



Oregon Department of Transportation

Statewide Transportation Strategy: Summary Sheets

FEBRUARY 2014



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Overview

The *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction* includes the following 18 strategies to help reduce greenhouse gas (GHG) emissions from the transportation sector:

- 1 – More Efficient, Lower-Emission Vehicles & Engines
- 2 – Cleaner Fuels
- 3 – Operations and Technology
- 4 – Airport Terminal Access
- 5 – Parking Management
- 6 – Road System Growth
- 7 – Transportation Demand Management
- 8 – Intercity Transit Growth and Improvements
- 9 – Intracity (Urban) Transit Growth and Improvements
- 10 – Bicycle and Pedestrian Network Growth
- 11 – Car sharing
- 12 – More Efficient Freight Modes
- 13 – Compact, Mixed-Use Development
- 14 – Urban Growth Boundaries
- 15 – More Efficient Industrial Land Uses
- 16 – Funding Sources
- 17 – Pay-As-You-Drive Insurance
- 18 – Encourage a Continued Diversification of Oregon’s Economy

The Oregon Department of Transportation’s (ODOT) Statewide Transportation Strategy (STS) Short-Term Implementation Plan identifies programs that align with some of these strategies. Not all of these strategies are being pursued in this shorter timeframe; however, ODOT will continually consider and incorporate these strategies, as appropriate, into related efforts, such as statewide plans and other major studies. Furthermore, ODOT will identify strategies and specific actions to pursue through the development of the mid-term and long-term implementation plans. When these are drafted they will go before the Oregon Transportation Commission for review.

The following strategy summary sheets cover all 18 strategies and provide information on the intent of the strategy, implementation challenges and opportunities, as well as a small sampling of associated initiatives going on across the state.

Strategy 1

More Efficient, Lower-Emission Vehicles and Engines

Description

Transition to lower emission and fuel-efficient vehicles, enhanced engine technologies, and efficient vehicle design.

This strategy outlines 23 specific elements that focus on technologies that improve engine efficiency, as well as alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), biofuels, and electricity.

Intent

This strategy recognizes that driving vehicles and trucks will remain important modes and seeks to reduce GHG emissions through advancements in engine technologies and low-emission vehicles. For aviation, more efficient aircraft is a way to reduce emissions for large volumes of travel.

Implementation Challenges



- In order to encourage the purchase of more efficient vehicles, legislative actions may be required to offer the incentives needed. This would require coordination with other state agencies, lawmakers, and possibly automakers to establish an incentive program.
- The promotion of alternative fuel vehicles results in reduced fuel consumption, which also reduces revenues. With this in mind, ODOT would need to seek alternative ways to finance the transportation system.
- The shift to more electric vehicles (EV) creates a greater demand on the electric power generation and distribution systems, which requires coordination with the energy sector to ensure a sufficient and clean energy supply.
- Another challenge relates to current zoning and building codes, which might not permit alternative fueling stations or allow for the incorporation of charging stations into new residential buildings.



- Transitions to more fuel efficient engine technologies may result in higher vehicle capital costs, which may in turn lead to additional shipping market consolidation and higher consumer costs. There may be operating cost savings, however, from fuel savings.



- New aircraft model characteristics and airline fleet replacement schedules are driven by economic and cost effectiveness considerations of the private sector.

Implementation Opportunities



- Oregon has made great strides in increasing the electronic charging network that is available across the state. In addition, with the passage of SB 810, Oregon is the first state in the nation to implement a vehicle miles traveled (VMT) fee. Available for up to 5,000 motorists, this program is scheduled to kick-off in July 2015.
- With the recent passage of HB 3301, the Oregon State Building Code incorporates provisions that allow local jurisdictions to require certain development projects to incorporate EV charging stations. In addition, this legislation restricts homeowner associations from preventing a homeowner from installing an EV charging station.



- The SmartWay Transport Partnership program of the U.S. Environmental Protection Agency encourages representatives of the freight industry to voluntarily improve fuel efficiency. This program also offers a competitive grant program for freight carriers interested in investing in fuel-saving equipment.



- Despite concerns related to cost, aircraft manufacturers lead the way in developing more fuel-efficient engines and aircraft.

Analysis Prior to Implementation

ODOT will determine if any analysis is needed prior to moving forward with any new initiatives related to more efficient vehicles and engines.

STS Short-Term Implementation Plan

Program #1: Electric Vehicles and Low Emission Fuels helps to advance the ongoing work within Oregon around EVs and alternative fuels, such as natural gas and biogas. As is outlined in this program, ODOT proposes to expand some of its public education initiatives around the benefits and opportunities provided by EVs. In addition, this program recognizes the partnership that exists between ODOT and the Department of Energy (DOE) related to clean fuels. Other elements of this strategy are not being pursued at this time.

Other Current Initiatives

Oregon's efforts around alternative fuels started in 2010 with Governor Kulongoski's Alternative Fuel Working Group. This group made recommendations to the state for developing the infrastructure necessary to support alternative fuels and work towards statutory changes to support EVs. Oregon also joined other states in adopting a Low Emission Vehicle Program, which is spearheaded by the Oregon Department of Environmental Quality.

In September 2013, the Oregon Transportation Commission approved \$4 million dollars in Congestion Mitigation Air Quality (CMAQ) funds to encourage the use of natural gas as a transportation fuel. With this approval, ODOT is working on moving this effort forward and will be administering the distribution of these funds.

Strategy 2 Cleaner Fuels



Description

Support the development and use of cleaner fuels, including reduction of the carbon intensity of fuels.

Intent

Through advancements in fuel technology and the promotion of alternative fuels, this strategy has the potential to greatly reduce GHG emissions.

Implementation Challenges



- Infrastructure poses a challenge for the implementation of alternative fuels. As electric vehicles and other alternative fuel vehicles rise in popularity, the infrastructure needed to re-charge and re-fuel these vehicles is necessary.



- Although rapid changes in fuel prices are not anticipated with clean fuels requirements, increases remain a concern. Another concern includes the potential costs associated with retrofitting old equipment or purchasing new equipment and vehicles. Other cost concerns relate to the high capital cost for new fuel networks, such as liquefied natural gas, and the high costs of research and development.



- Similar to freight, the transition to alternative fuels raises cost concerns. More specifically, airports often need to convert fueling infrastructure to accommodate alternative fuels. The costs associated with these infrastructure improvements are sometimes prohibitive.
- Further research is required of feedstocks that could be used to create fuels with minimal need for arable land and water, and with large yields per acre.
- Lastly, there are challenges in developing and commercializing the large-scale production of the next generation of biomass feedstocks.

Implementation Opportunities



- Oregon established its Clean Fuels Program in 2009 with the passage of HB 2186. Currently, this bill is set to expire in December 2015. In 2013, SB 488 was introduced to remove this deadline. Although this bill did not pass, there may be legislative opportunities in the future to extend or remove this deadline.



- Fuel is a large cost for the freight industry. Despite concerns over the short-term costs associated with the transition to alternative fuels, alternative fuels may provide long-term cost savings to the freight industry.



- The aviation industry continues to explore the use of alternative fuels, in particular biofuels, to help reduce their carbon footprint.

Analysis Prior to Implementation

ODOT will determine if any analysis is needed prior to moving forward with any new initiatives related to more efficient vehicles. Of particular importance will be analyzing potential impacts to the freight and air industries.

STS Short-Term Implementation Plan

Program #1: Electric Vehicles and Low Emission Fuels helps to advance the ongoing work within Oregon around electric vehicles (EVs) and alternative fuels, such as natural gas and biogas. As is outlined in this program, ODOT proposes to expand some of its public education initiatives around the benefits and opportunities provided by EVs. In addition, this program recognizes the partnership that exists between ODOT and the Department of Energy (DOE) related to clean fuels.

Other Current Initiatives

Oregon's efforts around alternative fuels started in 2010 with Governor Kulongoski's Alternative Fuel Working Group. This group made recommendations to the state for developing the infrastructure necessary to support alternative fuels and work towards statutory changes to support electric vehicles. Oregon also joined other states in adopting a Low Emission Vehicle Program, which is spearheaded by the Oregon Department of Environmental Quality.

In September 2013, the Oregon Transportation Commission approved \$4 million dollars in Congestion Mitigation Air Quality (CMAQ) funds to encourage the use of natural gas as a transportation fuel. With this approval, ODOT is working on moving this effort forward and will be administering the distribution of these funds.

The Port of Portland invested in a fleet that uses alternative fuels and also participated in Sustainable Aviation Fuels Northwest (SAFN), a bio-renewable aviation fuel pilot program.

Strategy 3

Operations and Technology

Description

Enhance fuel efficiency and system investments, and reduce emissions by fully optimizing the transportation system through operations and technology.

This strategy includes 23 more specific elements, which include a variety of different intelligent transportation system (ITS) technologies, such as variable speed limits, advanced signal timing, incident management techniques, and vehicle-to-vehicle and vehicle-to-infrastructure technologies. Other elements cover eco-driving and anti-idling policies. Elements 3.13 through 3.17 are specific to the freight travel market. One example includes the installation of auxiliary power supplies at truck stops, shipping terminals, and ports. Elements 3.18 through 3.23 focus on the air passenger travel market.

Intent

Through the use of technology and public education, this strategy improves operations and systems performance, increases efficiencies in the movement of goods and people, and in turn reduces GHG emissions.

Implementation Challenges



- Certain ITS strategies require significant investment to install and maintain. Adaptive signal controls, which are effective in locations with unpredictable peaks in congestion, can be an expensive investment.

- Variable speed limit programs are most effective in Europe, which automatically enforces speed limits. Although variable speed limit programs have helped to reduce crashes in the U.S., automatic enforcement encounters resistance in the U.S. where variable speeds are often advisory. Furthermore, recent proposals in the Oregon Legislature indicate some degree of public preference towards raised speed limits, not lowered.



- Strategies related to the freight market, in particular the installation of auxiliary power supplies at ports, cause concern for ports that continually work to increase their competitive edge. In addition, shippers often fear potential costs associated with fleet retrofits and upgrades needed to plug-in at port facilities. Therefore, any regulations regarding plugging in at port facilities need to address concerns regarding costs and economic competitiveness.

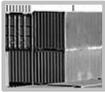


- Due to sequestration, the Federal Aviation Administration no longer has the funds to implement NextGen, a program that focuses on implementing fuel-efficient climb, routing, and descent for passenger aircraft, by 2015.

Implementation Opportunities



- ODOT has implemented a number of ITS pilot projects that demonstrate benefits beyond reducing GHG emissions, such as improved safety, increased system performance, and decreased operation and maintenance costs (referred to in the STS as “co-benefits”). The lessons learned from these pilot projects will help to develop and refine the details for broader application of these technologies where they will deliver the desired results.



- Oregon is not alone and other states are also attempting to reach their GHG reduction goals using similar strategies. For instance, in 2014, California will require vessels with diesel engines to plug-in while docked at port facilities.



- While there is still federal support for NextGen, with limited federal resources it will be a much longer-term implementation effort. Nonetheless, it is likely that some airports will invest in changes envisioned by NextGen to increase operational efficiencies and cost savings. There may be opportunities to support these types of efforts through *ConnectOregon*.

Analysis Prior to Implementation

Prior to the implementation of certain elements of the STS, ODOT may conduct case studies and feasibility assessments prior to the application of ITS technologies in new locations. Some elements may also require an investigation of social and economic costs and benefits.

STS Short-Term Implementation Plan

In the short term, ODOT plans to enhance its ITS-related efforts by implementing *Program #5: Intelligent Transportation Systems* of the STS Short-Term Implementation Plan. In addition, *Program #2: Eco-Driving* expands ODOT’s educational efforts that provide information about the importance of reducing GHG emissions to the public. This initiative will help ODOT meet the legislative directive to educate the public about the need to reduce GHG emissions per SB 1059 (2009).

Other Current Initiatives

With new technologies on the horizon, such as autonomous vehicles and vehicle-to-vehicle communication, ODOT continues to look to the future for ways to utilize these advancements to improve the transportation system.

Opinions raised by stakeholders during the public review of the STS identified a preference for incentives rather than disincentives or penalties as a way to encourage desired change. ODOT should cooperate with private industry and federal efforts to accelerate the adoption of technologies that reduce emissions and deliver other co-benefits such as improved efficiency and safety.

ODOT’s ongoing ITS initiatives include active traffic management, adaptive signal control, traffic incident management, and other projects. More specifically, ODOT has completed adaptive signal control pilot projects in Redmond and Portland and is planning additional adaptive or traffic responsive signal control projects in Lincoln City and Newberg.

In regards to traveler information initiatives, ODOT deployed TripCheckTV an animated traveler information website for display in public buildings, provided access to public transit service information including links to service providers and itinerary planners through the TripCheck transportation options tab, and variable message signs to alert motorists of impending hazards. Further updates to TripCheck include the addition of improved real time transit information for the entire state system, and a mapping application of use to both travelers and planners that contains General Transit Feed Specific (GTFS) transit route and stop data.

Other Current Initiatives (con't)

ODOT's Roadmap for Connected Vehicles Research Project will result in a recommended vision for the deployment of Oregon's priority connected vehicle system applications. In order to get to this vision, the research team will develop an inventory of connected vehicle applications and capacity, conduct stakeholder outreach, and recommend scenarios for implementation through future federally funded initiatives.

External to the agency, the Port of Portland is investing in NextGen technology to help reach the Port's internal GHG targets, which they continually track. The Oregon Department of Aviation (ODA) is exploring ways to address the lack of funding to support NextGen and similar efforts. In addition, the aviation industry's use of unmanned aerial vehicles, which use less fuel and alternative fuel, instead of planes and helicopters for some jobs (e.g. pinpointing the location of a wildfire, telecommunications line inspectors) helps to reduce GHG emissions.

Strategy 4

Airport Terminal Access

Description

Increase efficiency in all airport terminal access activities, including shifting to low and zero emission vehicles and modes for passengers, employees, and vendors.

This strategy outlines three elements that focus on the air travel market and the ground passenger and commercial services travel market.

Intent

The intent of this strategy is to provide greater transportation options to airport passengers who may choose to take more efficient modes of transportation, and also create efficiencies in airport systems and operations.

Implementation Challenges



- The Oregon Department of Aviation (ODA) identified federal cuts from sequestration as one of the main challenges that Oregon airports face. This is particularly true for approaches that require infrastructure investments and the implementation of NextGen technologies.
- Extending carbon-efficient access modes and vehicles to airports outside of the Portland International Airport will be a long-term effort. Furthermore, the suitability and effectiveness of public transit access and changes to parking policies will vary.

Implementation Opportunities



- Recognizing the funding gap, ODA presented a bill to the 2013 legislature to increase the jet fuel tax by \$0.02. Although this tax increase faces opposition, ODA will continue to explore options to increase funding.

Analysis Prior to Implementation

The elements outlined in this strategy are outside of ODOT's authority.

STS Short-Term Implementation Plan

The STS Short-Term Implementation Plan does not include any programs that align with this strategy.

Other Current Initiatives

In terms of more efficient operations, the Port of Portland invested in a fleet that uses alternative fuels. Employees and passengers also have the option to access the Portland International Airport by bicycle or train. In addition, regional airports across the state provide various options. For example, passengers to the Eugene Airport may utilize a shuttle service and the Rogue Valley Transportation District provides service to the Rogue Valley International-Medford Airport.



Strategy 5 Parking Management

Description

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.

This strategy has seven elements that encourage the use of parking strategies to reinforce efficient development and support multiple modes for accessing an area. This strategy seeks to encourage the use of alternative modes by promoting the use of parking management strategies. Examples include employer supported incentives, local zoning codes that reduce requirements for off-street parking, and parking restrictions such as penalties and time limits. This element also calls for providing secure and convenient bicycle parking in key areas and supports the use of timely information about costs to influence travel behavior.

Intent

This strategy seeks to support compact, mixed-use development and alternative transportation options in urban areas thereby reducing transportation related GHG emissions. The strategy includes both incentives and disincentives which may influence individual choice and actions in support of transportation efficient development.

Implementation Challenges



- Parking is frequently a controversial issue in communities. Many business owners and operators feel that their success relies on an ample and easily accessible supply of parking, as do the customers that want convenient access to the business. The same can be true for access to work and home for employees and residents.
- Changes that are implemented to restrict parking or increase the cost of parking are often strongly resisted.
- ODOT facilities can be affected if the state highway passing through a community is also the local jurisdiction's main street. In these cases, ODOT's main interest would be that parking and parking management not unnecessarily impede through movement, particularly for freight.

Implementation Opportunities



- The parking management strategy is closely linked with transportation options strategies. More specifically, providing alternative forms of access to an area supports better managed parking infrastructure and requires less space for parking.
- ODOT encourages parking management through the Transportation System Planning Guidelines, which can be supported by the Transportation and Growth Management (TGM) program.

Analysis Prior to Implementation

Local jurisdictions pursuing changes to parking fees may consider economic costs and benefits.

STS Short-Term Implementation Plan

Although no specific programs are identified that align with this strategy, the agency should continue to support local planning efforts, with consideration of STS strategies, within the limits of the planning budget.

Other Current Initiatives

The TGM program supports community efforts to expand transportation choices by linking transportation and land use planning. Local jurisdictions can apply for planning assistance, education and code assistance help. These resources can be used to develop parking management plans, implement employee cash out programs, and revise zoning codes.

The TGM program just developed and published a document called: *Parking Made Easy: A Guide to Managing Parking in Your Community*, which is available online. Additionally, the new *Model Code for Small Communities* has a section on parking and is also available online. Technical assistance is offered through the TGM program.

The Oregon GHG Reduction Toolkit offers strategy reports on parking pricing and parking management to help local jurisdictions explore and consider options.

Strategy 6

Road System Growth

Description

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

This strategy includes five elements that are designed to make GHG emissions reduction a conscious goal as future road capacity improvements are considered. The approaches outlined include: changing modes or diverting travelers, using GHG emissions budgets in the planning process, considering induced demand from a project, supporting development that avoids expansion, and integrating multimodal solutions to manage transportation demand.

Intent

This strategy is aimed at expanding road capacity where needed, but more consciously considering when other solutions would suffice. More specifically, the exploration of alternatives to road expansion, such as multimodal solutions, and the avoidance of induced demand are key to this strategy.

Implementation Challenges



- Oregon's economy relies on efficient, safe and secure transportation services. Increasing population and roadway congestion are often seen as, and can be, an impediment to economic development.
- Programs that reduce demand and increase operational efficiency may not keep pace with growing population and income, which could lead to increases in congestion depending on the availability of alternative modes to help support increased demand. Congestion is particularly an impediment to roadway freight movement and can increase GHG emissions due to idling.

Implementation Opportunities



- ODOT statewide plans and design guidance support the concept of being strategic in maintaining the performance of the transportation system and considering other options before capacity improvements. Due to limited funding for capacity improvements on the roadway, this has been the practice for many years.
- The Oregon Highway Plan (OHP), Action 1G.1 prescribes the use of four measures prioritized as follows: 1) protect the existing system, 2) improve efficiency and capacity of existing highway facilities, 3) add capacity to the existing systems, and 4) add new facilities to the system. In addition, the Oregon Transportation Plan (OTP) Strategy 1.1.4 prescribes using the most cost effective modes and solutions over the long term.
- ODOT's existing practices, outlined in the [Practical Design Strategy](#), support designing the roadway system under fiscal constraint and actively seeking opportunities to achieve lower cost improvements while improving the overall transportation system.

Analysis Prior to Implementation

This strategy falls within current practices; and therefore, no analysis is necessary.

STS Short-Term Implementation Plan

Program #4: Strategic Assessments and Scenario Planning outlines ODOT's commitment to continue to work with metropolitan areas and associated jurisdictions on strategic assessments and scenario planning efforts. Strategic assessments provide metropolitan areas an opportunity to evaluate how their region's transportation system will perform in the future assuming that adopted plans are implemented and current trends continue.

Other Current Initiatives

ODOT continues using the major improvements approach outlined in the OTP and the OHP, as well as practical design strategies. ODOT also continues to work with local governments and other agencies to target the type of improvements needed to support economic development in Oregon.

ODOT continues to look at transportation solutions holistically and considers multimodal solutions.

When updating long-range plans, ODOT should consider similar policies and strategies around major improvements.



Strategy 7 Transportation Demand Management

Description

Support and implement technologies and programs that manage demand and make it easier for people to choose transportation options.

This strategy outlines 10 elements that focus on the ground passenger and commercial services travel market.

Intent

The intent of this strategy is to ensure that individuals have a variety of options to choose from when traveling, and let the market and individual choice drive use or modal decisions.

Implementation Challenges



- The Transportation Growth Management program recently published a document entitled *Transportation Demand Management (TDM) Plans for Development*. This publication outlines some of the difficulties of incorporating programmatic TDM strategies, such as subsidized transit passes for employees, into the land use review process. Although challenging, in part due to the need for ongoing monitoring, this report outlines some recommendations for local jurisdictions interested in pursuing these options as part of the land use development process.
- The elements associated with this strategy may require public incentives to implement remote conferencing or work-center strategies to improve private sector cost effectiveness and participation.

Implementation Opportunities



- Initiatives that focus on communicating the variety of transportation options to travelers are often low cost to implement and have the potential to greatly reduce emissions. Furthermore, these initiatives empower travelers to make informed travel choices.

Analysis Prior to Implementation

During the development of the STS, some stakeholders expressed concerns over the potential for mode shift from TDM strategies. For example, the promotion of telecommuting may reduce business trips by air. ODOT does not plan to implement a program forcing modal diversion. Instead, ODOT is interested in facilitating transportation options. ODOT will be mindful of potential impacts to travel and other factors when implementing telecommuting and other TDM strategies.

STS Short-Term Implementation Plan

Program #6: Transportation Planning ensures that statewide plans consider the STS and work to move in the direction of the STS vision. This program includes the Oregon Transportation Options (TO) Plan, expected to be complete in late 2014.

Other Current Initiatives

Oregon's first TO Plan will establish a vision and policy framework that integrates transportation options in local, regional, and state transportation planning, programming, and investment.

Travelers in ODOT Region 5 often have to travel long distances due to the rural character of eastern Oregon. As such, travelers with like destinations started coordinating and creating informal park-and-rides near freeway on-ramps. Upon noticing the creation of these park-and-rides, Region 5 is looking at ways to make these informal locations official park-and-rides accessible to more travelers.

In November 2013, the Oregon Drive Less Challenge ran for 12 days and exceeded expectations by eliminating 913,664 vehicle miles and 658,696 pounds of carbon dioxide emissions. It also saved over 33,899 gallons of gasoline and \$225,460 by reducing the number of single-occupant car trips. The challenge was spearheaded by ODOT and its partners as part of the state's ongoing efforts to reduce GHG emissions and to alleviate traffic congestion.

The Rogue Valley Metropolitan Planning Organization recently initiated a Clean Air Campaign. Although this program focuses on reducing air pollution, it has the added benefit of reducing GHG emissions. A major component of this program is providing educational materials to its residents about ways it can reduce pollution from the transportation sector. Some options may include TDM strategies.

Strategy 8

Intercity Passenger Growth and Improvements

Description

Promote investment in intercity passenger public transportation infrastructure and operations to provide more transportation options that are performance and cost competitive.

The five elements in this strategy address transportation options for intercity travel including high-speed rail and bus services that connect service between metropolitan areas and population and job centers. The focus is on investment in high-volume corridors where there is the potential for modal diversion through the provision of transportation options.

Intent

The intent of this strategy is to ensure that individuals have a variety of options to choose from when traveling, and let the market and individual choice drive use or modal decisions.

Implementation Challenges



- The lack of adequate, sustainable long-term funding for rail and public transportation makes investment in intercity passenger movement challenging. Furthermore, implementation barriers, such as track geometry and right-of-way issues could make service above 110 miles per hour difficult to achieve.
- The limited miles of tracks in high use corridors means that freight and passenger rail compete for track usage.
- Stakeholders expressed concerns over competition between rail, bus, and air during the development of the STS.

Implementation Opportunities



- The Oregon Transportation Plan Policy 1.1: Development of an Integrated Multimodal System supports this strategy.
- ODOT is conducting the Oregon Passenger Rail Environmental Impact Statement Project as the next step to improving passenger rail services in Oregon for the federally designated Pacific Northwest Rail Corridor between Eugene and Portland. Work is expected to conclude in late 2014.
- A Task Force provided the Oregon Transportation Commission a report on Oregon Rail Funding, which outlined types of fees that could be utilized to develop funding for rail passenger and freight.
- *ConnectOregon* is a potential multimodal funding source provided by the Oregon Legislature, which can help to implement this strategy.

Analysis Prior to Implementation

Two important objectives of the Oregon Passenger Rail project include promoting economic development and protecting freight rail carrying capability. Therefore, as part of this project, ODOT is coordinating with representatives of the freight rail system to work out solutions that will be compatible with freight rail operations.

STS Short-Term Implementation Plan

Program #4: Strategic Assessments and Scenario Planning outlines ODOT's commitment to continue to work with metropolitan areas and associated jurisdictions on strategic assessments and scenario planning efforts. Strategic assessments provide metropolitan areas an opportunity to evaluate how their region's transportation system will perform in the future assuming that adopted plans are implemented and current trends continue.

Program #6: Transportation Planning and Project Selection ensures that ODOT will incorporate the STS into statewide plan updates. Through the Oregon Public Transportation Plan Update, ODOT will provide a policy foundation to support an integrated, well connected transportation system. The Oregon Rail Plan Update, expected to be completed in mid-2014, will outline policies and strategies related to decreasing travel time, improving service reliability, and improving passenger connections to transit, bus, auto, bicycle and pedestrian modes.

Other Current Initiatives

In the review of transportation system plans, ODOT helps to identify opportunities for intercity public transportation systems. In addition, through the review of regional transportation plans, ODOT encourages work with nearby cities to include public transportation opportunities to reduce vehicle miles traveled.

Through TripCheck and Drive Less Save More, ODOT supports electronic trip and itinerary planning so that travelers have readily available information about alternative transportation services.

ODOT continues to study options for improved passenger rail service between the Columbia River in the Portland metro area and the Eugene-Springfield area through the Oregon Passenger Rail project. ODOT also continues to support incremental rail improvements in the Cascade Corridor, as well as intercity bus and express intercity bus.

The Confederated Tribes of the Umatilla Indian Reservation offer free intercity bus service to multiple jurisdictions in northeastern Oregon and southeastern Washington and are currently exploring opportunities for expansion.

Strategy 9 Intracity Transit Growth and Improvements

Description

Investing in public transportation infrastructure and operations to provide more transportation options and help reduce single-occupant vehicle travel.

The eight elements of this strategy address various approaches to improve and expand public transportation infrastructure to provide a more complete public transportation system. The elements include incentives for mode shift, increased service and schedules, provision of transportation payment options and utilizing existing infrastructure where possible.

Intent

The intent of this strategy is to ensure that individuals have a variety of options to choose from when traveling, and let the market and individual choice drive use or modal decisions.

Implementation Challenges



- The lack of adequate, sustainable long-term funding for public transportation makes expansion of the system by local governments difficult. Beyond expansion of the system, there appears to be inadequate funding assistance for operation of the system.
- Some existing transit routes are not at capacity, in terms of ridership, and increasing ridership rates can be challenging.
- Public perception may be that public transportation services are only of interest to people who cannot or choose not to drive. It is difficult to convey that public transportation services have broader uses and benefits.
- Different funding sources from various federal and state agencies come with different requirements and support different types of users, making it difficult to achieve efficiencies. For instance, the funding to get students to and from schools may not align with the transportation needs of the elderly and disabled.
- In general, there are currently limited transit service options for rural communities.

Implementation Opportunities



- With input from local jurisdictions, ODOT produced the Scenario Planning Guidelines and a Toolkit. These guidance documents outline an array of planning options that local jurisdictions may consider as part of GHG emissions reduction planning efforts.
- Traveler information that outlines various transportation options and travel time is currently offered on TripCheck.
- As ODOT works to incorporate the STS into statewide plans, metropolitan planning organizations (MPOs) and local jurisdictions may also consider the STS in transit planning efforts.

Analysis Prior to Implementation

Some future funding programs may require an economic analysis for the development of project priorities.

STS Short-Term Implementation Plan

Program #4: Strategic Assessments and Scenario Planning outlines ODOT's commitment to continue to work with metropolitan areas and associated jurisdictions on strategic assessments and scenario planning efforts. Strategic assessments provide metropolitan areas an opportunity to evaluate how their region's transportation system will perform in the future assuming that adopted plans are implemented and current trends continue.

Program #6: Transportation Planning and Project Selection ensures that ODOT will incorporate the STS into statewide plan updates. Through the Oregon Public Transportation Plan Update, ODOT will provide a policy foundation for public transportation. It will discuss the public transportation service needs for communities of various sizes, and consider different funding mechanism. Through statewide plan updates ODOT may also consider ways to couple transit services with parking pricing.

Other Current Initiatives

Through the review of transportation system plans, ODOT identifies opportunities for intracity public transportation systems and policies that support an appropriate level of public transportation for the community's size and needs. The success of intracity transit is dependent on land use configurations and needs to be closely coordinated with land use plans.

Through TripCheck and Drive Less Save More, ODOT supports electronic trip and itinerary planning so that travelers have readily available information about alternative transportation services.

External to ODOT, the Portland-Milwaukie Light Rail Transit Project will expand TriMet's light rail system by 7.3 miles. This expansion will connect Milwaukie and north Clackamas County with downtown Portland.

Strategy 10

Bicycle and Pedestrian Network Growth

Description

Encourage local trips, totaling twenty miles or less round-trip, to shift from single-occupant vehicle (SOV) to bicycle, walking, or other zero emission modes.

The strategy contains five more specific elements that address infrastructure design elements that facilitate safe bicycling and walking, and the promotion of bicycle sharing, bicycle parking and support of other zero-emissions options. It also supports development of funding sources for bicycle and pedestrian infrastructure.

Intent

The intent of this strategy is to ensure that individuals have a variety of options to choose from when traveling, and let the market and individual choice drive use or modal decisions.

Implementation Challenges



- The apparent lack of adequate and sustainable funding for multimodal improvements makes development of infrastructure difficult.
- Some individuals and businesses see a conflict with other mode movements, particularly the movement of freight.
- Creating a transportation network that is safe for all modes is a challenge. In some circumstances, a measure that is intended to make one mode safe, may not be perceived or actually safe for another mode, and vice-versa.
- During the outreach for the STS, some stakeholders shared the concern that not all users of the system provide funds for the development of infrastructure.

Implementation Opportunities



- ODOT is working on internal processes to better identify and fund strategic multimodal transportation project solutions to address particular problems. Following this direction, the Statewide Transportation Improvement Program (STIP) is no longer developed as a collection of programs tied to specific pools of funding dedicated to specific transportation modes or specialty programs. The purpose of this change is to take care of the existing transportation assets while still providing a measure of funding to enhance the state and local transportation system in a multimodal way. Although bike and pedestrian modes no longer have dedicated flexible funding for projects under this new paradigm, they are eligible to compete for a larger pool of funding than what was previously available.
- Chapter 366, Section 514 of the Oregon Revised Statutes outlines the provisions for the inclusion of bicycle and pedestrian facilities in highway and road projects.
- A special fee for motor vehicle licenses, Share the Road, collects money for use by two non-profit bicycle advocacy groups: the Bicycle Transportation Alliance and Cycle Oregon.
- *ConnectOregon* is a multimodal funding program provided by the Oregon Legislature. Off-road bicycle and pedestrian improvements are now eligible to compete for funding through this program. Such projects include multi-use trails and the promotion of bike tourism.
- As ODOT works to incorporate the STS into statewide plans, metropolitan planning organizations (MPOs) and local jurisdictions may also consider the STS in bicycle and pedestrian planning efforts.

Analysis Prior to Implementation

This is an ongoing effort, so no analysis is required by ODOT.

Some funding programs may require an economic analysis for comparison of project priorities.

STS Short-Term Implementation Plan

Program #6: Transportation Planning and Project Selection ensures that statewide plans consider the STS and work to move in the direction of the STS vision. This program includes the Statewide Bicycle and Pedestrian Plan Update, which is anticipated to be complete in mid-2015. The Plan will outline the statewide policy direction for these modes and how bicycles and pedestrians interact with other modes.

Other Current Initiatives

Consideration of bicycle and pedestrian needs is included in the Department of Land Conservation and Development's Transportation Planning Rule. When ODOT reviews transportation system plans, it identifies opportunities for bicycles and pedestrians, as well as other zero emission modes, and encourages a safe, interconnected multimodal system.

ODOT provides bicycle and pedestrian information electronically through Drive Less Connect, which matches people with places. Travel Oregon's RideOregonRide.com also provides bicycle traveler information. In addition, funding opportunities exist through the STIP and *ConnectOregon*.

Strategy 11

Carsharing

CARSHARE ONLY

Description

Enhance the availability of carsharing (short-term self-service vehicle rental and/or peer-to-peer) programs to reduce the need for households to own multiple vehicles and to reduce household vehicle miles traveled.

Carsharing is one of a suite of transportation options that provide choice for transportation system users. The two elements address incentives and formal and informal mechanisms to share vehicles.

Intent

The intent of this strategy is to ensure that individuals have a variety of options to choose from when traveling, and let the market and individual choice drive use or modal decisions.

Implementation Challenges



- Carsharing opportunities will likely be driven by private enterprise or public/private partnerships and locate in more urban areas.
- There may be a need for local governments to integrate carsharing programs and regulations with high need areas, such as transit stops.
- For personal vehicle carsharing (peer-to-peer) programs to operate, liability insurance issues must be addressed to avoid prohibitively high insurance costs for car owners whose vehicles are used in the program.

Implementation Opportunities



- The Oregon Transportation Plan Policy 1.1: Development of an Integrated Multimodal System supports this strategy.

Analysis Prior to Implementation

If an incentive funding program is developed, it may require an economic analysis for comparison of project priorities.

STS Short-Term Implementation Plan

Program #6: Transportation Planning and Project Selection ensures that ODOT will incorporate the STS into statewide plan updates. The Oregon Transportation Options Plan and the Oregon Public Transportation Plan Update may include policies related to carsharing.

Through the review of transportation system plans, ODOT may identify opportunities for transportation options such as carsharing.

Other Current Initiatives

Carsharing is a business idea that works because people can save money on car payments and insurance premiums; yet have access to a vehicle or a different type of vehicle without the hassle of vehicle ownership. It may work as a green business without publicly funded incentives.

ODOT's Drive Less Save More website includes carshaing as an option.

Carsharing programs are already available in many cities, including Portland, Eugene, Corvallis and Medford/Ashland.

Strategy 12

More Efficient Freight Modes

Description

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.

The six elements of this strategy include relieving freight bottlenecks and modernizing multimodal infrastructure to provide lower carbon options for freight shipments. It also includes minimizing extraneous shipping materials and providing informational materials about carbon efficiency of modes for shippers and consumers, as well as rail issues around grade separation and preservation of rail lines.

Intent

The intent of this strategy is to ensure that shippers and carriers have a variety of options to choose from when moving goods, and let the market and business choice drive use or modal decisions.

Implementation Challenges



- Considerable capital costs are associated with major capacity expansions of rail, marine, and pipeline networks. The lack of adequate and sustainable funding for multimodal improvements and the high cost of modal infrastructure improvements makes the provision of options difficult. Furthermore, many commodity types are not amenable to being shipped by other modes.
- Since rail lines are in private ownership, it is difficult to influence rail line funding priority decisions.
- Shipping decisions are mainly driven by location, cost and delivery timelines; spheres where the state has little influence.

Implementation Opportunities



- The Oregon Freight Plan, Freight Issue 2, identifies the need to define and establish criteria regarding freight constraints, congestion, unreliability, and geometric deficiencies in key highway, rail, and marine freight corridors.
- *ConnectOregon* is a multimodal funding program provided by the Oregon Legislature, which can be used to support this strategy.

Analysis Prior to Implementation

If used as criteria in an improvement program, it may require an economic analysis for comparison of priority projects.

STS Short-Term Implementation Plan

Program #4: Strategic Assessments and Scenario Planning outlines ODOT's commitment to continue to work with metropolitan areas and associated jurisdictions on strategic assessments and scenario planning efforts. Strategic assessments provide metropolitan areas an opportunity to evaluate how their region's transportation system will perform in the future assuming that adopted plans are implemented and current trends continue.

Program #6: Transportation Planning and Project Selection ensures that ODOT will incorporate the STS into statewide plan updates. The Oregon Rail Plan Update, expected to be completed in mid-2014, will address grade separation projects and the preservation of rail lines for future potential capacity needs.

Other Current Initiatives

The Oregon Freight Plan includes strategies for considering freight improvements in system plans with the intent to improve supply chain performance and the need to increase modal alternatives on key freight corridors. Increase in modal alternatives encourages the development of carload, transload consolidation facilities where there is market support for such facilities.

ODOT should examine *ConnectOregon* project criteria to support efficient multimodal projects.

Strategy 13

Compact, Mixed-Use Development

Description

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.

The strategy outlines four specific elements, which promote the creation of complete, self-sufficient communities and encourage higher intensity development that promotes sustainable transportation options, such as transit, walking, and biking. This strategy also supports adjusting development codes to remove barriers to mixed-use development.

Intent

The strategy promotes creating communities that support the integration of land use and transportation, including efficient street networks, modal connections, and compact land use, which together reduce travel demand and transportation related GHG emissions.

Implementation Challenges



- The primary challenge will be accommodating increased population and supporting economic growth while also maintaining the sustainable use of valuable land resources and minimizing adverse impacts on the transportation system.
- A significant challenge is providing sufficient transportation infrastructure funding to support increased availability of transportation options.
- Although land use considerations are under the authority of local governments, ODOT provides system information and policy direction for transportation planning and encourages efficient transportation plans that support compact, mixed-use development.

Implementation Opportunities



- Oregon has encouraged transportation planning that includes land use considerations for over two decades. The Land Conservation and Development Commission's Goal 12: Transportation came into effect in 1991. ODOT has a strong policy foundation, in both the Oregon Transportation Plan and the Oregon Highway Plan, that guides and informs the local planning process where land use decisions affect state transportation facilities and services.
- The Transportation Growth Management (TGM) Program makes funding available to local jurisdictions to develop and update transportation system plans and plan for transportation and land use in a coordinated manner. As part of these efforts, the ODOT Region staff work with local governments.
- The passage of SB 1059 (2010) required ODOT and the Department of Land Conservation and Development (DLCDC) to develop guidance documents for local jurisdictions considering GHG reduction planning. ODOT and DLCDC developed the Scenario Planning Guidelines and a Toolkit, with input from local governments, to outline an array of planning options that can be considered in local planning processes.

Analysis Prior to Implementation

This is an ongoing program, and therefore, no analysis is required.

STS Short-Term Implementation Plan

Program #4: Strategic Assessments and Scenario Planning outlines ODOT's commitment to continue to work with metropolitan areas and associated jurisdictions on strategic assessments and scenario planning efforts. Strategic assessments are designed to assess the potential outcomes of a metropolitan area assuming adopted land use and transportation plans are implemented and current trends continue. Strategic assessments also provide metropolitan areas the opportunity to look at what potential actions may help the metropolitan area reach identified community goals.

Other Current Initiatives

ODOT supports local planning efforts, with consideration of STS strategies, within the limits of the planning budget.

The TGM program is an ongoing program dedicated to supporting local transportation and land use planning efforts. The grant selection criteria for the TGM program currently contains criteria that support transportation and land use planning that encourages compact, mixed-use development. In the current biennium, the TGM program will use code assistance funding to develop GHG reduction related model code language that local jurisdictions can adapt to local conditions. The TGM program will also continue to help individual cities update their existing codes.

Strategy 14

Urban Growth Boundaries

Description

Create full-service healthy urban areas to accommodate most expected population within existing Urban Growth Boundaries (UGB) through infill and redevelopment.

The urban growth boundary strategy, like the compact, mixed-use development strategy, considers using land resources efficiently while accommodating population increases and supporting economic development opportunities. The current rate of UGB expansion is at about 15% of population growth in Oregon metropolitan areas. This strategy proposes that Oregon continue to maintain that level.

Intent

The intent of this strategy is to maintain the expansion of urban growth boundaries at about the current rate of growth experienced in metropolitan areas to decrease sprawl and support GHG emissions reduction.

Implementation Challenges



- Accommodating increased population and supporting economic growth have to be coupled with the sustainable use of land resources in the state. Greenfield development is often less expensive than infill development, which makes areas outside of the current UGB more attractive to developers. Therefore, it is important to incentivize infill development and create suitable sites within the UGB for redevelopment through the provision of adequate infrastructure, which may be difficult due to limited infrastructure funding. ODOT does not have decision authority with regard to UGB amendments. This authority lies with local jurisdictions, subject to the Department of Land Conservation and Development (DLCD) acknowledgment.

Implementation Opportunities



- Continue working with local governments and DLCD to ensure that state transportation facilities are adequate to serve new urban uses at the time of urban growth boundary changes, or that plans and funding are in place to make necessary improvements.
- Continue to work with DLCD on land use initiatives and rulemaking to ensure adequate transportation facilities and services are considered in a timely manner during the review of UGB amendments.
- The Transportation Growth Management (TGM) program is supportive of local efforts to accommodate growth within existing UGBs through compact, infill development.

Analysis Prior to Implementation

No analysis is required in the immediate term.

STS Short-Term Implementation Plan

The STS Short-Term Implementation Plan does not include any programs that directly align with this strategy. However, as opportunities arise, ODOT will work with local governments early in the decision process to determine the impact of a proposed UGB expansion on transportation facilities and whether necessary improvements can be made within the planning horizon. If reasonable solutions cannot be reached to make state transportation facilities adequate for urban development, ODOT may consider an appeal of the local decision.

Other Current Initiatives

HB 2254, from the 2013 Legislative Session, deals with the creation of options for cities outside of Metro to project need, based on population growth, for additional land for housing and jobs to be included within the UGB. The law is intended to simplify the methods that establish priorities in the selection of land that can be included.

DLCD has appointed a UGB Rulemaking Advisory Committee and ODOT will participate on that committee. Rulemaking is expected to be completed sometime in 2014.

Strategy 15

More Efficient Industrial Land Uses

Description

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

This strategy includes three more specific elements promoting industrial development in multimodal, transportation efficient locations. This includes industrial park locations, planning for urban consolidation centers and planning for freight movement in key transportation corridors that serve major industrial uses.

Intent

The intent of this strategy is to encourage lower carbon, multimodal transportation options and consolidation centers that are strategically located to support business and industry in Oregon and assist in the reduction of transportation related GHG emissions.

Implementation Challenges



- Industrial land sites with access to multiple, abundant transportation modes are in limited supply. Therefore, it is important to preserve industrial uses and to make new industrial sites more efficient by co-locating resources. Due to conversion pressures, it is also important to protect vacant industrial lands.
- Development of sites designed to implement the types of integrated systems identified here, such as eco-industrial parks or urban consolidation centers, would rely primarily on private funding, and potentially public-private partnerships.

Implementation Opportunities



- The Oregon Freight Plan recognizes the need to better integrate freight facility needs into land use planning. The plan includes actions to support inclusion of freight in regional and local land use planning processes and encourage local governments to integrate industrial land planning into comprehensive plans and actions.

Analysis Prior to Implementation

If an incentive funding program is developed, it may require an economic analysis for comparison of priority projects.

STS Short-Term Implementation Plan

Program #4: Strategic Assessments and Scenario Planning outlines ODOT's commitment to continue to work with metropolitan areas and associated jurisdictions on strategic assessments and scenario planning efforts. Strategic assessments are designed to assess the potential outcomes of a metropolitan area assuming adopted land use and transportation plans are implemented and current trends continue. Strategic assessments also provide metropolitan areas the opportunity to look at what potential actions may help the metropolitan area reach identified community goals.

Other Current Initiatives

ODOT continues to work with local governments and the Department of Land Conservation and Development (DLCD) to support more efficient industrial land uses and increase the focus on freight infrastructure and services in industrial land planning.

As opportunities arise to work with local governments in development review related to industrial sites, ODOT takes into account anticipated impacts on transportation facilities, particularly freight routes, and opportunities to improve conditions for freight.

ODOT leadership regularly meets with DLCD, Business Oregon and the Governor's office to discuss high-level issues that cut across agencies.

The ODOT Director is part of the Economic Recovery Review Council which also includes the Department Directors of Business Oregon, Environmental Quality, Land Conservation and Development and State Lands. This Council was put in place to help expedite the review and approval of industrial development projects of state and regional significance.

Strategy 16 Funding Sources

Description

Move to a more sustainable funding source that covers the revenue needed to maintain and operate the transportation system and accounts for the true cost of travel.

This strategy outlines 11 specific elements, including the restructuring of user fees to account for the true cost of travel. True cost pricing considers not only the costs of using the transportation system (e.g. construction, maintenance, and operations), but also the social costs imposed on others (e.g. costs of air pollution, GHG emissions, congestion costs). Implementing a road user fee is one strategy already being explored by the state. Other elements proposed include congestion pricing and carbon fees.

Intent

The intent of this strategy is to explore alternative financing mechanisms that offset decreasing gas tax revenues and to generate added revenue required to adequately fund increasing transportation infrastructure and maintenance needs. Funds could be used to cover future STS implementation programs. In addition, this strategy includes the investigation of additional fees to capture impacts to climate change and inform transportation users about the costs of carbon.

Implementation Challenges



- The complex nature and confusion around changes to taxes and/or fees often makes public support a challenge. It may be difficult to build support for the concept that users should pay the true cost of transportation.



- Oregon has used a form of a weight-mile tax on commercial vehicles over 26,000 pounds since 1925. Oregon faced opposition from the trucking industry in 2000 when the industry challenged this tax, saying that it discriminated against non-Oregon based interstate firms. In 2005, the Oregon Supreme Court ruled in favor of the State. As this illustrates, changes in user fees are often contentious. Therefore, pursuing changes to the current system may likely face challenges. Most notably, potential increased fees and vehicle upgrade costs associated with any variable tax that considers vehicle efficiency raises concerns for trucking companies and haulers.



- Although common in some foreign countries, the validity and benefits of carbon fees remain highly debated in the U.S. Any effort to establish a transportation-related carbon fee or tax in Oregon will be a long-term effort that may require support from the federal government and other states, and the participation of a broad range of stakeholders.

Implementation Opportunities



- Decreasing gas tax revenues combined with increasing infrastructure needs has led many states across the country to explore alternative strategies to financing the transportation system. In fact, since 2001 ODOT has studied the feasibility of road user fees. An opportunity lies with the recent passage of SB 810 (2013), which allows Oregon drivers to voluntarily participate in a program and pay a 1.5-cent per mile fee and receive a gas tax reimbursement. This voluntary program is the first step in ensuring an equitable system for all users of the roadway. Furthermore, it provides opportunities for ODOT to reach out to the public and provide information on declining revenues for transportation maintenance and improvements.



- Decreasing revenues and increasing needs affects all states across the nation. Therefore, in exploring true cost pricing through the existing weight-mile tax, opportunities may exist to establish multi-state efforts. Furthermore, any effort that helps improve efficiencies may result in a win for the state and a win for industry.



- The Oregon Department of Aviation (ODA) presented a bill to the 2013 legislature to increase the jet fuel tax by \$0.02. Although this tax increase faces opposition, ODA will continue to explore options to increase funding.

Analysis Prior to Implementation

Before implementing any funding strategy, ODOT will consider the potential social and economic costs and benefits of the policy. Any future analyses will be tailored to the specific program, but may include the following:

- A qualitative and/or quantitative examination of options, including their implementation costs, benefits and disbenefits;
- An assessment of economic impacts, and ways to mitigate those impacts;
- An examination of equity and whether certain groups (such as, but not limited to small businesses, low-income households, and federally-protected classes) and/or geographic areas are disproportionately affected; and
- A research review on similar statewide efforts, with a particular focus on the western U.S.

STS Short-Term Implementation Plan

Program #3: Road User Charge Economic Analysis, outlined in the STS Short-Term Implementation Plan, relates to this strategy. The implementation of this program supports ODOT's ongoing efforts related to the exploration of switching from a gas tax to vehicle miles traveled fee.

Other Current Initiatives

In 2001, the Oregon Legislature created the Road User Fee Task Force to explore alternative approaches to financing the transportation system beyond the gas tax. These efforts came out of an early recognition of declining revenues and the recognition that the gas tax no longer accurately reflects the use of the road system because of the disparity in fuel efficiency. In 2013, the legislature passed SB 810, which authorizes ODOT to charge a fee of 1.5 cents per mile and issue a gas tax refund to up to 5,000 volunteer motorists. This project will begin July 1, 2015.

For trucks over 26,000 pounds conducting commercial operations on public roadways, Oregon requires the payment of a weight-mile tax. Under this taxing structure, the per mile tax rate increases with the weight of the vehicle.

In 2013, the Oregon Legislature passed SB 306 which directs the Legislative Revenue Office to prepare preliminary and final reports on the feasibility of a statewide fee or tax on GHG emissions.

Strategy 17

Pay-As-You-Drive Insurance



Description

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

The strategy looks at working with insurance companies to offer and encourage the use of PAYD insurance. The strategy starts with encouragement and in the long-term would look at the potential for mandating that insurance companies provide this option.

Intent

PAYD insurance offers incentives for driving less by saving drivers money on car insurance; driving less reduces fuel consumption and GHG emissions.

Implementation Challenges



- It would likely take a legislative mandate to require insurers to offer PAYD insurance. Such a mandate would need to be driven by the Department of Consumer and Business Services who authorize vehicle insurance companies in Oregon.
- The PAYD plans currently available require a data logging device (DLD). Vehicles built before 1996 do not have the required port available.
- Most plans also consider driving behavior, collected through the DLD, which can record data that individuals may not want available to their insurance company. Behaviors include actions such as hard braking, acceleration, speed, and sharp turning. Insurance companies that offer this type of insurance often accompany it with an incentive for good driver behavior.

Implementation Opportunities



- Pay-as-you-go (same as PAYD) auto insurance for personal vehicles is currently available through a number of insurance providers in Oregon.
- Options are available for business vehicles. The business programs are geared to small-to-medium fleets ranging from heavy trucks to business use passenger vehicles.

Analysis Prior to Implementation

No analysis is required for implementation. Individual drivers would have to decide whether to participate in this option, which would likely be determined by their anticipated mileage.

STS Short-Term Implementation Plan

The STS Short-Term Implementation Plan does not include any programs that align with this strategy. However, if it were determined in the future to try to mandate companies to offer PAYD insurance, ODOT will work with the Department of Consumer and Business Services, as needed.

Current Initiatives

The State of Oregon currently encourages the provision of pay-as-you-go insurance by offering a tax credit for insurance companies with mileage-based or time-based rating plans. Insurance companies that seek to qualify for the tax credits establish formal programs that count miles, time of day, or some combination of these factors to calculate the premium.

Strategy 18

Encourage a Continued Diversification of Oregon's Economy

Description

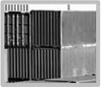
Maintain economic prosperity through an increase in the value per ton (the “value-density”) of goods produced in the state, which is projected to reduce shipping costs and GHG emissions from any given level of economic output.

This strategy has five more specific elements that mainly support the diversification of Oregon's economy through growth in value-added industries, consistent with the Oregon Business Plan. Elements include investing in higher education and training programs, encouraging the co-location of value-added industries, providing incentives to develop this type of industry, as well as dealing with waste prevention and minimization programs.

Intent

This strategy seeks to develop a greater proportion of goods finished and consumed locally and reduce GHG emissions by decreasing the distance goods are shipped. While this strategy is not directly related to transportation, it is an acknowledgement that consumption of goods and goods movement greatly impacts GHG emissions. This strategy seeks to provide opportunities to foster a diversification of Oregon's economy, but not to force it.

Implementation Challenges



- Development and funding of industry co-location sites would fall largely to private developers and potentially public private-partnerships.
- Funding for multimodal transportation infrastructure may be needed, particularly in rural and congested areas.
- Training workers for high-value density industries requires investment in post-secondary education and job training programs.

Implementation Opportunities



- Transportation infrastructure and investment, the provision of multiple transportation options, is an initiative of ODOT.
- The Oregon Business Plan initiatives are intended to improve the conditions for economic success in Oregon. The Plan recognizes that there are particularly strong opportunities in value-added and specialty products.
- *ConnectOregon* is a multimodal funding program provided by the Oregon Legislature that helps to fund implementation aspects of this strategy.

Analysis Prior to Implementation

No analysis is required for ODOT efforts; however, other state agencies may consider conducting further analyses depending on their policies and procedures.

STS Short-Term Implementation Plan

The STS Short-Term Implementation Plan does not include any programs that align with this strategy. However, state agencies should continue exploring issues related to a diverse economy and examine the link to transportation infrastructure.

Other Current Initiatives

The Oregon Freight Plan includes strategies that address consideration of freight improvements in system plans with the intent to improve supply chain performance and the need to increase modal alternatives on key freight corridors. Increase in modal alternatives encourages the development of carload, transload consolidation facilities where there is market support for such facilities.

ODOT should examine the *ConnectOregon* project criteria to support a diverse Oregon economy.

ODOT staff is working with the freight industry to develop a prioritized list of bottlenecks on highways and connections to other modal facilities; this includes looking at the last mile connection for freight.

Implementation Considerations Matrix



Overview

The matrix on the following pages summarizes ODOT's role, as well as its presumed level of effort in implementing each of the 18 strategies in the STS. It also identifies other leaders (i.e. federal, state, and local government, and the private sector) important in STS implementation, as well as some potential challenges. While the individual strategy summary sheets provide additional detail, this matrix offers a quick reference to some important considerations ODOT may examine further as it moves forward with implementing the STS.

KEY

Level of Effort:

<input type="radio"/>	Low
<input type="radio"/>	Medium
<input type="radio"/>	High

Note: The level of effort indicated for each strategy in the matrix below represents the estimated level of effort, which may change depending on the specific action taken.

Challenges:

\$	Funding
	May require legislative leadership or initiative

Strategies	Plan, Invest, and/or Build	Develop Statewide Policies	Partner with Other Leaders	ODOT Presumed Level of Effort	Other Leaders	Challenges	Notes
	ODOT Role						
Strategy 1 – More Efficient, Lower-Emission Vehicles and Engines: Transition to lower emission and fuel-efficient vehicles, enhanced engine technologies, and efficient vehicle design.	✓		✓	○	Federal, State, Local, Private	\$ 	Driven by private innovation; Requires new technology and infrastructure; Consider incentive funding; Long term potential tax structure changes
Strategy 2 – Cleaner Fuels: Support the development and use of cleaner fuels, including reduction of the carbon intensity of fuels.	✓		✓	○	Federal, State, Local, Private	\$ 	Driven by private innovation; Requires new technology and infrastructure; Consider incentive funding
Strategy 3 – Operations and Technology: Enhance fuel efficiency and system investments, and reduce emissions by fully optimizing the transportation system through operations and technology.	✓	✓	✓	◐	Federal, State, Local, Private	\$ 	Private innovation; Requires new technology and infrastructure; Federal aviation leadership and funding needed
Strategy 4 – Airport Terminal Access: Increase efficiency in all airport terminal access activities, including shifting to low and zero emission vehicles and modes for passengers, employees, and vendors.			✓	○	Federal, State, Local, Private	\$	May require new technology and infrastructure; Lack of sustainable funding; Consider incentive funding
Strategy 5 – Parking Management – 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.			✓	◐	Local		Continue support of local planning efforts; When state highway is impacted ensure that through traffic is not unnecessarily impeded
Strategy 6 – Road System Growth: Design road expansions to be consistent with the objectives for reducing future GHG emissions by light duty vehicles.		✓		○	Federal, Local		Policies in the OTP and OHP support road system growth only after considering other approaches; Lack of sustainable funding; Federal or state legislature sometimes direct funds

Strategies	Plan, Invest, and/or Build	Develop Statewide Policies	Partner with Other Leaders	ODOT Presumed Level of Effort	Other Leaders	Challenges	Notes
	ODOT Role						
Strategy 7 – Transportation Demand Management: Support and implement technologies and programs that manage demand and make it easier for people to choose transportation options.		✓	✓	◐	Local, Private	\$	Lack of sustainable funding; Private sector may invest in incentives and the development of conferencing sites; Oregon Transportation Options plan is in development
Strategy 8 – Intercity Passenger Growth and Improvements: Promote investment in intercity public transportation infrastructure and operations to provide more transportation options that are performance and cost competitive.	✓	✓	✓	●	Federal, Local, Private	\$	Lack of sustainable funding; Much of infrastructure in private ownership; Oregon Rail Plan is in development
Strategy 9 – Intracity Transit Growth and Improvements: Investing in public transportation infrastructure and operations to provide more transportation options and help reduce single-occupant vehicle travel.	✓	✓	✓	●	Federal, State, Local, Private	\$	Lack of sustainable funding; An update of the Oregon Public Transportation Plan is needed
Strategy 10 – Bicycle and Pedestrian Network Growth: Encourage local trips, totaling twenty miles or less round trip, to shift from single-occupant vehicle to bicycle, walking, or other zero emissions modes.	✓	✓	✓	◐	Local	\$	Oregon Bicycle and Pedestrian Plan is in development; Lack of sustainable funding
Strategy 11 – Carsharing: Enhance the availability of carsharing (short-term self-service vehicle rental and/or peer-to-peer) programs to reduce the need for households to own multiple vehicles and to reduce household vehicle miles traveled.			✓	○	Local, Private		Probably led by private enterprise

Strategies	Plan, Invest, and/or Build	Develop Statewide Policies	Partner with Other Leaders	ODOT Presumed Level of Effort	Other Leaders	Challenges	Notes
	ODOT Role						
Strategy 12 – More Efficient Freight Modes: 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.	✓	✓	✓	○	Federal, Private	\$	Lack of sustainable funding; Much of infrastructure in private ownership
Strategy 13 – Compact, Mixed-Use Development: 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.		✓	✓	○	State, Local		Ongoing effort, led by local governments; Requires funding to provide transportation options
Strategy 14 – Urban Growth Boundaries: Create full service healthy urban areas to accommodate most expected population within existing Urban Growth Boundaries (UGB) through infill and redevelopment.			✓	○	State, Local		Local governments control land uses; LCDC acknowledges
Strategy 15 - More Efficient Industrial Land Uses: Encourage and incentivize more efficient use of industrial land through closer proximity of shipper and receivers, consolidate distribution centers, and better access to low carbon freight modes.			✓	○	State, Local, Private	\$	Lack of sustainable funding for infrastructure; Consider incentive funding; Local government controls land use; Private investment needed for consolidation centers
Strategy 16 – Funding Sources: Move to a more sustainable funding source that covers the revenue needed to maintain and operate the transportation system and accounts for the true cost of travel.	✓	✓	✓	●	Federal, State, Local		Changing user fee structure is a long term effort; Foundational work is underway

	Plan, Invest, and/or Build	Develop Statewide Policies	Partner with Other Leaders	ODOT Presumed Level of Effort	Other Leads	Challenges	Notes
Strategies	ODOT Role						
<p>Strategy 17 - Pay-As-You-Drive Insurance: Promote Pay-As-You-Drive insurance programs that allow drivers to pay per-mile premiums, encouraging less driving through insurance savings.</p>			✓	○	State, Private		Currently an option of some insurers; If Oregon decided to require insurance companies to provide this option, it would likely require legislative direction
<p>Strategy 18 - Encourage a Continued Diversification of Oregon’s Economy: Maintain economic prosperity through an increase in the value per ton (“value density”) of goods produced in the state, which is projected to reduce shipping costs and GHG emissions from any given level of economic output.</p>			✓	○	State, Private	\$	Multimodal funding for infrastructure development may be needed