



Metro provides planning, policy making, and services to preserve and enhance the region's quality of life. Our regional vision for Making the Greatest Place, based on values established by residents in the 2040 Growth Concept, includes:

VIBRANT COMMUNITIES

People live and work in vibrant communities where they can choose to walk for pleasure and to meet their everyday needs.

ECONOMIC PROSPERITY

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

SAFE AND RELIABLE TRANSPORTATION

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

ENVIRONMENTAL LEADERSHIP

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

CLEAN AIR AND WATER

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

EQUITY

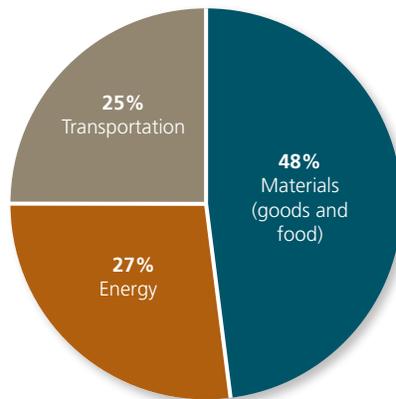
The benefits and burdens of growth and change are distributed equitably.

A snapshot of the greenhouse gas inventory for the Portland metropolitan region

Residents and businesses in the Portland metropolitan region are responsible for an estimated 31 million metric tons of greenhouse gas (GHG) emissions annually.

In 2010 Metro completed a greenhouse gas inventory for the region. The emissions inventory was intended to establish a snapshot of the carbon footprint of the region in order to focus planning efforts to achieve long-term greenhouse gas emissions reductions.

Major sources of metropolitan area greenhouse gas emissions



This analysis of greenhouse gases groups major emission sources by systems that represent multiple parts of the economy that work together to fulfill a particular need. Various economic sectors interact to meet our demand for transportation, energy, goods and food. Each of these systems presents opportunities for prevention and strategies to reduce GHG emissions.

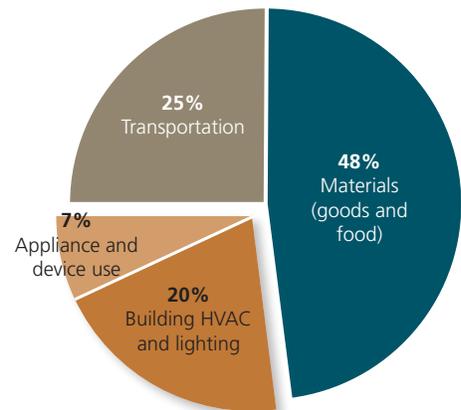
ENERGY: Consumption of electricity and natural gas

Energy used in buildings is the source of 27 percent of the region's greenhouse gas emissions.

Appliance and device use includes emissions resulting from the electricity and fuel used by washing clothes, cooking, refrigeration and the use of office equipment, computers and other appliances, as well as the industrial emissions associated with extracting and processing the associated fossil fuels.

Building HVAC and lighting includes the emissions resulting from heating, cooling, ventilation and lighting residential and commercial buildings, as well as industrial emissions associated with extracting and processing the associated fossil fuels.

Metropolitan area greenhouse gas emissions with energy split



Metro

People places. Open spaces.

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

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

Metro Council

503-797-1700
metro council@oregonmetro.gov

President
David Bragdon

Rod Park
District 1

Carlotta Collette
District 2

Carl Hosticka
District 3

Kathryn Harrington
District 4

Rex Burkholder
District 5

Robert Liberty
District 6

Auditor

Suzanne Flynn

Spring 2010

Printed on recycled-content paper.
10116

TRANSPORTATION: Passenger transport and local freight

Transportation is responsible for about 25 percent of the region's greenhouse gas emissions. These emissions come mainly from on-road vehicles and air travel, with small shares from rail, marine and transit sources.

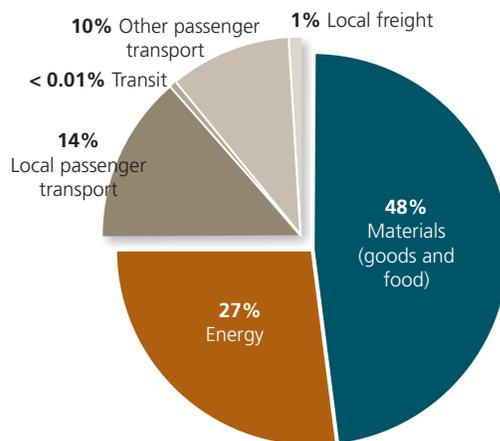
Local freight represents emissions from in-region movement of vehicles weighing more than 10,000 pounds.

Other passenger transport represents long-distance passenger travel, including emissions from aircraft, inter-city rail, inter-city buses, cars and light trucks making long-distance trips crossing the urban growth boundary.

Transit refers to emissions from electricity consumption for the operation of light rail, and diesel and biodiesel consumption for the operation of buses.

Local passenger transport includes emissions from all travel of cars and light trucks throughout the region.

Metropolitan area greenhouse gas emissions with transportation split

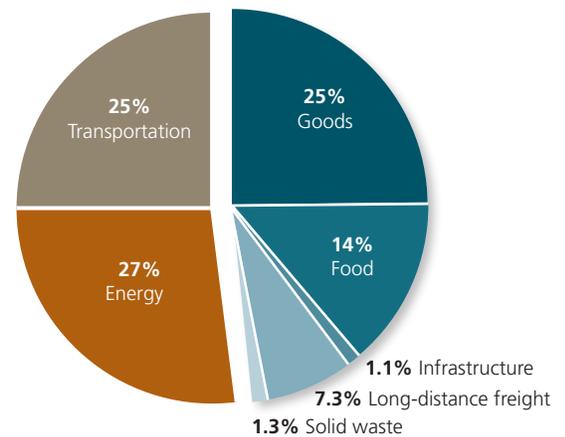


MATERIALS: Consumption of goods and food

Nearly 48 percent of our region's greenhouse gas emissions are estimated to come from the consumption of goods and food by residents and businesses in the Portland metropolitan area.

The materials section of the pie chart represents regional emissions related to resource extraction (e.g., mining, forestry and agriculture), manufacture, distribution and disposal of goods and food for final use and consumption by homes and businesses.

Metropolitan area greenhouse gas emissions with materials split



Provision of goods represents emissions associated with production and processing of the goods and services we use on a daily basis.

Provision of food represents emissions associated with production and processing of the food we consume on a daily basis.

Infrastructure represents the manufacture, distribution and installation of materials into the built environment.

Long distance freight represents the movement of goods and food from remote production sites to the metropolitan area.

Solid waste represents the disposal of goods and food, including the collection and landfill process.

For additional details, contact Mike Høglund at Mike.Hoglund@oregonmetro.gov.
Good Company performed this analysis, in partnership with Metro staff.