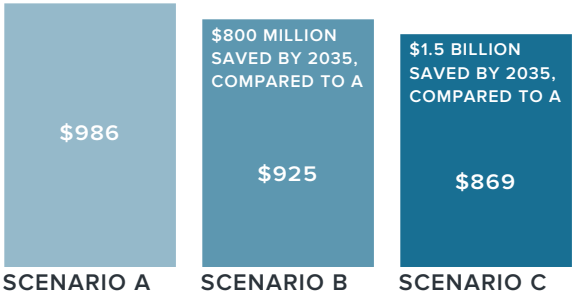
BUSINESSES AND OUR ECONOMY BENEFIT FROM REDUCED DELAY

ANNUAL FREIGHT TRUCK COSTS DUE TO DELAY IN 2035 (MILLIONS, 2005$)



WHAT WE LEARNED ABOUT TRAVEL AND MOBILITY

DAILY VEHICLE MILES TRAVELED

PER PERSON

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TIME SPENT IN TRAFFIC

% OF LIGHT VEHICLE TRAVEL TIME SPENT IN TRAFFIC

WHAT WE LEARNED ABOUT AIR QUALITY

AIR POLLUTANTS

METRIC TONS PER DAY

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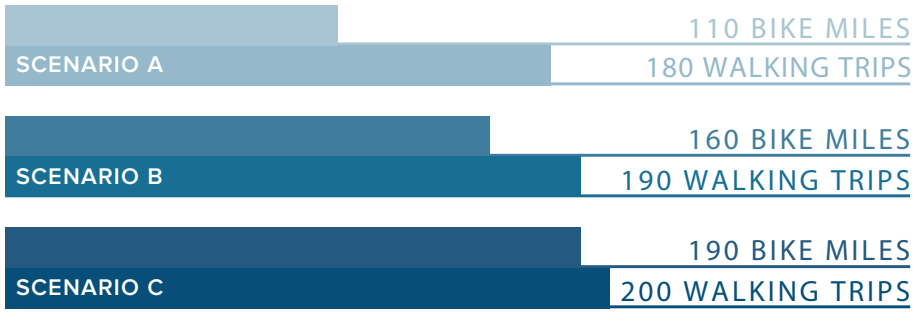
WHAT WE LEARNED ABOUT PUBLIC HEALTH AND SAFETY

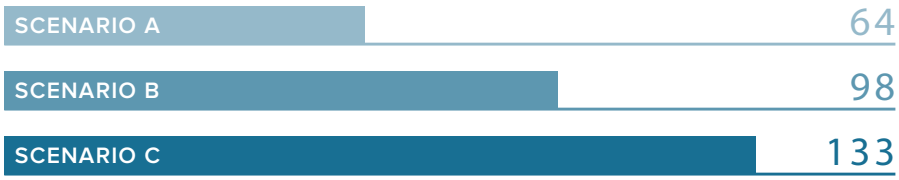
PHYSICAL ACTIVITY IMPROVES HEALTH

PER PERSON PER YEAR



LESS AIR POLLUTION, MORE PHYSICAL ACTIVITY & IMPROVED SAFETY HELP SAVE LIVES

LIVES SAVED EACH YEAR BY 2035



PHASE TWO ASSUMPTIONS AT A GLANCE: PAGE 1

March 30, 2014

Phase 2: 2010 base year and alternative scenario inputs

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

	Strategy	2010	2035		
		Base Year Reflects existing conditions	**Scenario A** Recent trends	**Scenario B** Adopted plans	**Scenario C** New plans and policies
Community design	Households in mixed use areas (percent)	26%	36%	37%	37%
	Urban growth boundary expansion (acres)	2010 UGB	28,000 acres	12,000 acres	12,000 acres
	Drive alone trips under 10 miles that shift to bike (percent)	9%	10%	15%	20%
	Transit service (daily revenue hours)	4,900	5,600	6,200 (RTP Financially Constrained)	11,200 (RTP State + more transit)
	Work/non-work trips in areas with parking management (percent)	13% / 8%	13% / 8%	30% / 30%	50% / 50%
Pricing	Pay-as-you-drive insurance (percent of households participating)	0%	20%	40%	100%
	Gas tax (cost per gallon 2005$)	$0.42	$0.48	$0.73	$0.18
	Road user fee (cost per mile	$0	$0	$0	$0.03
	Carbon emissions fee (cost per	$0	$0	$0	$50

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March 30, 2014

The inputs are for research purposes only and do not represent current or future policy decisions of the Metro Council.

	Strategy	2010	2035		
		Base Year Reflects existing conditions	**Scenario A** Recent trends	**Scenario B** Adopted plans	**Scenario C** New plans and policies
Marketing and incentives	Households participating in eco-driving (percent)	0%	0%	30%	60%
	Households participating in individualized marketing programs (percent)	9%	30%	30%	60%
	Workers participating in employer-based commuter programs (percent)	20%	20%	20%	40%
	Car-sharing in high density areas (participation rate)	One car share per 5000 vehicles	Twice the number of car share vehicles available	Same as Scenario A	Four times the number of car share vehicles available
	Car-sharing in medium density areas (participation rate)	One car share per 5000 vehicles	Same as today	Twice the number of car share vehicles	Same as Scenario B
Roads	Freeway and arterial expansion (lane miles added	N/A	9 miles	81 miles (RTP Financially Constrained)	105 miles (RTP State)
	Delay reduced by traffic management strategies (percent)	10%	10%	20%	35%
Fleet	Fleet mix (percent)	auto: 57% light truck: 43%	auto: 71% light truck: 29%		
	Fleet turnover rate	10 years	8 years		
Technology	Fuel economy (miles per gallon)	auto: 29.2 mpg light truck: 20.9 mpg	auto: 68.5 mpg light truck: 47.7 mpg		
	Carbon intensity of fuels	90 g CO_2e/megajoule	72 g CO_2e/megajoule		
	Plug-in hybrid electric/all electric vehicles (percent)	auto: 0% / 1% light truck: 0% / 1%	auto: 8% / 26% light truck: 2% / 26%		

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GLOSSARY

Car-sharing A model similar to a car rental where a member user rents cars for short periods of time, often by the hour. Such programs are attractive to customers who make only occasional use of a vehicle, as well as others who would like occasional access to a vehicle of a different type than they use day-to-day. The organization renting the cars may be a commercial business or the users may be organized as a company, public agency, cooperative, or peer-to-peer. The Portland region has Zipcar – *http://www.zipcar.com/*

Eco-driving A combination of public education, in-vehicle technology and driving practices that result in more efficient vehicle operation and reduced fuel consumption and emissions. Examples of eco-driving practices include avoiding rapid starts and stops, matching driving speeds to synchronized traffic signals, and avoiding idling. Program are targeted to those without travel options and traveling longer distances.

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Employer-based commute programs Work-based travel demand management programs that can include transportation coordinators, employer-subsidized transit pass programs, ride-matching, carpool and vanpool programs, telecommuting, compressed or flexible work weeks and bicycle parking and showers for bicycle commuters.

Fleet mix The percentage of vehicles classified as automobiles compared to the percentage classified as light trucks (weighing less than 10,000 lbs.); light trucks make up 43 percent of the light-duty fleet today.

Fleet turnover The rate of vehicle replacement or the turnover of older vehicles to newer vehicles; the current turnover rate in Oregon is 10 years.

Greenhouse gas emissions According to the Environmental Protection Agency, gases that trap heat in the atmosphere are called greenhouse gases emissions. Greenhouse gases that are created and emitted through human activities include carbon dioxide (emitted through the burning of fossil fuels), methane, nitrous oxide and fluorinated gases. For more information see *www.epa.gov/climatechange/emissions/index.html.*

GreenSTEP GreenSTEP is a new model developed to estimate GHG emissions at the individual household level. It estimates greenhouse gas emissions associated with vehicle ownership, vehicle travel, and fuel consumption, and is designed to operate in a way that allows it to show the potential effects of different policies and other factors on vehicle travel and emissions. Metropolitan GreenSTEP travel behavior estimates are made irrespective of housing choice or supply; the model only considers the demand forecast components – household size, income and age – and the policy areas considered in this analysis.

House Bill 2001 (Oregon Jobs and Transportation Act) Passed by the Legislature in 2009, this legislation provided specific directions to the Portland metropolitan area to undertake scenario planning and develop two or more land use and transportation scenarios by 2012 that accommodate planned population and employment growth while achieving the GHG emissions reduction targets approved by LCDC in May 2011. Then Metro, after public review and consultation with local governments, is to select a preferred scenario. Following selection of a preferred scenario, the local governments within the Metro jurisdiction are to amend their comprehensive plans and land use regulations to be consistent with the preferred scenario. For more information go to: *http://www.leg.state.or.us/09reg/measpdf/hb2000.dir/hb2001.en.pdf.*

Individualized marketing Travel demand management programs focused on individual households. IM programs involve individualized outreach to households that identify household travel needs and ways to meet those needs with less vehicle travel.

Light vehicles Vehicles weighing 10,000 pounds or less, and include cars, light trucks, sport utility vehicles, motorcycles and small delivery trucks.

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Low Carbon Fuel Standard In 2009, the Oregon legislature authorized the Environmental Quality Commission to develop low carbon fuel standards (LCFS) for Oregon. Each type of transportation fuel (gasoline, diesel, natural gas, etc.) contains carbon in various amounts. When the fuel is burned, that carbon turns into carbon dioxide (CO_2), which is a greenhouse gases. The goal is to reduce the average carbon intensity of Oregon's transportation fuels by 10 percent below 2010 levels by 2022 and applies to the entire mix of fuel available in Oregon. Carbon intensity refers to the emissions per unit of fuel; it is not a cap on total emissions or a limit on the amount of fuel that can be burned. The lower the carbon content of a fuel, the fewer greenhouse gas emissions it produces.

Pay-as-you-drive insurance (PAYD) This pricing strategy converts a portion of liability and collision insurance from dollars-per-year to cents-per-mile to charge insurance premiums based on the total amount of miles driven per vehicle on an annual basis and other important rating factors, such as the driver's safety record. If a vehicle is driven more, the crash risk consequently increases. PAYD insurance charges policyholders according to their crash risk.

Oregon Sustainable Transportation Initiative (OSTI) An integrated statewide effort to reduce GHG emissions from the transportation sector by integrating land use and transportation. Guided by stakeholder input, the initiative has built collaborative partnerships among local governments and the state's six Metropolitan Planning Organizations to help meet Oregon's goals to reduce GHG emissions. The effort includes five main areas: Statewide Transportation Strategy development, GHG emission reduction targets for metropolitan areas, land use and transportation scenario planning guidelines, tools that support MPOs and local governments and public outreach. For more information, go to *www.oregon.gov/odot/td/osti*

Scenario A term that is used to describe a possible future, representing a hypothetical set of strategies or sequence of events.

Scenario planning A process that tests different actions and policies to see their affect on GHG emissions reduction and other quality of life indicators.

Statewide Transportation Strategy The strategy, as part of OSTI, will define a vision for Oregon to reduce its GHG emissions from transportation systems, vehicle and fuel technologies and urban form by 2050. Upon completion, the strategy will be adopted by the Oregon Transportation Commission. For more information go to: *http://www.oregon.gov/ODOT/TD/OSTI/STS.shtml.*

System efficiency Strategies that optimize the use of the existing transportation system, including traffic management, employer-based commute programs, individualized marketing and car-sharing.

Traffic incident management A coordinated process to detect, respond to, and remove traffic incidents from the roadway as safely and quickly as possible, reducing non-recurring roadway congestion.

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Traffic management Strategies that improve transportation system operations and efficiency, including ramp metering, active traffic management, traffic signal coordination and real-time traveler information regarding traffic conditions, incidents, delays, travel times, alternate routes, weather conditions, construction, or special events.

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In Memoriam, William Wild, Oak Lodge Water District

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

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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