



Planning & Development
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Public Meeting Notes

Project: Roy E. Dancer Park
Location: Beaverton SDA Church
Date & Time: May 31, 2012, 6:30-8:00 PM

Staff Present: Dave Walters, Park Planner
Steve Gulgren, Superintendent of Planning & Development
Steve Regner, Office Tech
Mike Janin, Superintendent of Security Operations
John Gaddis – Natural Resources Zone Manager

Consultants

Present: Kurt Lango, Lango Hansen

1. Welcome & Introductions

Steve Gulgren welcomed the nine attendees, and gave a brief overview of the 2008 Bond Program. Roy Dancer was on the list of projects identified by Bond Task Force, and was listed in the Bond Measure voting literature.

2. Project History

Dave Walters went over a bit of the history to date. Roy Dancer Park was originally a leftover parcel from a commercial development. The property became THPRD property in 1999. In December 2010, THPRD acquired an easement on the west end of the park, creating a connection to 150th. In August 2011, THPRD held a neighborhood meeting to discuss natural resource enhancement work proposed at the site. John Gaddis described what has transpired since that meeting. Natural resource enhancement work began in fall of 2011, treating blackberry, holly, and hawthorn, as well as installing almost 2,000 plants. Work by contractors will continue through summer 2012.

3. Project Goals

Dave Walters explained the District has a series of goals that have directed design concepts.

- Site Improvement
- Increased Circulation
- Play equipment
- Social Gathering Opportunities

4. Site Analysis & Design Concepts

Kurt Lango gave an overview of the site analysis, noting the 35' grade change, sloping downward east to west. He noted the formal entry at the Rite Aid parking lot, as well as an informal entry on Wheaton. Demand trails cut through the site, following what used to be a gravel trail that has degraded over time.

Kurt also noted the lack of park availability in the neighborhood, noting that Roy Dancer Park is the only park within ½ radius. Developing the park is consistent with THPRD's goals to improve the level of service for all neighborhoods.

Concept 1

- Formal trail access off of Wheaton Lane and Rite Aid Parking Lot
- Play area consolidated at SW corner
- Asphalt loop pathway through park, with picnic tables along the path
- Picnic shelter in central area of park
- Small entry plaza or sign on 148th Ave
- Entrance from 150th will require steps
- Western area will remain as is with some openings in the landscape that people navigate through

Concept 2

- Consolidated entry in SW corner
- Single asphalt path running through park
- Several small play areas throughout the park
 - Possible nature play elements
- Small entry plaza or sign on 148th Ave
- Entrance from 150th will require steps
- Replanting western area with denser shrubs
- No picnic shelter

5. Questions/Discussion/Comments

Q: What is your experience with parks bounded on 3 sides by residential development?

A: Kurt - Lango Hansen has extensive experience developing parks in residential neighborhoods.

A: Dave Walters – A majority of THPRD parks are in residential neighborhoods

Q: What is the average value of those homes before and after park improvements?

A: THPRD does not have any numbers.

Q: There is relatively little crime in the West Beaverton NAC. These picnic tables would invite more crime.

A: Mike Janin noted that the picnic tables can be removed if a problem with them presents itself.

Q: Why picnic tables and not benches? Picnic tables seem to invite people to linger.

A: The number and location of tables and benches is just to indicate the concept. Specific numbers and locations will be developed later. The design could have more benches and fewer tables.

Q: Chehalem Elementary is close enough, this park does not need to be developed.

A: Chehalem ES is ½ mile away, THPRD's goal is to provide a level of service greater than ½ mile.

C: We don't want any service.

C: People will drive to this park and park on our streets

A: Mike Janin noted this was not his experience at similar parks within the District

C: Park Patrol only runs until 10pm. Otherwise, there is no safety patrols.

A: City of Beaverton Police will respond when Park Patrol is not actively patrolling.

Q: Is there money for this improvement?

A: This project is fully funded by the 2008 voter approved Bond Measure.

Q: How many kids are in the area? I need to see the data that supports the immediate need for park improvements. Supported by census?

A: We don't have any numbers on kids in the neighborhood

C: There are seven kids on my street (SW Village LN) that I am aware of, and they would be thrilled to have a park with play equipment so close. I am not in favor of the picnic shelter, but I'm pleased to hear that picnic tables can be removed if they become a problem. I prefer design concept #2.

C: Easements are very common in the 4 Seasons HOA. It will provide good access to the retail area to the east. I prefer 2 trails at the SW entrance.

C: They are not easements, but privately owned.

C: They still serve for connectivity for the neighborhood.

Q: Could the park district purchase the area behind Rite Aid?

A: THPRD has contacted Rite Aid. The land is owned by a Real Estate Investment Trust, making it a challenge to work with. THPRD is currently working on an Memorandum of Understanding to maintain the area behind the store.

Q: Will you address the drainage issues?

A: Staff will look into drainage issue when design is refined.

C: Not in favor of picnic shelter. Prefer limited benches and tables.

C: Location of play area in Option 1 is very wet.

A: The area will have drainage as necessary. There have been previous comments that some of the drainage issue comes from the Rite Aid Site. We will investigate that.

Q: Is pervious paving possible?

A: It is possible, but will depend on permeability of soils on site.

C: I prefer the path from 148th to 150th of Option 1.

Q: Will the grass remain as is?

A: The grass will remain as is, but will get more regular mowing schedule.

C: Multiple neighbors favored natural plantings and least invasive path alignment possible

C: Maintenance workers have thrown branches at my fence, leaving piles I have to move to the wooded area.

A: Staff will discuss issue with maintenance.

Kurt summarized the opinions he heard from the group:

- Single pathway
- No picnic shelter
- Minimal picnic tables
- Trail alignment from 148th to 150th re-examined
- Prefers 2 access points in southwest corner

6. Next Steps

Next meeting tentatively scheduled for July 24th, and will go before the THPRD Board of Directors for Master Plan Approval on August 13. Construction is expected to begin summer 2013, and conclude by the end of 2013.



Draft Oregon Statewide Transportation Strategy

A 2050 Vision for Greenhouse Gas Emissions Reduction

Executive Summary



Oregon Sustainable Transportation Initiative (OSTI)

May 2012

*Dedicated to the legacy of Gail Achterman's
leadership for Oregon's natural resources and
sustainable transportation.*

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www.oregon.gov/ODOT/TD/OSTI/STS.shtml



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The Statewide Transportation Strategy

The Statewide Transportation Strategy (STS) for greenhouse gas (GHG) emissions reduction looks out to the year 2050 and explores how transportation and land use choices made over the coming decades might affect Oregon’s long-term future. It is part of a larger effort known as the Oregon Sustainable Transportation Initiative¹ (OSTI), an integrated statewide effort to reduce GHG emissions from Oregon’s transportation sector.

OSTI is the result of two bills passed by the Oregon Legislature, House Bill 2001² (2009) and Senate Bill 1059³ (2010), which were crafted to help the state meet its 2050 goal of reducing transportation-related GHG emissions.⁴ OSTI takes into consideration how the energy landscape is changing, as well as the need to sustain a strong economy while creating healthier, more livable communities and greater economic opportunity.

The STS addresses the following key question:

What actions and strategies will be effective in reducing transportation-related GHG emissions in Oregon while supporting other societal goals such as livable communities, economic vitality, and public health?

The STS is the product of an effort involving extensive research and analysis as well as policy direction and technical input from state agencies, local governments, industry representatives, metropolitan planning organizations (MPOs), and others. It is intended to identify the most effective GHG emissions reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns, which will serve as the best tools available to help meet the state’s goals.

The STS is neither directive nor regulatory, but rather points to promising approaches that should be further considered by policymakers at the state, regional, and local levels. It constitutes a framework for future work to reduce transportation-related GHG emissions in three key travel markets: Ground Passenger and Commercial Services, Freight, and Air Passenger.

The movement of people and goods produces emissions that account for a significant portion of all GHGs produced by Oregonians, so reducing emissions from transportation can make a sizeable contribution to overall GHG reduction goals. While the focus of OSTI



STS Policy Committee
Chair Ken Williamson

“We are not talking about getting people out of their cars. This is about a clear economic opportunity – creating industry, creating jobs. Leadership will be essential.”

*— Ken Williamson,
Oregon Environmental
Quality Commission,
Oregon State University*

¹ OSTI; <http://www.oregon.gov/ODOT/TD/OSTI/General.shtml>

² Section 37 to 39, Chapter 865, Oregon Laws 2009; <http://www.leg.state.or.us/09orlaws/esso0800.dir/o865.htm>

³ Chapter 85, Oregon Laws 2010 Special Session; <http://www.leg.state.or.us/10ssorlaws/0085.htm>

⁴ ORS 468A.205; <http://www.leg.state.or.us/ors/468a.html>

is on transportation, the Oregon Global Warming Commission and others are addressing GHG from other sources, such as electrical power generation, to help Oregon meet the state’s ambitious goal of reducing GHG emissions to 75 percent below 1990 levels by 2050.⁵ Achieving this statewide goal will require planning, innovation, and coordination among many sectors and communities across the state.

Why Do Greenhouse Gas Emissions Matter?

GHG emissions result in part from the combustion of fossil fuels like oil, coal and natural gas. These gases trap extra heat in the atmosphere. According to scientists, this leads to increases in average global temperatures, extreme weather events, and other changes in the global climate, commonly referred to as climate change. Global climate changes can lead to extended warm spells and drought, as well as more frequent flooding. These changes have consequences for Oregon agriculture, hydropower, public health, watershed and forest health, and infrastructure vulnerability.

Scientists can’t say exactly how intense these effects will be, how rapidly they will emerge or what exactly their geographic distribution will be, but there is broad agreement that GHG emissions must be reduced, and societies must prepare to react to some of these effects even if timely reductions are achieved.

If the climate change trend continues, Oregon could experience a range of negative impacts, including:

- Higher sea levels and stronger storm surges that could threaten coastal areas with greater risk of floods and damage to buildings, roads, bridges, and other infrastructure.
- Changes in precipitation patterns such as more severe rain and snowstorms, less and more rapidly melting snowpack, which could threaten supplies of water for drinking, recreation, irrigation, and fisheries.
- Diminished water supply and agricultural productivity that could affect Oregon’s crops and livestock.
- Adverse health impacts including increases in heat-related illnesses, chronic disease and fatalities due to more heat waves.
- Suffering ecosystems, including forests, grasslands and watersheds, where native species will suffer as temperatures rise.

The findings and recommendations documented in the STS is the first phase in a multi-year process. Following the adoption of the STS by the Oregon Transportation Commission (OTC), the next phase will be the collaborative development of an implementation plan. The third and final phase will consist of monitoring and adjusting the strategy over time.

The Cost of Inaction

Undertaking the recommendations in the STS will not be easy. They will require assuming new responsibilities, such as committing to providing more pedestrian, bicycle, and public transportation options in urban areas, and potentially reallocating and securing additional funds. However, the alternative is likely to be even more costly. On the current path, the results of the STS analysis suggest there will be a multitude of new costs and challenges. One way or another, projected increases in population and travel demand, funding constraints, and the need to repair or replace aging infrastructure will require some significant changes to Oregon’s transportation system in the decades ahead. Inaction is neither cheap nor desirable.

What Will It Take to Change Course?

Long-term projections of the “business as usual” approach to transportation show that without decisive and timely action, GHG emission levels will rise steadily into the future. Further progress will result from existing policies, but much additional work is needed to put Oregon on track to meet emissions reduction goals and mitigate future impacts of climate change.

⁵ ORS 468A.205; <http://www.leg.state.or.us/ors/468a.html>

Achieving the state’s goals will require a multi-faceted approach and significant cooperation between state agencies, regional planning entities, local governments, the private sector, and the public. While Oregon is prepared to be in the forefront in addressing climate change, it cannot face this challenge alone. Limiting the impacts of climate change must ultimately be a global effort, requiring actions from other states, the federal government, other countries, and private industry.

See how to be involved –
www.oregon.gov/ODOT/TD/OSTI

What’s In It for Oregon?

The benefits of reducing GHG emissions from transportation extend beyond arresting the impacts of climate change. Many actions that can be taken to reduce GHG emissions may also help create new jobs while positioning Oregon to compete in a changing global economy. Over the next forty years – the planning horizon of the STS – Oregon will face a number of challenges that will require creative solutions. Factors such as population growth, a changing economy, and aging transportation infrastructure will all require attention whether or not there is comprehensive action on climate change.

As the STS demonstrates, the same actions that are employed to reduce GHG emissions also will:

- Reduce delay and inefficiency on Oregon’s roadways;
- Support clean air and protect natural resources;
- Improve public health;
- Accommodate new state residents;
- Provide for the efficient movement of goods and services;
- Reduce Oregon’s dependency on foreign energy sources; and
- Reduce the percentage of income the average Oregon household spends on transportation.

The 2050 Vision

In setting the context for a statewide transportation strategy to address transportation-related GHG emissions reduction, it is necessary to envision a future Oregon that accommodates an expanding population and maximizes the potential for a thriving economy, while maintaining Oregon’s quality of life and natural beauty. Planning for a cleaner and more sustainable transportation and land use system also supports a multitude of societal benefits including: more efficient transportation systems that help people and goods travel more quickly and easily; reduced transportation costs for individuals and businesses; and increased travel choices such as bicycling, walking, and public transportation.



The Statewide Transportation Strategy envisions a future Oregon that features:

- **Walkable mixed-use communities**, where a large share of residents live within walking distance of jobs, stores, services, entertainment, and transit stops. Communities across the state are recognized for vibrancy, livability, and safety.

“This is also about protecting Oregon business – how are we as governments responding? Can we facilitate change, or be nimble enough to respond?”

*— Onno Husing,
Oregon Coastal
Zone Management
Association*

- **Improved public transportation service, bicycling and walking** throughout the state, provide all Oregonians with better access to a range of transportation options. Communities feature well-lit walking paths, bicycle facilities, and more frequent transit service, encouraging physical activity and overall improvements in public health.
- **Fuel-efficient/alternative energy vehicles**, created through great strides in technology, allow widespread adoption of cleaner and more efficient passenger vehicles. Heavy-duty freight vehicles run on liquefied natural gas, and commercial aircraft run largely on biofuels. These changes improve air quality dramatically while reducing dependency on foreign oil.
- **Enhanced information technology** allows Oregonians to easily plan and update their travel routes using multiple modes as needed such as transit, bicycling and walking. Improved communication systems enable individuals and organizations to meet and collaborate virtually, while reducing the need for physical travel. Collision avoidance systems in cars and trucks greatly reduce the number and severity of crashes, and eliminate hundreds of hours of roadway delays each year.
- **More efficient movement of goods** results from reduced congestion on Oregon roadways, shifts to more efficient modes such as rail and water, and lower emissions from new technologies in freight-hauling vehicles.



Benefits of the 2050 Vision

The potential benefits of achieving the Statewide Transportation Strategy 2050 Vision extend far beyond the critical goal of limiting the adverse effects of climate change. In fact, bringing about these advancements could result in a broad array of positive impacts to society when compared to business as usual. The 2050 Vision offers the following potential benefits for Oregonians:

- **Household savings** resulting from fewer vehicle miles traveled, lower household vehicle ownership rates, and improved access to public transportation, bicycling and walking. Savings allow households to spend a lower percentage of their incomes on transportation. Related benefits of more compact development include reduced per capita costs associated with providing electricity, water and other utilities, and lower health care costs as a result of improved public health.

- **A stronger economy** with a shift to more diverse fuel sources, reduced congestion, and improved travel reliability. Employers, employees, and shippers experience cost savings, time savings, and greater travel predictability. Substantial reductions in the amount of fossil fuels consumed per capita result in household cost savings and more investment in the state economy.
- **Safer roads**, through bicycle and pedestrian improvements designed to maximize visibility to motorists. On Oregon’s roadways, lower rates of vehicle travel and new intelligent transportation systems significantly reduce crash rates.
- **A healthier public**, as mixed-use communities with transit and more transportation options, lead to more active and healthy communities, lower obesity rates, and lower incidences of asthma and other related diseases.
- **Energy savings** from improved vehicle efficiency, new alternative fuels, and lower vehicle usage.
- **Cleaner air and water** as heavy trucks, aircraft and private vehicles increasingly run on cleaner and more efficient energy, resulting in cleaner air and fewer environmental impacts from the extraction, refining, and transportation of fossil fuels.



“We know that as walking goes up, crime goes down.”

*— Ken Williamson,
Oregon Environmental
Quality Commission,
Oregon State University,
STS Policy Committee
Chair*

Viewed from 2012, the 2050 Vision for transportation may seem ambitious. Indeed, many of its components will require significant advancements in technology and infrastructure. Yet each of the elements in the STS was selected for plausibility based on existing research, development, and practice. In fact, much of the groundwork for the 2050 Vision has already been laid through advances in alternative fuels and electric vehicles, intelligent transportation systems (ITS) applications to passenger and freight travel, modernization of the nation’s air traffic control system, and significant improvements in freight vehicle fuel economy.

Fully realizing the benefits of some of these advancements will require investment and innovation by the federal government and private industry. Developing new and ongoing funding sources for infrastructure will remain difficult, as unforeseen circumstances and other societal priorities continue to compete for attention and dollars. Overcoming these obstacles will require a range of actions at state, regional, and local levels, as well as cooperation from public and private entities beyond Oregon’s borders. The challenges will be great, but the opportunities are greater. Achieving the 2050 Vision will help continue Oregon’s legacy of leadership and yield far-reaching benefits for generations to come.

Recommendations

The STS explores all aspects of the transportation system including the movement of both people and goods. The transportation sector consists of a diverse variety of modes and markets that for the purposes of the STS analysis were divided into three distinct travel markets: Ground Passenger and Commercial Services, Freight, and Air Passenger.

Although some actions (e.g., advancements in fuel technologies and deployment of intelligent transportation systems technologies) may affect multiple markets, by and large these three travel markets are subject to unique GHG emissions reduction strategies. Therefore, recommendations are presented separately for each travel market.



Ground Passenger and Commercial Services Travel Market Recommendations

Within the transportation sector, currently the largest share of GHG emissions (more than 50 percent) is generated from the Ground Passenger and Commercial Services travel market.⁶ This travel market facilitates the movement of people for work, recreation, and personal business and includes all ground passenger travel on roads and rail, as well as ground commercial deliveries and service trips. It includes passenger cars and light trucks

(pick-up trucks, SUVs, delivery vehicles, etc.) as well as public transportation vehicles (e.g., bus and train), motorcycles, pedestrians, and bicycles.

In exploring ways to reduce GHG emissions for the Ground Passenger and Commercial Services travel market, efforts were made to look at strategies that:

- Improve fuel economy and shift to lower-carbon fuels;
- Result in lower overall emissions;
- Help reduce delay;
- Provide travelers with transportation choices other than driving alone in a car; and
- Facilitate access to jobs and services closer to home.

⁶ Based on GHG inventory methods explained further in Appendix A

Recommendation G1 – Transition to lower emission vehicles, such as plug-in hybrids and electric cars, and encourage the purchase of newer technology vehicles that are more fuel-efficient or are not dependent on higher emission fuels.

Recommendation G2 – Support development of cleaner fuels.

Recommendation G3 – Promote compact, mixed-use development to reduce travel distances, facilitate use of zero- or low-energy modes (e.g., bicycling and walking) and transit, and enhance transportation options.

Recommendation G4 – Encourage communities to accommodate most expected population growth within existing Urban Growth Boundaries (UGB) through infill and redevelopment.

Recommendation G5 – Enhance fuel efficiency by fully optimizing the transportation system through operations and Intelligent Transportation Systems (ITS) deployment.

Recommendation G6 – Promote Pay-As-You-Drive Insurance (PAYD) programs that allow drivers to pay per-mile premiums, encouraging less driving through insurance savings.

Recommendation G7 – Move to a more sustainable funding source that covers the revenue needed to maintain and operate the transportation system.

Recommendation G8 – Encourage local trips, totaling six miles or less per round-trip, to shift from single-occupant vehicle (SOV) to bicycling, walking, or other zero-emission modes.

Recommendation G9 – Promote investment in public transportation infrastructure and operations to provide more transportation options and help reduce single-occupancy vehicle travel.

Recommendation G10 – Design road expansions to be consistent with the objectives for reducing future GHG emissions by light duty vehicles.

Recommendation G11 – Reduce the number of single-occupant vehicles on roadways by promoting and encouraging participation in carpool/vanpool (Rideshare) programs.

Recommendation G12 – Reduce the need for households to own multiple vehicles and reduce household vehicle miles traveled by

“It seems exotic but it’s just applying common sense in a really thorough way – looking at all costs and benefits, not only the near-term economic ones.”

*– Angus Duncan,
Chair of the Oregon
Global Warming
Commission*



enhancing the availability of carsharing (short-term self-service vehicle rental and/or peer-to-peer) programs.

Recommendation G13 – Develop and improve information and support programs that make it easier for people to choose transportation options.

Recommendation G14 – Promote better management and use of parking in urban areas to support compact, mixed-use development and use of other modes, including transit, walking and bicycling.

Freight Travel Market Recommendations

Freight transportation represents the second largest source of transportation-related GHG emissions at about 30 percent of all transportation emissions.⁷ The Freight travel market analysis considers the GHG emissions of all modes of transportation used to move commodities and finished products for consumption in Oregon, including heavy-duty trucks, trains, ships and barges, cargo aircraft, and pipelines. Freight

transportation in this context involves larger, heavier vehicles that usually travel longer distances to serve both regional and national markets.

Of real concern is the finding that vehicle miles traveled (VMT) and GHG emissions in the Freight travel market have been growing faster than in the Ground Passenger and Commercial Services travel market. If steps are not taken to reduce the emissions from this sector of the economy, the freight market share of transportation GHG emissions could represent the majority of all transportation emissions in the future.



As in the Ground Passenger and Commercial Services travel market, strategies were evaluated to reduce Freight travel market GHG emissions in a way that would also produce other benefits, such as reducing fuel costs and encouraging the proliferation of technology to improve freight movement efficiency. Key strategy focus areas include improving the operating efficiency of the freight system, shifting commodity shipments to less carbon-intensive modes, implementing vehicle and fuel technology improvements, and enacting pricing strategies designed to support these other strategies. More than 80 percent of all Freight travel market GHG emissions are produced outside of the state as goods and commodities make their way to Oregon homes and businesses. While outside the scope of the STS, to be successful in GHG reduction, Oregon's consumption of goods and materials should be addressed. Strategies will be needed at multi-state, national, or even international levels.

⁷ Based on GHG inventory methods explained further in Appendix A

Recommendation F1 – For the commodities and goods where low-carbon modes are a viable option, encourage a greater proportion of goods to be shipped by rail, water, and pipeline modes.

Recommendation F2 – Encourage a diverse economy with growth in high-value density industries such as electronics, precision manufacturing, and aerospace.

Recommendation F3 – Encourage and incentivize more efficient use of industrial land through closer proximity of shippers and receivers, consolidated distribution centers, and better access to low-carbon freight modes.

Recommendation F4 – Regulate operation of freight vehicles at speeds that optimize GHG emissions reductions and provide incentives for technology improvements that provide drivers and operators with real-time information on fuel consumption and operating costs.

Recommendation F5 – Support industry transition to more efficient engine technologies, vehicle designs, and rail car/truck trailer designs.

Recommendation F6 – Reduce the carbon intensity of freight fuel.

Recommendation F7 – Implement idle reduction technologies at ports, freight terminals, and truck stops.

Recommendation F8 – Impose a fee on carbon and other environmental costs to account for the full costs of freight travel and to encourage the adoption of more carbon-efficient technologies and less impactful freight modes and shipping patterns.

Air Passenger Travel Market Recommendations

The Air Passenger travel market generates an estimated eight percent of the total GHG emissions in the transportation sector.⁸ GHG emissions in this travel market are emitted by aircraft on the ground and during flight, from ground support equipment at airports such as luggage carts and gate equipment, and from all vehicles accessing the airport including private vehicles, taxis, shuttles, transit vehicles, and trucks. Air passenger travel moves at much faster speeds and typically over much longer distances than ground passenger travel. In addition, unique fuels are required to propel aircraft.



“In a trade dependent state like ours, this strategy focuses on dramatically reducing greenhouse gases while efficiently moving the state’s goods and people.”

*— Marla Harrison,
Port of Portland*

⁸ Based on GHG inventory methods explained further in Appendix A

In exploring ways to reduce GHG emissions for air passenger travel, strategies were investigated that:

- Reduce overall demand for air passenger trips through improving alternative modes or eliminating entirely the need for some trips through advanced telecommunications;
- Reduce air passenger demand by assigning a fee that manages demand and/or encourages mode shift;
- Improve the efficiency of public transportation and nonmotorized access to the airport;
- Improve the efficiency of all vehicles and equipment operating on airport property;
- Reduce delays and improve overall efficiency of the air transportation system; and
- Reduce the carbon intensity of air passenger travel through improved aircraft and engine technologies and use of low-carbon aviation fuels.

Recommendation A1 – Support sponsored research and partnerships with aircraft and engine manufacturers to help meet NASA’s Environmentally Responsible Aviation (ERA) and Ultra Efficient Engine Technology (UEET) program goals.

Recommendation A2 – Reduce the carbon intensity of aviation fuels.

Recommendation A3 – Accelerate and complete implementation of the FAA “Next Generation” Air Transportation System.

Recommendation A4 – Institute a carbon fee for all commercial air passenger services, with scheduled fee increases over the long-term.

Recommendation A5 – Broadly support and deploy technologies for virtual meetings and other communication technologies to decrease business air travel demand.

Recommendation A6 – Increase efficiency in all airport terminal access activities, including shift to low- and zero-emission vehicles and modes for passengers, employees, and vendors.

Recommendation A7 – Deploy efficient operations and maintenance practices and use low- or zero-emission equipment for all airport ground service operations.



Recommendation A8 – Set aviation fuel charges at a level sufficient to pay for non-climate change related externalities associated with fuel consumption. Non-climate change related externalities include energy security, air pollution, and surface environmental impacts.

Recommendation A9 – Prioritize passenger rail improvements in the Eugene to Vancouver, BC corridor, ensuring service that is performance- and cost-competitive with air travel.

Recommendation A10 – Increase passenger fees for air travel with both an origin and destination in the Eugene to Vancouver, BC corridor to encourage mode shift to passenger rail or other lower-carbon modes such as express intercity bus.

The STS: A Path to Oregon’s Future

Climate change is a global issue and cannot be addressed by Oregon alone. Still, Oregon’s Statewide Transportation Strategy is a critical element in moving Oregon forward on path to a more sustainable future. Many existing and ongoing efforts have helped to inform and compliment the STS, including the Governor’s Advisory Group on Global Warming (2004), the Governor’s Climate Change Integration Group (2008), the Oregon Global Warming Commission’s “Roadmap to 2020” (2010), and the Governor’s 10-Year Energy Plan (2012). This document is intended to compliment these efforts.

Within ODOT’s planning structure, the STS supports the Oregon Transportation Plan (OTP) and its goal to provide a safe, efficient and sustainable transportation system that enhances Oregon’s quality of life and economic vitality. Many of the recommendations in the STS align with other broad policies in the OTP as well as policies identified in other plans, such as the Oregon Freight Plan.

Challenges

Each recommendation presented in the STS has its own opportunities and challenges. The cost, level of effort, and type of actions needed will vary by recommendation and element. Some of the potential challenges are discussed below.

Financing/Funding Sources: There is a need for new and/or more flexible revenue streams in order to build, operate and maintain the transportation infrastructure that is consistent with the 2050 Vision.

“We need to reach for the economic opportunities that will come from improved technologies, products associated with a low carbon economy. This will create new economic sectors.”

*— Rex Burkholder,
Metro*

Adoption Rate of Technology: The development and adoption of new technology – for cleaner fuels, more efficient vehicles, intelligent transportation systems, etc. – may require research and development costs, incentives to encourage their use, and significant investment to build and operate appropriate infrastructure. Some actions may have slow implementation and start-up periods.



Land Use: Oregon faces the challenges of accommodating increases in population and supporting economic growth. New development that supports land uses to accommodate more infill and redevelopment, discourages sprawl and preserves industrial lands in areas with access to transportation options will be important. Some of these actions may require consideration of policy and code changes to allow jurisdictions flexibility in changing land uses and providing appropriate infrastructure.

Public Acceptance and Participation: Some of the recommendations may be controversial, especially in the short-term, making it challenging to find public support and acceptance. For example, users may find it difficult to accept the concept of paying the full cost of transportation through user fees or have privacy concerns.

Support of Decision-Makers: Lack of incentives, and the need for regulatory changes and new funding mechanisms to implement some of the STS actions will require legislative action to create regulatory context, establish incentive programs, encourage program exploration and participation, or change standards and policies. Federal legislative action may be essential to implement certain strategies, particularly those targeting the freight and aviation sectors.

Multi-Jurisdiction Coordination and Collaboration: The mix of public and private ownership and multiple jurisdictions responsible for the transportation system makes it a challenge to find shared goals. Transportation-related GHG emissions reduction will require close collaboration between jurisdictions across the national, state, and local levels. It will be necessary to balance these relationships so that Oregon is not at an economic disadvantage, and to find synergies and collaborations that enable progress on recommendations for the greater good.

The process of further defining the STS recommendations and addressing these and other challenges must be inclusive and engage stakeholders from diverse backgrounds to allow a variety of perspectives to be shared and considered. Members of the committees, agencies and other participants in the state's efforts to plan for reductions in transportation-related GHG emissions recognize that there are many unknowns and that there will be a need to monitor and adapt as the work moves forward. This work will require strong partnerships and close collaboration with local, regional, state and federal partners as well as with individuals and businesses. Key to achieving the goals is an agile and iterative process to respond to and take advantage of what is learned along the way.

Next Steps

Development of the STS is the first major step in a multi-year planning and implementation process to reduce transportation-related GHG emissions from the transportation sector. Following the adoption of the STS by the OTC, work will begin to develop an implementation plan. During this collaborative process, many of the recommendations will be analyzed in greater detail to understand potential economic impacts and opportunities. Also through development of the implementation plan, the roles and responsibilities of the federal, state, regional, local, and private sectors will be identified. Lastly, the STS will be monitored and adjusted over time, as needed.

The three phases of the STS are summarized below and illustrated in the graphic on the following page:

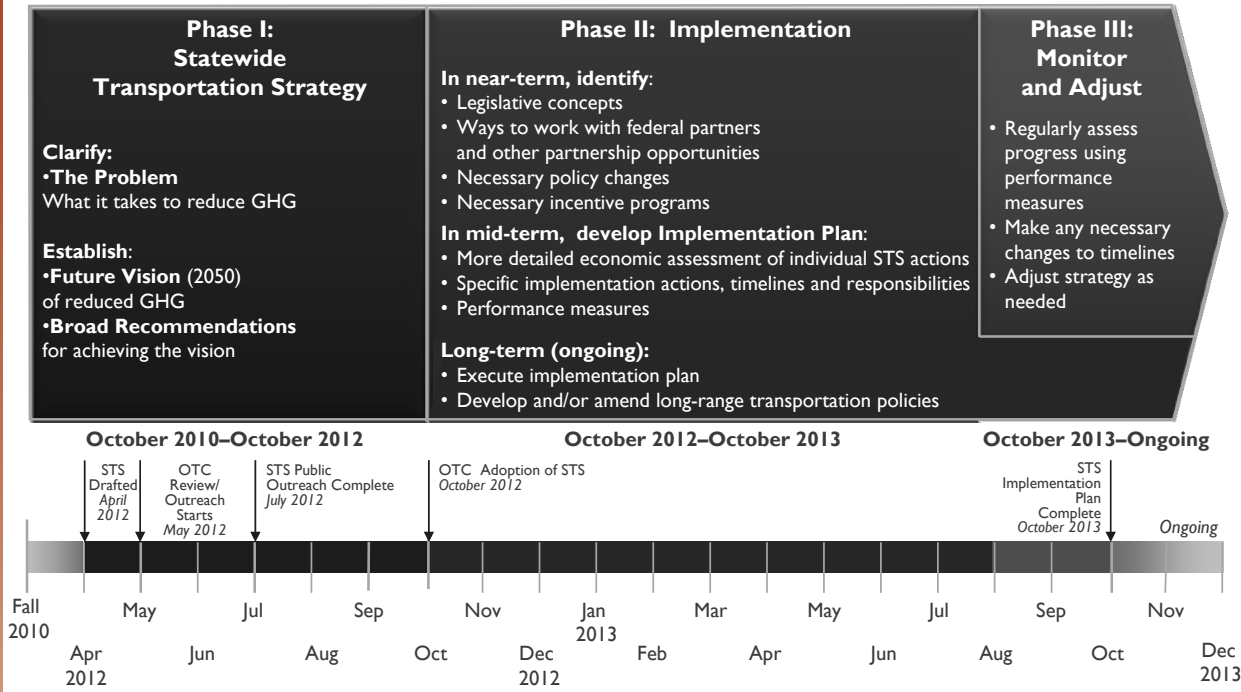
- Phase I:** This phase includes development of the STS document, including establishing a vision, identifying the recommendations for helping to reduce emissions, and conducting public outreach. Phase I began in fall 2010 and will be completed when the OTC adopts the final STS, scheduled to occur in fall 2012.
- Phase II:** The implementation phase will involve defining specific implementation actions, roles, and responsibilities. This phase also includes a more detailed assessment and analysis of potential economic impacts and opportunities. Phase II is anticipated to start in fall 2012 and continue for approximately one year.



*“Towns of all sizes
can reap the benefits
of many of these
strategies.”*

*— Chris Hagerbaumer,
Oregon Environmental
Council*

Phase III: The monitoring and adjustment phase includes tracking of performance measures over time and the periodic assessment and modification of the STS and timelines as elements of the STS are implemented. Phase III is anticipated to begin in fall 2013 and will be an ongoing process.



www.pedbikeimages.org /Laura Sandt

A special thank you to the following committee members for their contributions during the development of the STS. We also wish to thank the citizens of Oregon, including policy board members and their staff who provided valuable comments and assistance on the STS.

STS Policy Committee Members

Chair: Ken Williamson Oregon Environmental Quality Commission (2004-2012), Professor Emeritus – Oregon State University

Jerri Bohard Oregon Department of Transportation

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Kelly Clifton Portland State University

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Bob Russell Oregon Trucking Association

John VanLandingham Land Conservation and Development Commission

John Vial Jackson County

Oregon Transportation Commission

Chair: Pat Egan

David Lohman

Mary Olson

Mark Frohnmayer

Tammy Baney



“I am really looking forward to Phase 2, to doing something on the ground.”

*— Mark Capell,
Bend City Councilor*

For the most current information go to:
www.oregon.gov/ODOT/TD/OSTI/STS.shtml

To Comment on the Draft Statewide Transportation Strategy

Comments may be provided electronically at:
www.oregon.gov/ODOT/TD/OSTI/STS.shtml

Written comments may be submitted to:

The Oregon Department of Transportation
Transportation Planning Unit
555 13th Street NE, Suite 2
Salem, Oregon 97301

Written comments on the Draft STS must be received by Friday, July 20, 2012.

Draft Oregon Statewide Transportation Strategy

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