



WASHINGTON COUNTY OREGON

November 10, 2011

TO : WCCC Transportation Advisory Committee
FROM : Andy Back, Principal Planner *AWB*
SUBJECT: **WCCC TAC MEETING**

DATE: Thursday November 17, 2011 **NOTE LOCATION!!**
TIME: 1:30 – 3:00 p.m.
PLACE: Beaverton Resource Center, Small Community Room
12500 SW Allen Blvd. -- Beaverton

A G E N D A

- * 1. Traffic Impact Fee Requests: TIF expenditure on OR 8 and OR 10 Adaptive signals; add Hocken Section to TIF Base Report – City of Beaverton. Action
- * 2. Transportation Development Tax: Status of Discussion on TDT Rate and Change of Use Issues Discussion
- * 3. FHWA Discretionary Grants: Application Process Status Information
- * 4. Regional Climate Change Initiative: Status Information
- * 5. TPAC Meeting Information
- 6. Updates: Information
ODOT, Metro, TriMet,
THPRD, Port of Portland
- 7. Other Business
* Draft 2012 WCCC and WCCC TAC meeting schedule
* Proposed Oregon Highway Plan Mobility Standard Amendments:
Washington County Comments
Washington County Transportation Plan Update Interagency
Coordination Committee Formation

The WCCC TAC meeting normally scheduled for late December has been deferred to 1:30 PM Thursday January 5, 2012 due to the holidays.

* -- Material enclosed in packet

Department of Land Use & Transportation • Long Range Planning Division
155 N. First Avenue, Suite 350-14, Hillsboro, OR 97124-3072
phone: (503) 846-3519 • fax: (503) 846-4412



MEMORANDUM

City of Beaverton

Public Works Department

To: WCCC Transportation Advisory Committee
From: Jabra Khasho, City Transportation Engineer
Margaret Middleton, Principal Planner
Date: November 8, 2011
Subject: Traffic Impact Fee (TIF) Base Report Amendment Request and TIF Expenditure Request

This memo revises the original request dated October 27, 2011. The City requests WCCC approval to (1) amend the TIF Base Report to include a project on Hocken Avenue north of the LRT tracks to Hall Blvd. and (2) approval to spend City TIF funds on our OR 8 & OR 10: Hocken to 107th/Western Ave. Adaptive Traffic Signal System project. Both projects are adopted in the City's Capital Improvements Plan for Fiscal Years 2011/2012 through 2012/2013.

(1) Hocken Avenue is an eligible collector and is listed on the TIF Base Report, but the project to widen it north of LRT to Hall Blvd. is not listed. The project is included in the City's Capital Improvements Plan for FY 2012/2013. It will widen Hocken Avenue from two lanes to three lanes and add bike lanes and sidewalks. Estimated cost is \$2,750,000. The project is included in the City's adopted/acknowledged Transportation Plan.

(2) OR 8 & OR 10: Hocken to 107th/Western Ave. Adaptive Traffic Signal System: these intersections are on the TIF Base Report and the adaptive signal project is ready to proceed to construction. The project is funded through the MTIP/STIP and originated in Metro's adopted TSMO Plan. The City will be using \$85,841 from TIF as a local match to \$750,159 federal funds. The Adaptive Traffic Signal System expansion is the next phase in implementing the system through Beaverton. Previously, ARRA funded the initial OR 10 Adaptive Traffic Signal System, which has been completed. See attached CIP excerpt. There are sufficient TIF funds available. The current TIF balance is \$5,400,832. The project and funding description is attached.

If you have any questions or concerns, please contact Jabra at 503.526.2221 or Margaret at 503.526.2424. Thank you for your consideration.

City of Beaverton
2011-2012 CIP

Project Data

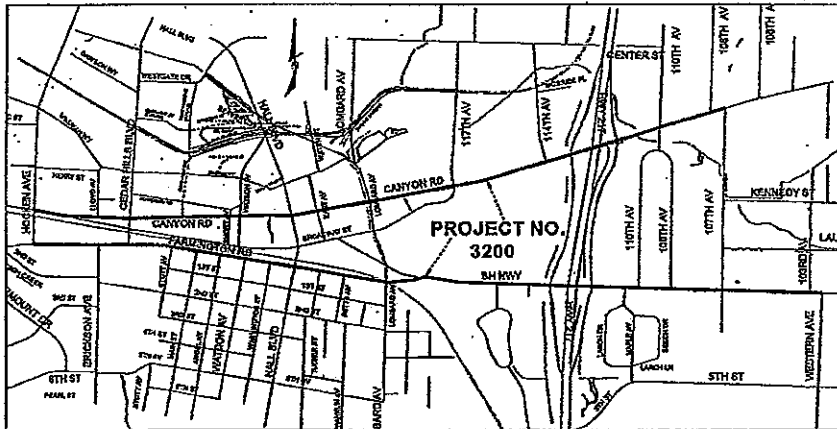
Transportation

Project Number: 3200

Project Name: Adaptive Traffic Signal Expansion on BH Hwy and Canyon Rd

Project Description: This is a Metro Transportation Improvement Project (MTIP) that is primarily funded with Federal funds with a 11% City match. The intent of the project is to upgrade existing traffic signal control software to SCATS adaptive signal control system at sixteen (16) signalized intersections. In addition to these upgrades, the signalized intersections will be connected to the regional centralized signal control system for real-time remote monitoring and signal timing adjustments capabilities. Furthermore, the expansion of SCATS on BH Hwy will complement the existing SCATS system. Project limits on BH Hwy are Hocken Ave to Western Ave. Project limits on Canyon Rd are Hocken Ave to 107th Ave.

Map:



Project Justification:

SW Canyon Rd is one of the two major eastwest corridors that runs through the heart of Beaverton's central business district. Due to closely spaced signalized intersections, numerous commercial driveways, multiple peak periods throughout the day, and high pedestrian traffic, the corridor experiences excessive delay and poor vehicle progression. Furthermore, TriMet's commuter rail crosses the intersection of Canyon Rd & Lombard, and two sets of Portland & Western Railroad tracks run parallel with the corridor. Freight trains and commuter rail traffic throughout the day disrupt traffic flow at the crossings. The current signal system does not have the capability for fast recovery from train pre-emption.

The new SCATS traffic adaptive signal control system provides cycle-by-cycle optimization of cycle length, splits, and offsets in real time. As the system collects real time data from the signal controllers, SCATS can detect variations in traffic volumes and react accordingly to the situations. Recent SCATS installation in our region had shown reductions of overall delays of up to 22%.

This project will expand the existing SCATS system installation on Farmington Rd. The completed SCATS-traffic adaptive signal system on Canyon Rd and Farmington Rd/BH Hwy will reduce overall travel time, increase travel reliability including transit and freight, and provide a coordinated incident response on the corridors.

Project Status:

FY11/12: Complete IGA with ODOT, select consultants and begin design.
FY12-13: Complete design and begin construction.

Estimated Date of Completion:

09/30/2013

Estimated Project Cost:

\$836,000

First Year Budgeted:

FY11/12

Funding Data:

Project No.	Fund No.	Fund Name	Amount	FY
3200	114	TIF Fund	\$85,841	FY2011/12
	Federal	Federal	\$750,169	FY2011/12
Total for FY:			\$836,000	



Memorandum

To: WCCC Transportation Advisory Committee
From: Steve L Kelley, Senior Planner *Steve L Kelley*
Date: November 9, 2011
Re: Transportation Development Tax – update

Washington County staff is refining the methodology and code language for Washington County Coordinating Committee (WCCC) and Board of County Commissioners consideration. The WCCC discussed the proposed TDT rate adjustments and Change of Use adjustments at their November 7 meeting.

Based on that discussion, the Board of County Commissioners is continuing to consider the rate adjustments on January 2, 2012. The proposed ordinance for the January 3, 2012 meeting must be filed no later than December 2, 2011. The structure of the implementing language for the rate adjustment is still being developed. Consideration is being given to how to implement the direction of the WCCC regarding the type of action necessary for the full rates to be implemented, while also not providing a permanent decrease in the charge.

At the conclusion of the Change of Use adjustment discussion the WCCC still had a number of unresolved issues. These issues will be discussed further at the December 5 WCCC meeting and with the BCC on October 22, 2011. If a complete recommendation on the Change of Use provisions is available for the January 3, 2012 meeting the Board may direct engrossment of the proposed ordinance. If additional discussion is necessary, a second ordinance may be necessary to implement the recommendation. This second ordinance is not anticipated to change the rate calculation methodology, and therefore would not be subjected to the SDC 90 day notification requirements.

Staff may have additional information available for the meeting on November 17.

Clark Berry

From: BROUWER Travis [Travis.BROUWER@odot.state.or.us]
Sent: Monday, November 07, 2011 8:44 AM
To: Aili Schreiner; Jane Jacobsen; HOUSTON Rocky; shaydon@fs.fed.us; Penny Keller; khay@ci.klamath-falls.or.us; Knoll, Chuck; Paul Podesta; Thomas, Amy; SHOEMAKER Lee; Judith Johnduff; Stephen Roberts; Jane McFarland; lisa.namba@ci.corvallis.or.us; Tom Pessemier; Kelly, Katherine; Karla Antonini; REESOR David; Christopher Yake; GALLUP Steve S; John Mermin; clemend@cprdnewberg.org; brownn@keizer.org; Cindy Schmitt; Bower, Dan; Lori Sutherland; cdaughtry@portofcascadelocks.org; VOLMERT Mark; Ali Bonakdar; Andy Cotugno; Barbara Young; BARRY Celia; Bill Worcester; BOYATT Tom; Cam Gilmour; Clark Berry; Cory J. Crebbin; Craig Honeyman; CUYLER Alex D; Deas, Aaron; dickeys@cherriots.org; Don Odermott; hhiemstra@dc.bjllp.com; jcrider@portofastoria.com; Jaffe, Mike; Jenna Stanke; Jessica Roberts; Joel Rubin; John Vial; joshel@aocweb.org; Julie Warncke; Kevin Greenwood; kimpuzey@uci.net; Lisa Mittelsdorf; Margaret Middleton; Mark Brown; Mark Ottenad - Wilsonville; Martin Callery; mgiguere@bjllp.com; Mitchell, Jim; brownn@keizer.org; Randy Tucker; Rebecca Gershow; rick.finn@portofportland.com; RINER Andrea G; SCHILLING Karen C; Schmid, Richard; THOMPSON Paul E; toby@cityofprinevillerrailway.com; Tyler Deke; Vicki Guarino
Cc: MORAN Patrick M; BAKER John J; LEEDHAM Christopher R; LIVELY Alan D; GALATI David A * Dave ODOT; FISHER Patricia R * ODOT; SHERMAN Robert L * Bob; LYONS Sheila A
Subject: FHWA discretionary grants for FY 2012
Follow Up Flag: Follow up
Flag Status: Red
Attachments: FHWA grant applications.pdf; FY 11 Discretionary Grants Programs 2.pdf; FHWA FY 11 OregonAwardsSummary.pdf

We received word recently that the Federal Highway Administration (FHWA) is likely to put out their solicitation for FY 2012 discretionary grants sometime in the next couple weeks. According to initial reports, applications are likely to be due in early January, giving us a fairly short window to prepare. Indications are that FHWA is working to standardize the grant application format, but we haven't seen this application template yet. We expect that FHWA's process will be similar to last year: local governments will submit their applications through the state DOT, which will be asked by FHWA to prioritize applications.

I've attached a document describing all of the discretionary programs. To give you a sense of what gets funded, I've attached the list of grants awarded in Oregon this year. I've also attached a list of all the applications submitted from Oregon. FHWA has additional information on each program online at <http://www.fhwa.dot.gov/discretionary/>.

Once FHWA provides more information on timelines and processes, we'll provide full instructions to local governments on submitting applications. Most likely, the process will work similar to last year for the two main program categories for local governments-- Public Lands Highways Discretionary and Transportation, Community and System Preservation:

- Draft applications will be due to ODOT about three weeks before they are due to FHWA. These draft applications will be used to rate and prioritize projects for FHWA.
- Final applications will be due to ODOT at least two working days before they are due to FHWA to give us time to process and submit dozens of applications.

Other specialty programs-- such as National Scenic Byways, Historic Covered Bridges, and Ferry Boats-- will likely have different processes and timelines.

Contact Information for Programs

The following are the preliminary contact information for each of these programs.

- **Transportation, Community and System Preservation:** John Baker, ODOT Government Relations, 503-986-3444
- **Public Lands Highways Discretionary:** Travis Brouwer, ODOT Government Relations, 503-986-3448
- **Scenic Byways:** Pat Moran, ODOT Active Transportation Section, 503-986-4261
- **Historic Covered Bridge:** Chris Leedham, ODOT Bridge Section, 503-986-3383
- **Ferry Boats:** Alan Lively, ODOT Active Transportation Section, 503-986-0295

For any other program, contact Travis Brouwer, 503-986-3448.

As soon as ODOT has any additional information, we will pass it along with more detailed instructions.

Let me know if you have any questions.

<<FHWA grant applications.pdf>> <<FY 11 Discretionary Grants Programs 2.pdf>> <<FHWA FY 11 OregonAwardsSummary.pdf>>

Travis Brouwer

ODOT Federal Affairs Advisor

1158 Chemeketa St NE Salem, OR 97301

www.oregon.gov/ODOT/HWY/federal_affairs.shtml

(503) 986-3448 Cell: (503) 931-0892

Oregon FHWA FY 2011 Discretionary Grant Projects

Project	Applicant	Program	Request
Buena Vista Ferry	Marion County	FB	\$1,000,000
Reconstruction of Wahkiakum County Ferry Terminal	Clatsop County	FB	\$1,900,000
I-5 Fern Valley Interchange	ODOT Region 3	HFL	\$2,000,000
I-5 Columbia River Crossing	ODOT CRC	IMD	\$3,000,000
I-5 Kuebler Interchange Southbound Ramp Improvements	ODOT Region 2	IMD	\$3,625,000
I-5 Woodburn Interchange and Transit Facility	ODOT Region 2	IMD	\$5,000,000
I-5 Southern Oregon Truck Climbing Lanes	ODOT Region 3	IMD	\$2,500,000
I-84 Troutdale Interchange Modernization and Freight Access	ODOT Region 1	IMD	\$7,000,000
I-205 Airport Way Interchange	ODOT Region 1	IMD	\$10,100,000
Belknap Bridge	Lane County	NHCB	\$329,230
Cavit Creek Bridge	Douglas County	NHCB	\$703,215
Gilkey Bridge	Linn County	NHCB	\$880,567
Grave Creek Bridge	Josephine County	NHCB	\$406,600
Larwood Bridge	Linn County	NHCB	\$708,428
Neal Lane Bridge	Douglas County	NHCB	\$427,250
Office Bridge	Lane County	NHCB	\$1,249,920
Pass Creek Bridge	Douglas County	NHCB	\$125,622
Pengra Bridge	Lane County	NHCB	\$222,525
Rochester Bridge	Douglas County	NHCB	\$845,985
Unity Bridge	Lane County	NHCB	\$222,525
Cascade Lakes National Scenic Byway Welcome Station	Deschutes National Forest	NSB	\$1,039,040
Exploring Oregon's National Scenic Byways: 10 Byways in 10 Weeks	Travel Oregon	NSB	\$245,920
Hells Canyon All American Road Marketing	Eastern Oregon Visitors Association	NSB	\$205,600
Hells Canyon Interpretive Plan Phase IV	Eastern Oregon Visitors Association	NSB	\$58,620
Historic Columbia River Highway Eastern Segment Gateway Enhancement	ODOT	NSB	\$561,600
Oregon's Scenic Byways Siskiyou Welcome Center	ODOT Region 3	NSB	\$3,000,000
Pacific Coast Scenic Byway: Interpretive, Pedestrian Safety, and Scenic View Enhancements	Oregon Parks and Recreation Dept	NSB	\$1,613,842
Ryan Ranch Wetland Interpretive Site	Deschutes National Forest	NSB	\$488,000
US 101 McCullough Bridge Rail Replacement	ODOT Bridge Section	NSB	\$3,893,214
Historic Columbia River Highway State Trail: John B. Yeon State Park to Moffett Creek	ODOT Region 1	PLHD	\$2,309,000
Highway 372: Bend City Limits – Mt. Bachelor (Century Drive Pavement Preservation)	ODOT Region 4	PLHD	\$9,300,000
US 20 Cascade Improvements (Sisters)	ODOT Region 4	PLHD	\$1,660,603
Lava Lands to Sunriver Multi-Use Path	ODOT Region 4	PLHD	\$1,877,000
US 26 Mill Creek – Jefferson County Line	ODOT Region 4	PLHD	\$923,000
US 26 Mt. Hood Variable Speed Limit Sign	ODOT Region 1	PLHD	\$730,000
I-84 Rowena Bluff Rockfall	ODOT Region 4	PLHD	\$330,000
US 101 Siuslaw River Bridge Pedestrian/Bicycle Improvements	ODOT Region 2	PLHD	\$560,000
Cottonwood Canyon Access Development	Oregon Parks and Recreation Dept	PLHD	\$3,000,000
Deep Cut Bridge	Umpqua National Forest	PLHD	\$460,000
Millican Road Phase II	Crook County	PLHD	\$5,492,000
OC&E Woods Line State Trail	Oregon Parks and Recreation Dept	PLHD	\$2,453,880
Oregon's Scenic Byways Siskiyou Welcome Center	ODOT Region 3	PLHD	\$3,000,000
US 101 Sea Lion Point Rock Wall	ODOT Region 2	PLHD	\$3,794,000

Celilo Park Recreation Improvements (Confluence Project)	US Army Corps of Engineers	PLHD	\$2,500,000
Klamath Vista Point	City of Klamath Falls	PLHD	\$1,000,000
Quartzville Back Country Byway Information Center	Linn County	PLHD	\$439,395
Highway 101 Historical Determination and Corridor Preservation Plan (Yachats to Florence)	ODOT Region 2	PLHD	\$500,000
Bear Camp- South Coast to I-5 Connection	Rogue River - Siskiyou National Forest	PLHD	\$220,000
Malheur National Forest Interpretive Strategy and Implementation Plan	Malheur National Forest	PLHD	\$100,000
Crossing Gate Mechanism Upgrades	ODOT Rail Division	RHC	\$585,000
Passive Crossing Closures and Upgrades	ODOT Rail Division	RHC	\$1,782,500
Blair Boulevard Streetscape and Active Transportation Corridor	City of Eugene	TCSP	\$346,076
Union Street Railroad Bridge to Glen Creek Road Multi-Use Trail	City of Salem	TCSP	\$176,769
Washington County ITS Plan Update and Equipment Upgrades	Washington County	TCSP	\$500,000
NE 233rd Ave: Sandy-40 Mile Loop Bike & Pedestrian Facilities	Multnomah County	TCSP	\$201,242
Corvallis Pedestrian System Enhancements	City of Corvallis	TCSP	\$700,130
Beltline Highway ITS Improvements	ODOT Region 2	TCSP	\$1,000,000
Cedar Creek Bicycle/Pedestrian Trail	City of Sherwood	TCSP	\$750,000
Division Street Corridor Project	City of Gresham	TCSP	\$917,400
Downtown Hillsboro Accessibility Project	City of Hillsboro	TCSP	\$500,000
Franklin Corridor Project	City of Springfield	TCSP	\$500,000
Newberg-Dundee Bypass	ODOT Region 2	TCSP	\$3,000,000
TOD Catalyze and Connect Program	Metro	TCSP	\$500,000
West 11th Corridor Traffic Controller/Communications Upgrade	City of Eugene	TCSP	\$74,385
Bikes Count!	Metro	TCSP	\$220,000
Cascade Drive Bicycle and Pedestrian Safety Enhancement Project	Linn County	TCSP	\$785,268
Pedestrian Crossings on Highland Avenue	City of Corvallis	TCSP	\$252,130
Sidewalk Linkages	City of Corvallis	TCSP	\$116,160
Chehalem Heritage Trail	Chehalem Parks & Rec District	TCSP	\$1,394,309
Chemawa Road at Verda Lane Roundabout	City of Keizer	TCSP	\$300,000
Lancaster Drive/Winema Place Signal	Marion County	TCSP	\$392,000
Portland Bikeshare	City of Portland	TCSP	\$2,000,000
SW 18th Ave Overlay	Rural Road Assessment District #3	TCSP	\$315,000
Interstate 5 Variable Message Signs	ODOT Region 3	TPF	\$723,134

Program Abbreviations

FB=Ferry Boat
 HFL=Highways for Life
 IMD=Interstate Maintenance Discretionary
 NHCN=National Historic Covered Bridge
 NSB=National Scenic Byways
 PLHD=Public Lands Highways Discretionary
 RHC=Rail Highway Crossing Hazard Elimination in High Speed Rail Corridors
 TCSP=Transportation, Community and System Preservation
 TPF=Truck Parking Facilities

FHWA FY 2011 Discretionary Grant Programs

<http://www.fhwa.dot.gov/discretionary/>

Program Name	Description	Eligible Applicant	Available Funding
Ferry Boat Program	Funds are used to construct ferry boats and ferry terminal facilities.	State – Requests by local governments are to be submitted by the State.	\$42,479,303
Highways for Life Program	Funds pilot programs to advance longer-lasting highways using innovative technologies and practices to accomplish the fast construction of efficient and safe highways and bridges.	State – Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$22,622,895
Innovative Bridge Research and Deployment Program	Funds to promote, demonstrate, evaluate, and document the application of innovative designs, materials, and construction methods in the construction, repair, and rehabilitation of bridges and other highway structures.	State – Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$4,163,000
Interstate Maintenance Discretionary Program	Funding for resurfacing, restoration, rehabilitation and reconstruction (4R) work, including added lanes to increase capacity, on most existing Interstate System routes.	State – Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$93,202,918
National Historic Covered Bridge Preservation Program	Funds to assist the States in their efforts to preserve, rehabilitate, or restore the Nation's historic covered bridges. For the purposes of this program, the term "historic covered bridge" means a covered bridge that is listed or eligible for listing on the National Register for Historic Places.	State – Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$18,670,000
National Scenic Byways Program	Funds grants and technical assistance to States and Indian tribes to implement projects on highways designated as National Scenic Byways, All-American Roads, America's Byways, State or Indian Tribe scenic byways; and to plan and develop a State or Indian tribe scenic byway program.	State and Indian Tribes – Requests by local governments and others are to be submitted by the State.	\$40,542,344
Public Lands Highways Program	Funds transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands. PLH funds can be used for any type of Title 23 transportation project providing access to or within Federal or Indian lands and may be used for the State/local matching share for apportioned Federal-aid Highway Funds, as described in 23 USC 120(l).	State – Requests by Indian tribes, local governments and federal agencies are to be submitted by the State.	\$94,588,680
Rail Highway Crossing Hazard Elimination In High Speed Rail Corridors	Provides funding for safety improvements at both public and private highway-rail grade crossings along federally designated high-speed rail corridors	State – Requests by local governments and private railroad companies are to be submitted by the State.	\$33,313,210
Transportation, Community, and System Preservation Program	Funds eligible projects that integrate transportation, community, and system preservation plans and practices that improve efficiency of the transportation system; reduce environmental impacts, reduce the need for costly future investment provide efficient access to jobs, services, and trade centers.	States, metropolitan planning organizations, local governments and tribal governments.	\$57,085,000
Truck Parking Initiative Program	Funding to address the shortage of long-term parking for commercial motor vehicles on the National Highway System. Eligible projects range from construction of spaces and other capital improvements to using intelligent transportation systems (ITS) technology to increase information on the availability of both public and private commercial vehicle parking spaces. For purposes of this program, long-term parking is defined as parking available for 10 or more consecutive hours.	State – Requests by Indian Tribes, local governments and federal agencies are to be submitted by the State.	\$7,300,000

Oregon FY 2011 Discretionary Program Awards

Program	Applicant	Project	Award
Ferry Boat	Clatsop County	Constructing Westport Ferry Landing in Clatsop County	\$1,830,000
Interstate Maintenance	ODOT	Improving southbound ramp to I-5 Kuebler Interchange in Marion County	\$3,625,000
Interstate Maintenance	ODOT	Developing I-5 Columbia River Crossing project	\$3,000,000
Public Lands Highways	ODOT	Constructing a 1.6-mile, 12-foot-wide, multiuse, ADA-accessible trail through the Historic Columbia River Highway State Trail to improve access for bicycles and pedestrians	\$2,109,000
Public Lands Highways	ODOT	Constructing multi-use path to connect the Lava Lands Visitors' Center, located at the Newberry National Volcanic Monument, to Sunriver	\$1,877,000
Public Lands Highways	ODOT	Improving access on US 20/Cascade Avenue by upgrading pavement and reconstructing sidewalks	\$1,660,606
Public Lands Highways	ODOT	Making safety improvements to US 26 Mill Creek Jefferson County Line	\$923,000
National Scenic Byways	Deschutes National Forest	Constructing Welcome Station at Cascade Lakes National Scenic Byway	\$1,039,040
National Scenic Byways	Oregon Parks and Recreation Department	Constructing a trail and installing signs on Pacific Coast Scenic Byway	\$412,930
National Scenic Byways	ODOT	Developing rest area plans and installing signs along Historic Columbia River Highway	\$72,000
National Covered Bridge Preservation	Douglas County	Replacing the roof and making other improvements to the Rochester Covered Bridge	\$845,985
National Covered Bridge Preservation	Linn County	Repairing roof and surface of the Larwood Covered Bridge as well as installing a vandalism protection system	\$708,428
National Covered Bridge Preservation	Lane County	Replacing damaged sections of the Belknap Covered Bridge	\$390,230
National Covered Bridge Preservation	Josephine County	Replacing the roof and siding of the Grave Creek Covered Bridge	\$92,545
National Covered Bridge Preservation	Douglas County	Repairing the roof and siding of the Pass Creek Covered Bridge	\$62,922
Transportation, Community and System Preservation	City of Gresham	Constructing Division Street Corridor "Complete Street" multiuse paths and sidewalks	\$832,640
		TOTAL	\$19,481,326



Metro | Memo

Date: November 2, 2011
To: MPAC and JPACT and interested parties
From: Kim Ellis, Principal Transportation Planner
Re: Climate Smart Communities Scenarios – Report on Preliminary Findings and Next Steps

PURPOSE

Staff will present an update of the Climate Smart Communities Scenarios Project and share the preliminary results of the research and analysis conducted since June.

BACKGROUND

Since 2006, Oregon has initiated a number of actions to respond to mounting scientific evidence that shows the earth's climate is changing. As one of five states participating in the Western Climate Initiative, Oregon has signaled a long-term commitment to significantly reduce greenhouse gas (GHG) emissions.

In 2007 the Oregon Legislature established statewide GHG emissions reduction goals. The goals apply to all emission sectors - energy production, buildings, solid waste and transportation - and direct Oregon to:

- Stop increases in GHG emissions by 2010
- Reduce GHG emissions to 10 percent below 1990 levels by 2020
- Reduce GHG emissions to at least 75 percent below 1990 levels by 2050

In 2009, the Legislature passed House Bill 2001, directing Metro to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce GHG emissions from light-duty vehicles. The legislation also mandates (1) adoption of a preferred scenario after public review and consultation with local government; and (2) local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios effort responds to these mandates.

In 2010, the Legislature approved Senate Bill 1059, providing further direction to GHG scenario planning in the Metro region and the other five metropolitan areas in Oregon. Aimed at reducing GHG emissions from transportation, the legislation mandates several state agencies to work with stakeholders to develop a statewide transportation GHG emissions reduction strategy, set metropolitan-level GHG emissions reduction targets for cars and light trucks, prepare guidelines for scenario planning, and develop a toolkit of actions to reduce GHG emissions. While State agencies are looking at the entire transportation sector, Metro—and the other MPOs identified in House Bill 2001 and Senate Bill 1059—are only required to address roadway GHG emissions from light-duty vehicles.

In 2010, the *Making the Greatest Place* initiative resulted in Metro Council adoption of:

- the six desired outcomes shown in **Figure 1**
- a Community Investment Strategy
- urban and rural reserves, and
- an updated Regional Transportation Plan.

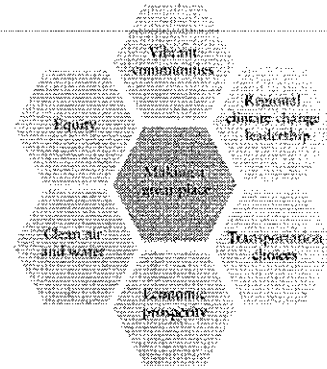


Figure 1. The region's six desired outcomes – endorsed by city and county elected officials and approved by the Metro Council in Dec. 2010.

The Council actions provide the policy foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and meet state climate goals.

STATE RESPONSE – OREGON SUSTAINABLE TRANSPORTATION INITIATIVE¹

The Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD) are leading the state response through the Oregon Sustainable Transportation Initiative (OSTI). As part of this effort, the Land Conservation and Development Commission (LCDC) adopted per capita roadway GHG emissions reduction targets for light-duty vehicles for all six metropolitan areas within Oregon on May 19, 2011.

Shown in **Table 1**, the target for the Portland region calls for a 20 percent GHG emissions reduction below 2005 levels by 2035, in addition to the reductions anticipated from technology and fleet improvements. The LCDC target-setting process assumed fleet and technology would reduce 2005 emissions levels from 4.05 MT CO₂e² per capita to 1.51 per capita by 2035. To meet the target the region must reduce roadway emissions another 20 percent to 1.2 MT CO₂e per capita, as shown in **Figure 2**. While the regional target is based on 2005 emissions values, it has been calibrated to 1990 emissions levels and, if achieved, ensures the region is on track to meet the overall state 2050 GHG reduction goal.

Table 1. 2035 Roadway GHG emissions reduction target for Oregon metropolitan areas (per capita reduction below 2005 levels)

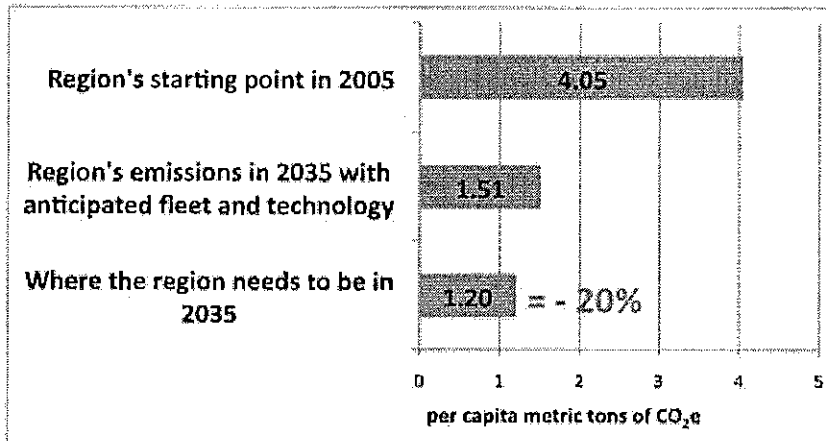
Metropolitan Area	Target Reduction (%)
Portland/Vancouver**	20%
Eugene-Springfield*	20%
Salem-Kent	15%
Medford-Yreka	15%
ASUW	15%
Coos/Bay	15%

* Scenario planning required.
 ** Scenario planning and selection of preferred scenario required.

¹ For more information, go to <http://www.oregon.gov/ODOT/TD/OSTI/>

² MT CO₂e or Metric Tonne (ton) Carbon Dioxide Equivalent is the standard measurement of greenhouse gas emissions, which include carbon dioxide, methane and nitrous oxide.

Figure 2. Roadway GHG emissions for the Portland metropolitan region (per capita)



REGIONAL RESPONSE – CLIMATE SMART COMMUNITIES SCENARIOS

Regional and local leaders agree that Oregon and the Portland region must provide leadership in addressing climate change. The Climate Smart Communities Scenarios project (Scenarios Project) supports this goal by supplementing the Oregon State Transportation Initiative and other state actions with a collaborative regional effort that will advance local aspirations and implementation of the region's 2040 Growth Concept.

Project timeline

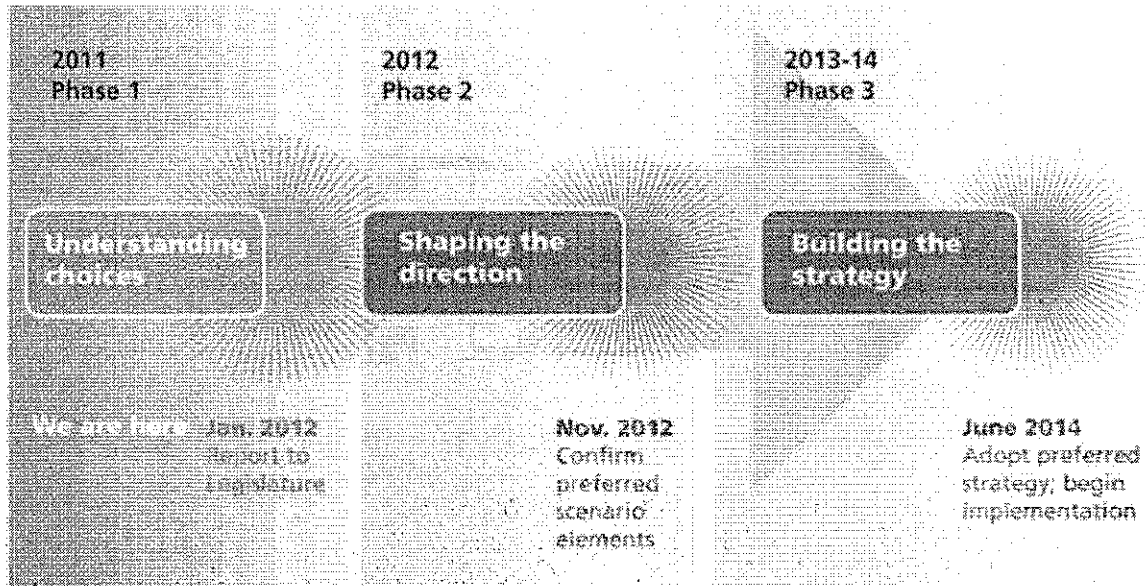
There are three phases to the Scenarios Project as shown in Figure 3.

Phase 1, *Understanding Choices* (2011) consists of testing GHG emission reduction strategies to learn the GHG emissions reduction potential of current plans and policies and what combinations of land use and transportation strategies are needed to meet the state GHG targets. The research and findings from this work will inform subsequent project phases. Community outreach engages policymakers, local government staff and targeted stakeholders, seeking guidance on the tradeoffs and issues that should be addressed in Phase 2.

Phase 2, *Shaping the Direction* (2012) includes developing and evaluating a small number of more tailored theme-based policy approaches that achieve the state GHG emission reduction target. The scenarios will be informed by the findings from Phase 1 and build on community aspirations, the 2040 Growth Concept and the draft Statewide Transportation Strategy that is anticipated by March 2012. The analysis and subsequent stakeholder review will result in a recommended draft "preferred" scenario that will be subject to further analysis and public review in Phase 3. Community outreach is anticipated to engage a broader set of policymakers, local government staff and other stakeholders, seeking input on the integration of land use and transportation strategies at the regional and local levels.

Phase 3, *Building the Strategy* (2013-14) includes adopting a preferred scenario after public review and consultation with local governments. This phase will define the policies, investments and actions needed to achieve the preferred scenario and result in an updated Regional Transportation Plan and amendments to other regional plans as needed. House Bill 2001 requires local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. Community outreach will engage the public more broadly as part of the final public review and adoption process.

Figure 3. Climate Smart Communities Scenarios Project Timeline



Project evaluation approach

Last June, the region discussed and agreed to six guiding principles to undertake this effort:

- **Focus on outcomes and co-benefits:** The strategies that are needed to reduce GHG emissions can help save money for individuals, local governments and the private sector, grow local businesses, create jobs and build healthy, livable communities. The multiple benefits should be central to the evaluation and communication of the results.
- **Build on existing efforts and aspirations:** Start with local plans and 2010 regional actions that include strategies to realize the region's six desired outcomes.
- **Show cause and effect:** Provide sufficient clarity to discern cause and effect relationships between strategies tested and realization of regional outcomes.
- **Be bold, yet plausible and well-grounded:** Explore a range of futures that may be difficult to achieve but are possible in terms of market feasibility, public acceptance and local aspirations.
- **Be fact-based and make information relevant, understandable and tangible:** Develop and organize information so decision-makers and stakeholders can understand the choices, consequences (intended and unintended) and tradeoffs. Use case studies, visualization and illustration tools to communicate results and make the choices real.
- **Meet state climate goals:** Demonstrate what is required to meet state the GHG emission reduction target for cars, small trucks and SUVs, recognizing reductions from other emissions sources must also be addressed in a comprehensive manner.

Overview of Phase 1 Research and Analysis – Understanding Choices

Phase 1 of the Climate Smart Communities Scenarios project is focused on understanding the region's choices by testing broad-level, regional scenarios to learn the GHG emissions reduction potential of current plans and policies and what combinations of land use and transportation strategies (grouped in six policy levers) are needed to meet the state GHG targets. While some strategies are new to the

region, many of the strategies tested are already being implemented to realize the 2040 Growth Concept and the aspirations of communities across the region.

In summer 2011, a work group of members from the Transportation Policy Advisory Committee (TPAC) and the Metro Technical Advisory Committee (MTAC) was charged with helping Metro staff develop the Phase 1 scenarios assumptions, consistent with the guiding principles and evaluation framework endorsed by the Metro Council, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Policy Advisory Committee (MPAC) in June.

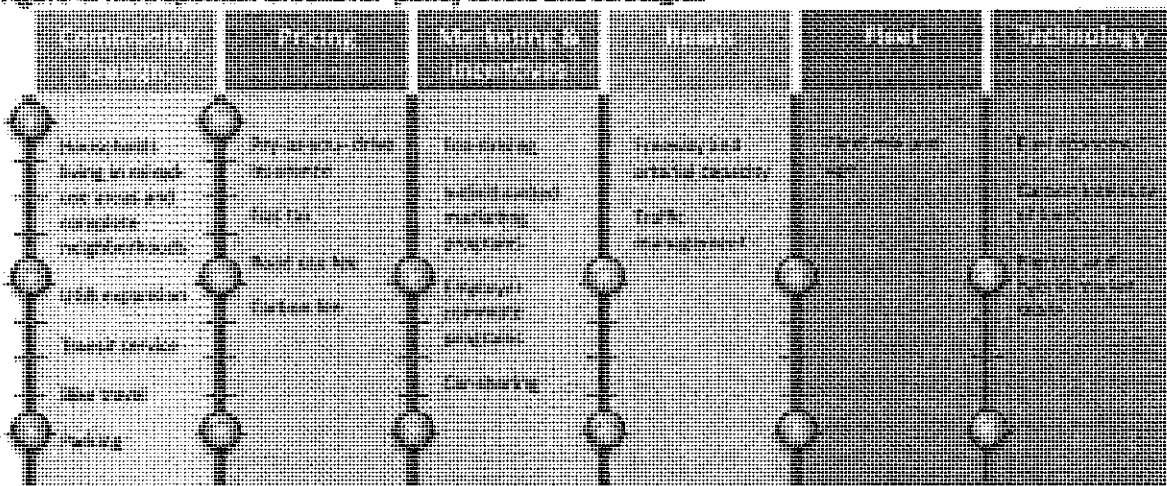
The technical work group met six times to define the scenarios to be tested while Metro and ODOT staff continued to develop tools to support the analysis. **Attachment 1** summarizes the input assumptions used in the Phase 1 scenarios analysis. The model development work concluded in early September, and the initial metropolitan Greenhouse Gas State Transportation Emissions Planning (GreenSTEP) model runs were completed in October.

Staff used a regionally tailored version of ODOT’s GreenSTEP model to conduct the analysis. Using GreenSTEP—the same model used to set the region’s GHG emissions reduction target—ensures compatibility with Oregon’s Statewide Transportation Strategy and provides a common GHG emissions reporting tool across the State.

To date, 146 scenarios have been analyzed at a preliminary level. The foundation of this work is the development of a Base Case – the existing conditions for 2010 – and a Reference Case – a forecast of how the region will perform in 2035 based on projected population and demographic trends. The Reference Case assumes the realization of existing plans and policies. The remaining 144 scenarios test combinations of six policy levers that include land use and transportation strategies. Staff will continue to work with the work group, TPAC and MTAC to summarize the results and identify the combinations of policies that meet the region’s GHG emissions reduction target.

Figure 4 summarizes the policy levers, the strategies tested within each policy lever and the number of policy lever levels analyzed in Phase 1.

Figure 4. Metropolitan GreenSTEP policy levers and strategies



In addition to the above analysis, staff recently completed the Strategy Toolbox report, which summarizes local, national and international research related to land use and transportation strategies that can help reduce transportation-related GHG emissions and meet other policy objectives. It provides useful information for discussing the trade-offs and choices presented by the most effective GHG reduction strategies, including their co-benefits, synergy with each other and implementation considerations. **Attachment 2** includes a series of factsheets staff prepared to summarize the Strategy Toolbox findings.

NEXT STEPS

Staff will brief Metro's technical advisory committees in October and November on the Strategy Toolbox and preliminary findings from Phase 1. The discussions will inform preparation of a "Briefing Book" that presents the project's purpose, evaluation approach, research findings and next steps for discussion by the Metro Council and Metro's policy advisory committees – JPACT and MPAC – in December.

On December 2, the Metro Council, JPACT and MPAC will discuss the trade-offs and choices presented by the most effective GHG reduction strategies and the potential challenges and opportunities that come with different approaches to meeting the state climate goals.

In January, staff will request Metro Council, JPACT and MPAC acceptance of the Phase 1 findings as expressed in the final "Briefing Book." This action will mark the end of Phase 1 and begin the transition to Phase 2. The findings will then be submitted to the Oregon Department of Transportation and the Department of Land Conservation and Development in January for inclusion in their joint progress report to the 2012 Legislature.

From January to March 2012, staff will work with Metro's advisory committees to finalize the Phase 2 work plan, building on the Toolbox and the Phase 1 findings and addressing the input provided throughout the fall of 2011.

/attachments

- **Attachment 1:** Metropolitan GreenSTEP Model 2010 Base Year and Alternative Scenario Inputs (October 24, 2011)
- **Attachment 2:** Strategy Toolbox Factsheets (October 2011)
- **Attachment 3:** TPAC/MTAC Climate Smart Communities Scenarios Work Group Members (October 24, 2011)

Metropolitan GreenSTEP Model 2010 Base Year and Alternative Scenarios Inputs

This table summarizes the inputs for the 2010 Base Year and 144 alternative scenarios that reflect different levels of implementation for each category of policies. The inputs were developed by Metro staff in consultation with a technical work group of MTAC and TPAC members. Documentation of the inputs and rationale behind each input can be found in the *Phase 1 Metropolitan GreenSTEP Scenarios Technical Assumptions* report (draft September 2011). *This information is for research purposes only and does not necessarily reflect current or future policy decisions of the Metro Council, MPAC or JPACT.*

Policy		Inputs			
		2010 Base Year <i>Reflects existing conditions</i>	2035 Level 1 Reference Case <i>Reflects current plans and policies</i>	2035 Level 2 <i>Reflects more ambitious policy changes</i>	2035 Level 3 <i>Reflects even more ambitious policy changes</i>
Community Design	Households living in mixed-use areas and complete neighborhoods ¹ (percent)	GreenSTEP calculates			
	Urban growth boundary expansion (acres)	2010 UGB	7,680 acres	7,680 acres	No expansion
	Bicycle mode share (percent)	2%	2%	12.5%	30%
	Transit service level	2010 service level	2035 RTP Financially Constrained service level	2.5 times RTP service level	4 times RTP service level
	Workers / non-work trips paying for parking (percent)	13% / 8%	13% / 8%	30% / 30%	30% / 30%
	Average daily parking fee (\$2005)	\$5.00	\$5.00	\$5.00	\$7.25
Pricing	Pay-as-you-drive insurance (percent of households participating and cost)	0%	0%	100% at \$0.06/mile	No change from L2
	Gas tax (cost per gallon \$2005)	\$0.42	\$0.48	\$0.18	
	Road use fee (cost per mile \$2005)	\$0	\$0	\$0.03	
	Carbon emissions fee (cost per ton)	\$0	\$0	\$0	\$50

¹ This input was calculated internally by the GreenSTEP model.

Policy		Input			
		2010 Base Year <i>Reflects existing conditions</i>	2035 Level 1 Reference Case <i>Reflects current plans and policies</i>	2035 Level 2 <i>Reflects more ambitious policy changes</i>	2035 Level 3 <i>Reflects even more ambitious policy changes</i>
Marketing & Incentives	Households participating in ecodriving	0%	0%	40%	No change from L2
	Households participating in individualized marketing programs (percent)	9%	9%	65%	
	Workers participating in employer-based commuter programs (percent)	20%	20%	40%	
	Car-sharing in high density areas (target participation rate)	Participation rate of 1 member/100 people	Participation rate of 1 member/100 people	Double participation to 2 members/100 people	
	Car-sharing in medium density areas (target participation rate)	Participation rate of 1 member/200 people	Participation rate of 1 member/200 people	Double participation to 2 members/200 people	
Roads	Freeway and arterial expansion	2010 system	2035 RTP Financially Constrained System	No expansion	No change from L2
	Delay reduced by traffic management strategies (percent)	10%	10%	35%	
Fleet	Fleet mix (proportion of autos to light trucks and SUVs)	auto: 57% light truck/SUV: 43%	auto: 56% light truck/SUV: 44%	auto: 71% light truck/SUV: 29%	
	Fleet turnover rate (age)	10 years	10 years	8 years	
Technology	Fuel economy (miles per gallon)	25 mpg	50 mpg	58 mpg	
	Carbon intensity of fuels	90 g CO ₂ e/ megajoule	81 g CO ₂ e/ megajoule	72 g CO ₂ e/ megajoule	
	Light-duty vehicles that are plug-in hybrids or electric vehicles (percent)	auto: 0% light truck/SUV: 0%	auto: 4% light truck/SUV: 1%	auto: 8% light truck/SUV: 2%	



Mixed-use development in centers and corridors

Mixed-use development refers to a collection of complementary strategies including a varied commercial district, diverse land uses, a mix of housing choices to accommodate a range of income levels and generations, regional growth management (e.g. urban growth boundary), pedestrian- and bicycle-friendly design, connectivity and reliable and frequent transit service.

Although implementation of the 2040 Growth Concept has resulted in significant changes to local planning and development practices in support of mixed-use development, the upfront cost and complexity of this style of development presents challenges. With growing consumer demand for walkable communities close to transit, services, shopping and other activities, financial success depends on being able to maximize and mix the uses in a way that responds to market conditions, opportunities and economics, provides affordable housing options and is compatible with neighbors and the overall community. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

PEOPLE, PLACES AND PHYSICAL FORM

People The number of people or the development intensity of a given area is often used as a proxy for compact urban form, which directly affects increases in transit ridership.

Places By providing retail goods and services plus employment opportunities in proximity, a diverse environment enhances the viability of alternative transportation.

Physical form The urban form and character of a community such as street grids, connecting sidewalks and bike lanes, and the use of lighting and trees.

5 to 25 percent

Reduction in vehicle miles traveled when doubling the amount of housing in a given area, with highest reductions achieved when accompanied by mixed uses, biking and walking connections and transit service

1 to 6 percent

Reduction in VMT for every mile closer to a transit station a person lives, an effect likely to occur within 2 miles of a rail station and three-quarters of a mile of a bus stop, depending on transit frequency

COMBINED IMPACT

People, places and physical form are highly correlated attributes of a community. Therefore, doubling the density within an area, combined with policies that affect land use diversity, neighborhood design and access to transit can have significant impacts on travel behavior.

Up to 25 percent

Reduction in VMT and CO₂ emissions by combining land use and transportation strategies, depending on the combination of strategies implemented

Attachment 2

About Climate Smart Communities Scenarios

The Portland metropolitan area has made great strides in creating vibrant neighborhoods, providing transportation options and protecting farmland. Many of these policies have saved residents money on gasoline and preserved clean air and water.

Building on these efforts, Metro and the State of Oregon have launched a multiyear project to learn what it will take to reduce emissions from cars, small trucks and SUVs as the region enhances its economy and creates more vibrant neighborhoods. The intent is to see how addressing climate change can help create more of the communities residents have enjoyed for years, while meeting state GHG reduction targets.

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Mixed-use development in centers and corridors

Active transportation and complete streets

Public transit service

Parking pricing, tolls, fees and insurance

Education, marketing and commuter programs

Traffic and incident management

Fleet mix, turnover, technology and fuels

CO-BENEFITS

Public health and safety benefits

- increased physical activity from walking and biking, leading to reduced risk of obesity, diabetes, heart disease and premature death
- enhanced public safety; reduced risk of traffic injuries and fatalities
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use
- natural areas, farm and forest protection

Economic benefits

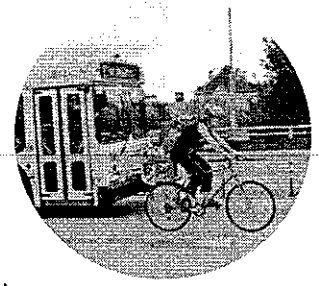
- job opportunities
- improved access to jobs, goods and services
- consumer savings in home energy and transportation
- municipal savings
- leverage private investment, increased local tax revenues
- increased property values
- reduced fuel consumption, leading to less dependence on foreign oil
- improved energy security

SYNERGY WITH OTHER STRATEGIES

- active transportation and complete streets
- public transit service
- parking pricing
- tolls, fees, and insurance
- public education and marketing
- individualized marketing
- employer-based commuter programs
- traffic management
- fleet mix and turnover

IMPLEMENTATION

While mixed-use development can reduce public costs and increase access to social, economic and employment opportunities, it can be more complicated and have significantly higher upfront costs than traditional single-use development. However, given its cost effectiveness in the long term when compared to alternatives, it is integral to use incentives to reduce upfront costs and simplify the process. The resulting increase in economic activity in these areas is good for the local economy and can be reinvested in on-site amenities and expanding transportation choices.



Active transportation and complete streets

Active transportation means bicycling, walking and access to transit. ‘Complete streets’ are streets designed and operated with all users in mind, including people driving cars, riding bikes, using a mobility device, walking or riding transit. For years the Portland metropolitan area has employed this strategy as a key component to reduce the need to drive, to expand travel choices and to help support the region’s 2040 Growth Concept vision for compact mixed-use development in centers and corridors. While the region is recognized as a national leader in active transportation, the region’s investment in bicycling and walking facilities has been piecemeal and opportunistic due to a lack of funding and a regionally agreed upon implementation strategy. This has resulted in a less-than-seamless network that limits opportunities to safely walk or bike in many areas of the region. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

GHG REDUCTION

Research has found significant greenhouse gas reduction potential with implementation of pedestrian and bicycle infrastructure when combined with land use and transit strategies.

9 to 15 percent

Reduction in GHG emissions when linking pedestrian and bicycle infrastructure with land use and transit strategies

VMT REDUCTION

Half of all personal vehicle trips in the U.S. are less than three miles in length – a distance well-suited for biking. Travel by bike is a realistic option, especially for shorter distances. Expanding bike networks to provide safe, convenient and connected routes is directly linked to an increased number of bike trips and can help reduce vehicle miles traveled in the region.

26 percent

Reduction in VMT per day in areas with interconnected paths, compared to the most sprawling areas in King County, Wash.

ECONOMIC BENEFITS

Research has shown there are economic benefits of expanding pedestrian and bicycle infrastructure including: lower cost of implementation, creation of more jobs compared to other capital projects, an increase in retail and tourism activity, and averted healthcare costs.

9 to 12

Jobs created per \$1 million of pedestrian and bicycle infrastructure spending in U.S.

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CO-BENEFITS

Public health and safety benefits

- increased physical activity from walking and biking, leading to reduced risk of obesity, diabetes, heart disease and premature death
- enhanced public safety; reduced risk of traffic injuries and fatalities
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

- job opportunities
- improved access to jobs, goods and services
- consumer savings in home energy and transportation
- municipal savings
- leverage private investment, increased local tax revenues
- increased property values
- reduced fuel consumption, leading to less dependence on foreign oil
- improved energy security

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- public transit service
- parking pricing
- public education and marketing
- individualized marketing
- employer-based commuter programs

IMPLEMENTATION

Completion of a well-connected and seamless active transportation network is the key to its success, particularly when combined with land use, public transit and public education strategies. Developers and local and state governments typically construct bicycle and walking facilities. Constructing pedestrian and bicycle infrastructure has a relatively low cost of implementation, but can require prioritization for completion. As communities become more diverse, there is a need to ensure that these investments are relevant to multiple demographics.



Public transit

Transit effectively links riders not only to their destinations, but also to other travel options like routes for bicycling and walking. Park-and-ride lots offer drivers a transit connection and an alternative to driving alone to work or other destinations.

Research on transit tends to focus more on increases in ridership (both total and per capita) rather than vehicle miles traveled and greenhouse gas emissions. However, inferences about reductions in VMT and related emissions can be made based on ridership increases. Four transit strategies offer opportunities to reduce GHG emissions by increasing public transit ridership. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

FREQUENCY

High quality, frequent transit service is one of the most effective strategies to increase ridership and is especially important for attracting riders who take short, local trips.

Up to 2.5 percent
Reduction in GHG emissions when service frequency is increased

SYSTEM EXPANSION

This strategy can help a region concentrate development and growth in centers and corridors. Extending the system both through high capacity transit and bus service can increase transit ridership, potentially shifting more riders from cars.

1 to 8 percent
Reduction in GHG emissions when the transit network is expanded

FARES

Modifying fares will increase transit ridership and potentially reduce VMT, but effectiveness depends on the design of the fare system and the cost.

1,500 metric tons
Reduction in CO₂ when Bay Area Rapid Transit (BART) allowed children to ride free with a paying adult on weekends

TRANSIT ACCESS

All transit riders are pedestrians; living in close proximity to transit and building safer, more appealing pedestrian environments that provide access to transit help increase ridership.

1 to 6 percent
Reduction in VMT for every mile closer to a transit station a person lives, an effect likely to occur within two miles of a rail station and three-quarters of a mile of a bus stop, depending on transit frequency

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Building on these efforts, Metro and the State of Oregon have launched a multiyear project to learn what it will take to reduce emissions from cars, small trucks and SUVs as the region builds its economy and creates more vibrant neighborhoods. The intent is to see how addressing climate change can help create more of the communities residents have enjoyed for years, while meeting state GHG reduction targets.

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CO-BENEFITS

Public health and safety benefits

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Economic benefits

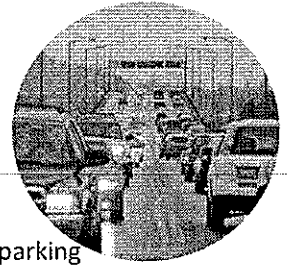
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SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- active transportation and complete streets
- parking pricing
- tolls, fees and insurance
- employer-based commuter programs
- traffic management
- fleet mix and turnover

IMPLEMENTATION

Public transit strategies have been shown to have a multiplier effect when combined with other strategies, and should be considered in conjunction with other strategies. Increases in ridership will vary widely depending on the type of improvements, the location and the number of people living and working in the area. Implementation of this strategy must also incorporate transit equity and environmental justice considerations.



Parking pricing, tolls, fees and insurance

Pricing strategies charge users directly for using transportation facilities. Research shows parking pricing, congestion pricing, cordon pricing, mileage-based fees, and pay-as-you-drive insurance can be used to reduce GHG emissions. The research also suggests that these strategies are more successful when implemented in combination with community design and other management strategies. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

PARKING PRICING

Parking fees Long- or short-term fees in mixed-use areas and residential parking permits

1 to 2 percent

Reduction in GHG emissions when parking strategies are implemented

Limiting parking supply to meet demand

Establishing maximum parking requirements or creating a shared parking provision

5 to 12 percent

Potential reduction in vehicle miles traveled when limiting parking

TOLLS AND FEES

Cordon pricing A vehicle is charged a toll when passing through a cordon around a congested area, such as a central city

20 percent

Reduction in CO₂ since cordon pricing was implemented in London

Congestion pricing Charging tolls that vary depending on roadway congestion to help manage traffic flow

20 percent

Reduction in GHG emissions by 2050 if congestion pricing alone was implemented

Mileage-based fee A fee is collected according to the number of miles that a vehicle is driven

1 to 5 percent

Reduction in GHG emissions by 2050 if a mileage fee alone was implemented

INSURANCE

Pay-as-you-drive insurance A PAYD insurance premium is based on annual miles driven per vehicle; the crash risk increases the more the vehicle is driven.

1 to 3 percent

Reduction in GHG emissions by 2050 if pay-as-you-drive insurance alone was implemented

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CO-BENEFITS

Public health and safety benefits

- reduced number of uninsured motorists
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution

Economic benefits

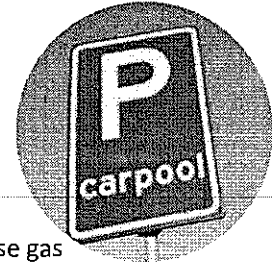
- more available land for development or preservation
- new revenues
- reduced fuel consumption; reduced reliance on foreign oil
- consumer savings in transportation

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- active transportation and complete streets
- public transit service
- public education and marketing
- employer-based commuter programs
- traffic management

IMPLEMENTATION

Pricing strategies have been shown to achieve substantial reductions in GHG emissions because they prompt reductions in travel and spur improvements in fuel economy. Research shows the greatest potential for reducing GHG emissions exists in PAYD insurance, mileage fees and parking pricing. PAYD insurance and a mileage fee could be implemented by the state. Parking management and pricing strategies are traditionally implemented at the community level in commercial districts, downtowns, and main streets. Potential strategies for implementation at the regional level are cordon pricing and a system of variable congestion pricing on freeways and major arterial roads. Public acceptance, communications, evaluation of benefits and costs (including equity and fairness) and use of revenues generated pose specific issues and challenges to be addressed.



Education, marketing and commuter programs

Education and marketing programs are an effective component to reducing greenhouse gas emissions. They are less costly to implement than building new infrastructure and are widely supported by the public. These strategies are complementary to many other strategies because of the ability to educate the public with a diverse range of perspectives in mind. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

PUBLIC EDUCATION

Eco-driving A combination of driving behaviors and techniques that results in more efficient vehicle operation, reduced fuel consumption and reduced emissions

5 to 33 percent

Improvement in fuel economy when using gentle acceleration and braking while driving

Travel options education Public programs that raise awareness of smart trip choices including carpooling, vanpooling, ridesharing, telecommuting, biking, walking and riding transit

7 to 23 percent

Improvement in fuel economy when observing speed limit and not exceeding 60 mph (where legally allowed)

INDIVIDUALIZED MARKETING

Individualized marketing An outreach method where individuals interested in making changes to their travel behavior participate in a program that is tailored to their specific needs

4 to 19 percent

Reduction in GHG emissions from trip-related emissions in a range of individualized marketing programs

EMPLOYER-BASED COMMUTER PROGRAMS

Financial incentives Transit pass programs, offering cash instead of parking (parking cash-outs), parking pricing and tax incentives (both business and individual)

Up to 20 percent

Reduction in commute trips, depending on the daily rate charged for workplace parking

Facilities and services Include ride-matching and carpooling programs, end-of-trip facilities (i.e. showers, bike parking), guaranteed ride home and events and competitions

Up to 13 percent

Reduction in commute trips when employers provide vanpools or shuttles to transit stations or commercial centers

Flexible scheduling Telecommuting and compressed or flexible workweeks

Up to 6 percent

Reduction in commute trips when flexible scheduling is encouraged

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- Mixed-Use Development in Centers and Corridors
- Active Transportation and Complete Streets
- Parking Pricing, Tolls, Fees, and Insurance
- Education, Marketing and Commuter Programs
- Traffic and Incident Management
- Fleet Mix, Turnover, Technology, and Fuels

CO-BENEFITS

Public health and safety benefits

- increased physical activity from walking and biking, leading to reduced risk of obesity, diabetes, heart disease and premature death
- enhanced public safety; reduced risk of traffic injuries and fatalities
- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

- job opportunities
- increased access to jobs, goods and services
- consumer savings
- reduced fuel consumption; reduced reliance on foreign oil
- increased cost effectiveness of transit investments through improved ridership

SYNERGY WITH OTHER STRATEGIES

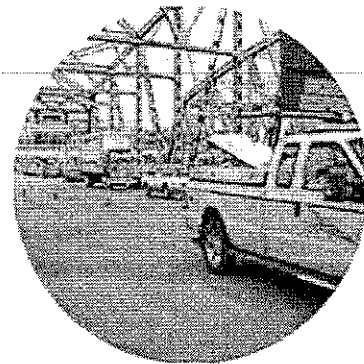
- mixed-use development in centers and corridors
- active transportation and complete streets
- public transit service
- tolls, fees and insurance
- traffic management
- vehicle technology and fuels

IMPLEMENTATION

Education and marketing programs are effectively implemented at local, regional and state levels by a variety of public, private and nonprofit partners. Employer-based commuter programs like Oregon's Employee Commute Options Program or the *Drive Less Save More* campaign managed and coordinated by state, regional and local governments, while businesses are responsible for implementation. Education and marketing programs are often successful when targeting neighborhoods with existing access to transportation options or planned transportation improvements.

Traffic and incident management

Management strategies use intelligent transportation systems (ITS) to help traffic move more efficiently and smoothly. These tools increase vehicle flow, reducing the rapid acceleration, deceleration and idling associated with congestion. They also reduce vehicle emissions, improve safety and restore traffic patterns to an efficient state. The individual management strategies (ramp metering, active traffic management, traffic signal coordination and traveler information) complement each other because the information available to drivers influences route choice and the timing of trips. When implemented in combination, they have a greater potential for reducing greenhouse gas emissions. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.



TRAFFIC MANAGEMENT

Ramp metering Use traffic signals at freeway on-ramps to regulate the rate of vehicles entering the freeway

1 to 2 percent

Reduction in GHG emissions if national speed limits were reduced to 55 miles per hour

Active traffic management Use signs to share variable speed limits and real-time traffic information to maximize the efficiency of a specific roadway

75,000 gallons

Annual fuel savings estimated from implementation of an adaptive signal system in the city of Gresham, Oregon

Traffic signal coordination Time traffic signals to improve vehicle speeds and flow to reduce delay at intersections

169,000 tons

Annual reduction in CO₂ after Portland, Ore. retimed 150 signalized intersections, equal to taking 30,000 cars off the road

Traveler information Use signs, the Internet or phone services to update drivers with real-time traffic information

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

About Climate Smart Communities Scenarios

The Portland metropolitan area has made great strides in creating vibrant neighborhoods, providing transportation options, and protecting farmland. Many of these policies have saved residents money on gasoline and preserved clean air and water.

Building on these efforts, Metro and the State of Oregon have launched a multiyear project to learn what it will take to reduce emissions from cars, small trucks and SUVs as the region enhances its economy and creates more vibrant neighborhoods. The intent is to see how addressing climate change can help create more of the communities residents have enjoyed for years, while meeting state GHG reduction targets.

The Climate Smart Communities Scenarios Project takes a collaborative approach to building livable, prosperous, equitable and climate smart communities.

Information for these fact sheets was derived from the Scenarios Project Strategy Toolbox, a review of the latest research on greenhouse gas emissions reduction strategies and the benefits they bring to the region.

Stay up-to-date on the scenarios work: www.oregonmetro.gov/climatescenarios

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- enhanced public safety; reduced risk of traffic injuries and fatalities
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Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

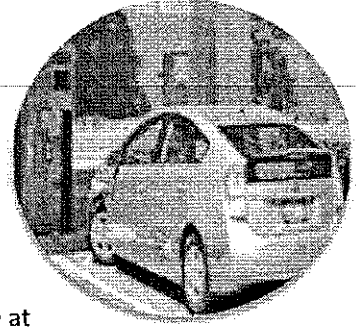
- consumer savings
- reduced fuel consumption; reduced reliance on foreign oil
- increased access to jobs, goods and services
- business savings

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- public transit service
- parking pricing
- tolls, fees and insurance
- public education and marketing

IMPLEMENTATION

This suite of management strategies can be implemented by local, regional or state agencies. In addition, in order for these strategies to have the desired effects of improving traffic flow, reducing emissions and improving safety, it is important for investments and systems to be coordinated throughout the region. The Portland region has had an incident management program in place since 1997 that has continued to improve incident detection, response time, and clearance time through added staff and vehicles, ITS equipment coverage, and Transportation Management Operations Center upgrades. Since 2005, Metro has actively managed regional coordination and integration of these strategies through TransPORT, a regional committee led by Metro in partnership with staff from cities, counties, TriMet, the Oregon Department of Transportation and other transportation system providers.



Fleet mix, turnover, technology and fuels

There are a variety of strategies, vehicle technologies and fuels available to reduce GHG emissions including development of higher fuel economy standards, lowering the carbon content of fuels and deployment of electric vehicles and plug-in hybrids. The GHG emissions reduction potential of these strategies is directly related to the combination and pace at which these strategies are implemented over time, and the types, convenience and affordability of vehicle technologies and supporting infrastructure made available to businesses and consumers. The potential reductions highlighted below are not additive and vary depending on the combination of strategies implemented.

FLEET MIX AND TURNOVER

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

58 percent

Improvement in average fuel economy of vehicles sold under the C.A.R.S. rebate program

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.

0.6 to 1.4 million tons

CO₂ reduction projected annually if 60,000 light trucks were replaced with hybrid trucks; equal to taking 249,000 cars off the road nationally

VEHICLE TECHNOLOGY AND FUELS

Fuel economy Fuel economy standards are expected to strengthen in the future. The federal standards culminate in a fleet-wide average of 35.5 miles per gallon by 2016, with a proposed standard of 54.5 mpg by 2025.

19 percent

Reduction in GHG emissions from light-duty vehicles by 2030 if a 35.5 miles per gallon fleet-wide average is achieved by 2016

Carbon intensity of fuels This strategy is usually regulated through low carbon fuel standards, which encourage higher adoption rates of alternative fuel vehicles and more production of lower carbon fuels.

25 percent

Reduction in CO₂ per mile from a plug-in hybrid powered by an old coal plant versus a conventional gasoline vehicle

Electric vehicles and plug-in hybrids Electric vehicles are battery powered only, while plug-in hybrids are conventional hybrids with batteries that can be charged at an electrical outlet.

4 to 20 percent

Reduction in GHG emissions from deployment of electric or hybrid vehicles

**About Climate Smart
Communities Scenarios**

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CO-BENEFITS

Public health and safety benefits

- improved air quality and fewer air toxics emissions, leading to reduced risk of asthma, lung disease and premature death

Environmental benefits

- lower levels of pollution
- less energy use

Economic benefits

- job opportunities
- leverage private investments
- reduced fuel consumption; reduced reliance on foreign oil
- consumer savings
- increased energy security

SYNERGY WITH OTHER STRATEGIES

- mixed-use development in centers and corridors
- public transit service
- public education and marketing
- individualized marketing

IMPLEMENTATION

Much work is being done at state and federal levels to expand the number of vehicles available with higher fuel efficiency and lower emissions, and to reduce the carbon content of fuels. Pilot projects and other policies can be implemented at the local and regional levels to support these efforts.

Policies include developing a reliable network of public and private electric vehicle charging stations and supportive infrastructure, providing consumer and businesses incentives to make the higher initial purchasing costs of hybrid and electric vehicles more affordable, government and corporate purchases to increase visibility, supportive permitting and codes for vehicle charging stations and public education. Anxiety related to distances between charging stations are among the issues that need to be addressed.



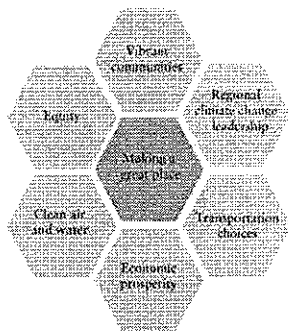
METRO

Climate Smart Communities Scenarios TPAC/MTAC Work Group Members

	Name	Affiliation	Membership
1.	Tom Armstrong	City of Portland	MTAC alternate
2.	Andy Back	Washington County	TPAC alternate & MTAC alternate
3.	Chuck Beasley	Multnomah County	MTAC
4.	Lynda David	Regional Transportation Council	TPAC
5.	Jennifer Donnelly	DLCD	MTAC
6.	Denny Egner	City of Lake Oswego	MTAC member
7.	Karen Buehrig	Clackamas County	TPAC
8.	Mara Gross/Chris Beane	TPAC citizen members	TPAC members
9.	Jon Holan	City of Forest Grove	MTAC alternate
10.	Katherine Kelly/Jonathan Harker	City of Gresham	TPAC member/MTAC member
11.	Nancy Kraushaar/Kenny Asher	City of Oregon City/City of Milwaukie	TPAC member/TPAC alternate
12.	Alan Lehto/Jessica Tump	TriMet	TPAC/MTAC
13.	Mary Kyle McCurdy	MTAC citizen/community group	MTAC member
14.	Margaret Middleton	City of Beaverton	TPAC member
15.	Tyler Ryerson	City of Beaverton	MTAC alternate
16.	Lainie Smith	ODOT	TPAC alternate and MTAC

For more information or to be added to the work group interested parties list, contact Kim Ellis at kim.ellis@oregonmetro.gov.

October 24, 2011



The region's six desired outcomes

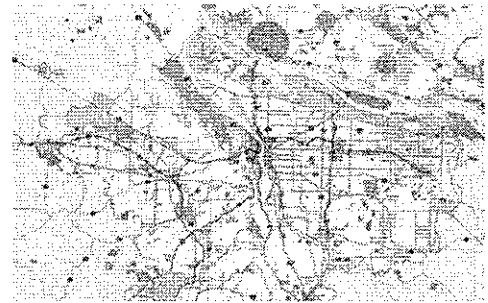
Climate Smart Communities Scenarios

Background

In 2007, the Oregon Legislature established statewide goals to reduce carbon emissions – calling for stopping increases in emissions by 2010, a 10 percent reduction below 1990 levels by 2020, and a 75 percent reduction below 1990 levels by 2050. The goals apply to all sectors, including energy production, buildings, solid waste and transportation.

In 2009, the Oregon Legislature passed House Bill 2001, directing the region to “develop two or more alternative land use and transportation scenarios” by January 2012 that are designed to reduce carbon emissions from cars, small trucks and SUVs. The legislation also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios effort responds to these mandates and Senate Bill 1059, which provided further direction to scenario planning in the Portland metropolitan area and the other five metropolitan areas in Oregon.

Metro’s Making the Greatest Place initiative resulted in a set of policies and investment decisions adopted in the fall of 2009 and throughout 2010. These policies and investments focused on six desired outcomes for a successful region, endorsed by the Metro Council and Metro Policy Advisory Committee in 2008: vibrant communities, economic prosperity, safe and reliable transportation, environmental leadership, clean air and water, and equity. Making the Greatest Place included the adoption of the 2035 Regional Transportation Plan and the designation of urban and rural reserves. Together these policies and actions provide the foundation for better integrating land use decisions with transportation investments to create prosperous and sustainable communities and to meet state climate goals.



The 2040 Growth Concept - the region's adopted growth management strategy

State response Oregon Sustainable Transportation Initiative

The Oregon Department of Transportation and the Department of Land Conservation and Development are leading the state response through the Oregon Sustainable Transportation Initiative. An integrated effort to reduce carbon emissions from transportation, the initiative will result in a statewide transportation strategy, toolkits and specific performance targets for the region to achieve.

Regional response Climate Smart Communities Scenarios

The Climate Smart Communities Scenarios effort will build on the state-level work and existing plans and efforts underway in the Portland metropolitan area. The project presents an opportunity to learn what will be required to meet the state carbon goals and how well the strategies support the region’s desired outcomes.

A goal of this effort is to further advance implementation of the 2040 Growth Concept, local plans and the public and private investments needed to create jobs, build great communities and meet state climate goals. Addressing the climate change challenge will take collaboration, partnerships and focused policy and investment discussions and decisions by elected leaders, stakeholders and the public to identify equitable and effective solutions through strategies that create livable, prosperous and healthy communities.

Metro’s policy and technical advisory committees will guide the project, leading to Metro Council adoption of a “preferred” land use and transportation strategy in 2014.

About Metro

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

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

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Council

Shirley Craddick,
District 1

Carlotta Collette,
District 2

Carl Hosticka,
District 3

Kathryn Harrington,
District 4

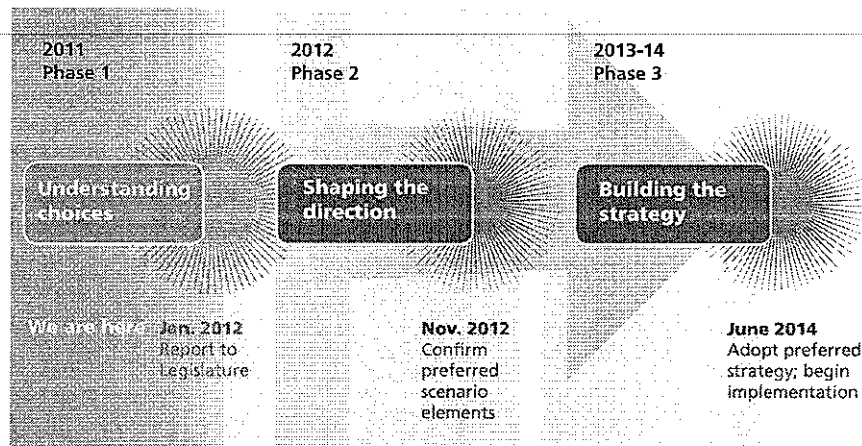
Rex Burkholder,
District 5

Barbara Roberts,
District 6

Auditor

Suzanne Flynn

Climate Smart Communities Scenarios planning process



Phase 1 Understanding the choices (We are here)

The first phase of regional-level scenario analysis will occur during summer 2011 and focus on learning what combinations of land use and transportation strategies are required to meet the state greenhouse gas emissions targets. Strategies will include transportation operational efficiencies that can ensure faster, more dependable business deliveries; more sidewalks and bicycle facilities; more mixed use and public transit-supportive development in centers and transit corridors; more public transit service; incentives to walk, bike and use public transit; and user-based fees.

Potential impacts and benefits will be weighed against the region's six desired outcomes. Findings and recommendations from the analysis will be reported to Metro's policy committees in fall 2011 before being finalized for submittal to the Legislature in January 2012.

Phase 2 Shaping the direction

In 2012, the region will analyze more refined alternative regional-level scenarios that apply the lessons learned from phase 1 to develop a "draft" preferred land use and transportation scenario. This phase provides an opportunity to incorporate strategies and new policies identified through local and regional planning efforts

that are underway in the region (e.g., SW Corridor Plan, East Metro Connections Plan, Portland Plan, and other local land use and transportation plan updates).

By the end of 2012, Metro's policy committees will be asked to confirm a "draft" preferred scenario that will be brought forward to the final phase of the process.

Phase 3 Building the strategy and implementation

The final project phase during 2013 and 2014 will lead to adoption of a "preferred" land use and transportation strategy. The analysis in this phase will be conducted using the region's most robust analytic tools and methods – the regional travel demand model, MetroScope and regional emissions model, MOVES. Additional scoping of this phase will occur in 2012 to better align this effort with mandated regional planning and growth management decisions.

This phase will identify needed changes to regional policies and functional plans, and include updates to the Regional Transportation Plan and region's growth management strategy. Implementation of approved changes to policies, investments, and other actions would begin in 2014 at the regional and local levels to realize the adopted strategy.

2011 TPAC Work Program
10/21/11

<u>October 28, 2011 - Regular Meeting</u> <ul style="list-style-type: none">• Climate Smart Communities Scenarios: Discussion of Preliminary Results and Findings• Oregon Highway Plan (OHP) and Transportation Planning Rule (TPR) - Action	<u>November 18, 2011 - Regular Meeting</u> <ul style="list-style-type: none">• Climate Smart Communities Scenarios - Discussion on Preliminary Results and Findings• 2014-15 Regional Flexible Fund Allocation - Recommendation to JPACT
<u>December 2, Joint JPACT/MPAC Meeting</u> Climate Smart Communities Scenarios	

Parking Lot:

- MOVES update
- High Speed Rail
- Context sensitive design and least cost planning
- A briefing on the Metro Auditor's *Tracking Transportation Project Outcomes* report
- Congestion Pricing Pilot Study



WASHINGTON COUNTY OREGON

DRAFT

November 12, 2011

To: Washington County Coordinating Committee
WCCC Transportation Advisory Committee

From: Andrew Singelakis, Director
Department of Land Use & Transportation

Subject: **2012 MEETING SCHEDULE, with locations for January through June, 2012**

<u>Washington County Coordinating Committee</u> <u>12:00 PM – 1:30 PM</u>
Monday, January 9 – Beaverton Library Conference Room
Monday, February 6 – Beaverton Library Meeting Room A
Monday, March 5 – Beaverton Library Meeting Room A
Monday, April 9 – Beaverton Library Conference Room
Monday, May 7 – Beaverton Library Conference Room
Monday, June 11 – Beaverton Library Conference Room
Monday, July 9
Monday, August 6
Monday, September 10
Monday, October 8
Monday, November 5
Monday, December 10

<u>WCCC Transportation Advisory Committee</u> <u>1:30 – 3:00 pm.</u>
Thursday, January 5– Beaverton Library Conference Room
Thursday, January 26 – Beaverton Library Meeting Room A
Thursday, February 23 – Beaverton Library Meeting Room A
Thursday, March 29 – Beaverton Library Conference Room
Thursday, April 26 – Beaverton Library Meeting Room A
Thursday, May 30 – Beaverton Library Conference Room
Thursday, June 28 – Beaverton Library Conference Room
Thursday, July 26
Thursday, August 30
Thursday, September 27
Thursday, October 25
Thursday, November 29
December – No meeting

Meeting Locations

Beaverton City Library, 12375 SW 5th St. Beaverton, OR 97005 (503) 644-2197
Beaverton Resource Center, 12500 SW Allen Blvd. (Hall and Allen) Beaverton, OR (503) 350-4071

Department of Land Use & Transportation · Administrative Services
155 N First Avenue, Ste. 350 MS 16 · Hillsboro, OR 97124-3072
phone: (503) 846-4530 · fax: (503) 846-4412 · TTY: (503) 846-4598 · www.co.washington.or.us



WASHINGTON COUNTY OREGON

November 9, 2011

Attn: Michael Rock
ODOT – Transportation Development Division
555 13th Street NE, Suite 2
Salem, OR 97301-4178

Re: Modifications to the Mobility Standards

Dear Mr. Rock:

Thank you for the opportunity to comment on the modifications to the Mobility Standards. Please forward these comments to the Oregon Transportation Commission. For the most part, the County is supportive of the changes. However, we do have the following concerns:

a) Planning Horizons and Financial Constraint


We are somewhat concerned that the “reduced mobility standards” will be used to rationalize not planning for, or providing, needed long-term improvements. This is especially true in cases where funding appears to be lacking in the short term. For example, Washington County’s Highway 217 has long been planned to have three lanes in each direction. This is still the long-term goal of the county, because it is needed to meet our land use and economic development goals. Financial constraints may make it hard to achieve this goal in the near future. The County accepts this reality. That said, the County does not want short-term financial constraints to be used as a reason to accept a long-term lower mobility target. Much of the problem relates to using a planning horizon of 20 years or less and being overly conservative about funding. We have proposed some language to address this situation in attachment A, and hope these changes are adopted.

b) Need for a comprehensive statewide highway plan that evaluates the mobility targets

To understand what the term “mobility targets” means, we believe ODOT needs to do more analysis of what kinds of improvements correspond to the targets, and what these improvements cost. We believe the intent of the Transportation Planning Rule is to find equilibrium between mobility targets, projects needed to meet the targets, and the cost of the system. Statewide, we have no idea what it will take to meet the targets set out in Table 6 and Table 7. We are concerned that having lower mobility targets in the Portland metropolitan area may mean relatively less projects in the future, compared to the rest of the state. This will be troublesome, given current transportation funding formulas in Oregon. However, this is speculation. A comprehensive statewide highway plan is needed to evaluate the mobility targets and what it takes to meet them. We urge the OTC to direct ODOT to undertake this work. Providing appropriate funding for this work is important. Until it is done, we do not believe there will be a real understanding of what the mobility targets mean.

Please let me know if you have any questions. Thank you again for the opportunity to comment.

Sincerely,



Brent Curtis
Planning Division Manager

Attachment

Attachment A

Page 4, line 11

ODOT's intention is that the mobility targets be used to identify system mobility deficiencies over the course of a reasonable planning horizon. The planning horizon shall be:

- At least 20 years for the development of state, regional and local transportation plans, including ODOT's corridor plans; and
 - The greater of 15 years or the planning horizon of the applicable local and regional transportation system plans for amendments to transportation plans, comprehensive plans or land use regulations.
- **Where financial constraints makes achieving targets difficult in a limited planning horizon, having a plan horizon beyond 20 years is encouraged if it helps achieve long-term economic, land use and environmental objectives.**

ODOT measures vehicular highway mobility performance through v/c ratios. The v/c ratio was selected after an extensive analysis of highway performance measures prior to adoption of the 1999 Highway Plan.

Page 8, line 28

Action 1F.2

- Apply mobility targets over at least a 20-year planning horizon when developing state, regional or local transportation system plans, including ODOT's corridor plans.
- **Where financial constraints makes achieving targets difficult in a limited planning horizon, having a plan horizon beyond 20 years is encouraged if it helps achieve long-term economic, land use and environmental objectives.**

-
- When evaluating highway mobility for amendments to transportation system plans, acknowledged comprehensive plans and land use regulations, use the planning horizons in adopted local and regional transportation system plans or a planning horizon of 15 years from the proposed date of amendment adoption, whichever is greater.

Page 9, line 28

Action 1F.3

Examples of where state mobility targets may not match local expectations for a specific facility or may not reflect the surrounding land use, environmental or financial conditions include:

- Metropolitan areas or portions thereof where mobility expectations cannot be achieved and where they are in conflict with an adopted integrated land use and transportation plan for promoting compact development, reducing the use of automobiles and increasing the use of other modes of transportation, promoting efficient use of transportation infrastructure, improving air quality, and supporting greenhouse gas reduction objectives;

- When financial considerations or limitations preclude the opportunity to provide a planned system improvement within the planning horizon;
 - Apply mobility targets over at least a 20-year planning horizon when developing state, regional or local transportation system plans, including ODOT's corridor plans.
- **However, where financial constraints makes achieving targets difficult in a limited planning horizon, having a plan horizon beyond 20 years is encouraged if it helps achieve long-term economic, land use and environmental objectives.**
- When evaluating highway mobility for amendments to transportation system plans, acknowledged comprehensive plans and land use regulations, use the planning horizons in adopted local and regional transportation system plans or a planning horizon of 15 years from the proposed date of amendment adoption, whichever is greater.

Proposed changes are
shown in **BOLD**.