



## Summary of Key GreenSTEP Inputs & Outputs

Input/Output Factor	2010 Baseline	2035 SCENARIO A Recent Trends	2035 SCENARIO B Adopted Plans (as of 2010)	2035 SCENARIO C New Plans and Policies	2035 CLIMATE SMART STRATEGY
Model <b>Inputs</b> in ITALICS; Model <b>Outputs</b> in REGULAR type.					
<b>Air and energy consumption</b>					
Total roadway CO <sub>2</sub> e emissions from light duty vehicles (metric tons per year)	5,400,000	2,700,000	2,300,000	1,900,000	2,000,000
Light duty vehicle GHG emissions per capita (metric tons per year)	3.7	1.3	1.1	0.9	1.0
CO <sub>2</sub> e reduction percent in addition to reduction from fleet and technology (below 2005 levels)	n/a	12%	24%	36%	29%
Criteria pollutant emissions (metric tons per day)	360	150	140	120	135
Petroleum fuel consumption per capita (gallons per year)	760	310	270	220	250
<b>Community design and land use</b>					
<i>Percent of households living in walkable, mixed use areas</i>	26%	36%	37%	37%	37%
<i>Urban growth boundary expansion (acres)</i>	--	28,000 acres	12,000 acres	12,000 acres	12,000 acres
<b>Transit and active transportation</b>					
<i>Ratio of daily transit revenue miles to population growth</i>	1	0.8X	0.9X	1.6X	1.4X
<i>Daily transit revenue hours</i>	4,900	5,600	6,200	11,200	9,400
<i>Percent of drive alone trips that shift to bicycle travel (&lt;10 miles one way)</i>	9%	10%	15%	20%	17%
Walk trips per capita per year	150	180	190	200	196
Bike miles per capita per year	110	110	160	190	174
<b>Streets and highways</b>					
<i>Freeway and arterial expansion (freeway lane miles/arterial lane miles added)</i>	n/a	12/31	15/336	46/409	52/386
<i>Percent of delay reduced by traffic management strategies</i>	10%	10%	20%	35%	35%
Household vehicle miles traveled per capita per day	20	17	16	14	16
Percent change in daily VMT per capita from 2010	--	-15%	-19%	-30%	-20%

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Percent of vehicle travel time spent in congestion	15%	21%	17%	13%	14%
Vehicle minutes of delay per capita per day	7	10	7	4	5
<b>Travel options and incentives</b>					
<i>Percent of workers participating in employer commuter programs</i>	20%	20%	20%	40%	30%
<i>Percent of households participating in targeted marketing</i>	9%	30%	30%	60%	45%
<i>Car sharing [percent of vehicles]</i>	1%	1%	2%	2%	2%
<b>Household costs</b>					
Annual driving cost per household (2005\$)	\$6,370	\$6,140	\$5,670	\$4,690	\$5,440
Annual vehicle operating cost per household	\$2,600	\$2,700	\$3,000	\$3,200	\$2,790
Annual vehicle ownership cost per household	\$5,400	\$5,500	\$5,100	\$4,200	\$4,910
Fuel costs per household per year (2005\$)	\$1,850	\$1,900	\$1,650	\$1,350	\$1,390
Percent of household income spent on driving (median-income)	18%	18%	18%	16%	17%
Percent of household income spent on driving (low-income)	24%	23%	23%	20%	22%
Freight truck travel time costs per household per year (2005\$)	\$950	\$1,100	\$1,100	\$1,000	\$1,000
External social costs per household per year (2005\$)	\$970	\$640	\$570	\$490	\$530
<b>Pricing, marketing and fleet</b>					
<i>Petroleum fuel price per gallon (2005\$)</i>	2.43***	\$6.43**	\$6.43**	\$6.43**	\$5.53***
<i>State gas tax per gallon (2005\$)</i>	\$0.42	\$0.48	\$0.73	\$0.48	\$0.48
<i>Average parking costs per day (2005\$)</i>	\$5.00	\$5.00	\$4.00	\$2.00	\$4.00
<i>Percent of employees paying to park</i>	13%	13%	30%	50%	30%
<i>Percent of non-work trips paying to park</i>	8%	8%	30%	50%	30%
<i>Percent of households with pay-as-you-drive insurance</i>	0%	20% (\$0.06/mile)	40% (\$0.06/mile)	100%	40% (\$0.05/mile)
<i>Percent of fleet that are light trucks*</i>	43%	29%	29%	29%	29%
<i>Fleet turnover rate*</i>	10 years	8 years	8 years	8 years	8 years
<i>Fuel efficiency of new autos &amp; light trucks by model year average (miles per gallon)*</i>	29.2 autos 20.9 light trucks	68.5 autos 47.7 light trucks	68.5 autos 47.7 light trucks	68.5 autos 47.7 light trucks	68.5 autos 47.7 light trucks
<i>Carbon intensity of fuels (grams of CO<sub>2</sub>e per megajoule)*</i>	90 g	72 g	72 g	72 g	72 g
<i>Electric/plug-in hybrid vehicles market share*</i>	1% autos 1% light trucks	8% autos 2% light trucks	8% autos 2% light trucks	8% autos 2% light trucks	8% autos 2% light trucks

### Sources:

\* Metropolitan Greenhouse Gas Reduction Target Rule OAR 660-044-0010 (Table 1).

\*\* Oregon Statewide Strategy High Fuel Price Scenario Analysis

\*\*\* Oregon Statewide Transportation Strategy Final Analysis