



January 26, 2011

## Reducing Greenhouse Gas Emissions in the Transportation Sector — Oregon Sustainable Transportation Initiative Overview —

The Oregon Sustainable Transportation Initiative (OSTI) is an integrated statewide effort to reduce greenhouse gas emissions (GHG) from transportation while considering ways to improve the built environment for healthier, more livable communities and greater economic opportunity. The effort is the result of several pieces of legislation including HB 2001 and SB 1059, passed by the 2009 and 2010 Oregon Legislatures. OSTI is being led by the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD), in consultation with the Department of Environmental Quality (DEQ), the Oregon Department of Energy (DOE), and stakeholder committees. The effort is designed to help the state meet its 2050 goal of reducing GHG emissions by 75 percent below 1990 levels by curbing emissions from light vehicle travel and transportation.

OSTI has four main focus areas under development:

### **I. STS: Statewide Transportation Strategy**

This process will develop Oregon's vision for transportation systems, vehicle and fuel technologies and urban form that reduce transportation sector greenhouse gas emissions. The STS vision will aid the state in the achievement of its greenhouse gas emission reduction goals.

### **II. Rulemaking**

HB 2001 Sections 37 and 38 directed the Land Conservation and Development Commission (LCDC) to adopt rules setting GHG emission reduction targets for the Portland metropolitan area served by Metro. SB 1059 directed LCDC to adopt rules setting GHG emission reduction targets for the other Oregon metropolitan areas served by metropolitan planning organizations (the Bend, Corvallis, Eugene-Springfield, Rogue Valley and Salem-Keizer regions). LCDC has convened a Target Rulemaking Advisory

Committee (TRAC) to assist in the development of targets that will be used to guide land use and transportation scenario planning in these areas.

Rules will set targets for reducing emissions from light vehicles (10,000 pounds or less) traveling in each of the state's metropolitan areas through the year 2035 and must be adopted by June 1, 2011. By March 1, 2011, ODOT, DEQ and DOE are required to provide technical estimates and recommendations to LCDC to inform this rulemaking effort.

### **III. Scenario Planning Guidelines**

The Scenario Planning Technical Advisory Committee (SP TAC) is in the process of developing guidelines to help metropolitan areas with their land use and transportation planning, including a step-by-step technical guide to addressing GHG emissions reduction targets. This involves establishing a transportation and land use vision, goals and approaches for reducing GHG emissions from light vehicles.

Through scenario planning, metropolitan areas will be able to evaluate different ways to accommodate expected population and employment growth through 2035. They will be asked to identify a preferred approach that best reduces GHG emissions, while meeting a full range of community livability objectives.

### **IV. Toolkit**

The toolkit will provide metropolitan areas and local governments with a comprehensive listing of programs and actions that can be implemented to reduce GHG emissions from light vehicles. The toolkit will allow each metropolitan area to select the most appropriate tools to meet local needs. In addition, the toolkit will include information on analysis tools such as modeling that can be used in scenario development and outreach, and will touch on public education and engagement techniques.

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### Stakeholder involvement

Coordination of the focus areas is being accomplished with the use of software and technology that supports cross-agency and multiple partner collaboration and communication. There is a strong focus throughout the development of OSTI on stakeholder involvement, including representation on advisory committees by staff from local jurisdictions, advocacy organizations and businesses. ODOT and DLCD are also working closely with Metro to link to work on HB 2001 Sections 37 and 38 with the work being done under SB 1059.

### Timeline

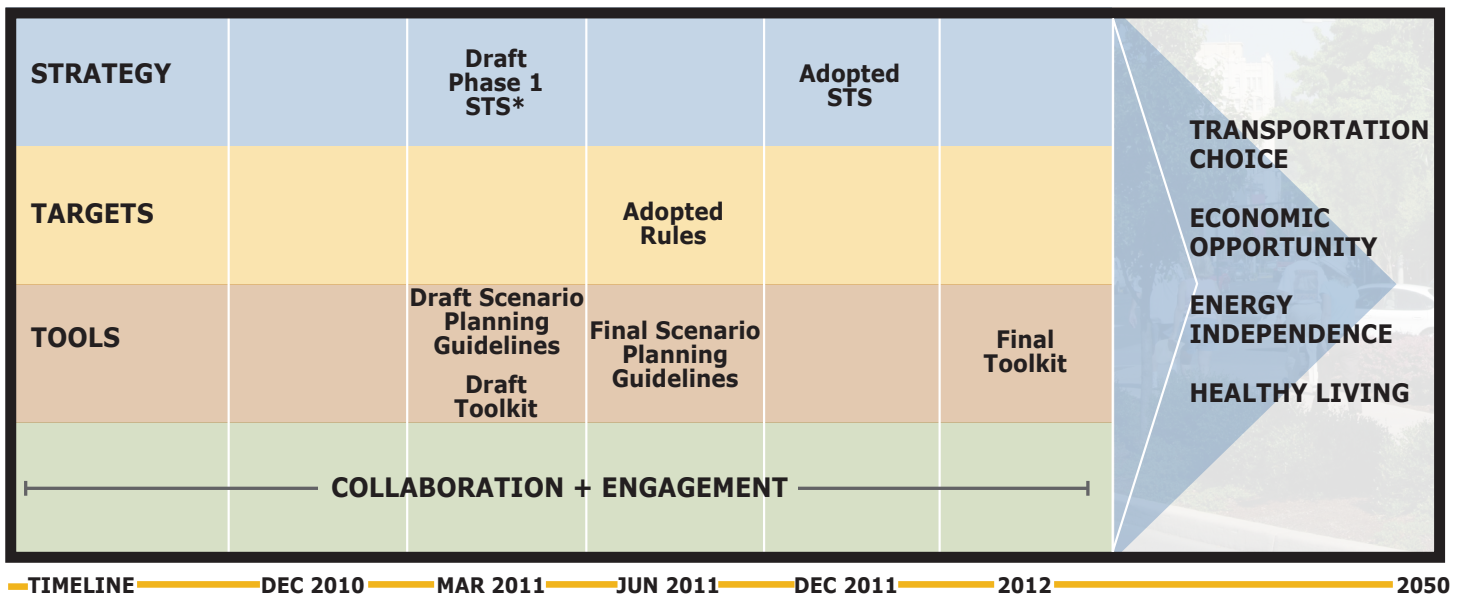
Many of the requirements of SB 1059 and the Target Rulemaking required by HB 2001 Sections

37 and 38 are being implemented through OSTI simultaneously. Key dates include:

- **March 2011:** ODOT, DEQ and DOE provide LCDC with information necessary to determine proposed GHG emissions reductions targets for 2035.
- **June 2011:** LCDC adopts rules setting targets for each region served by a metropolitan planning organization.
- **December 2011:** Statewide Transportation Strategy is adopted.
- **March 2013:** ODOT and DLCD give a joint report to the Legislature on the progress of OSTI and meeting reduction targets.

For more information and to sign up for updates visit: [www.oregon.gov/ODOT/TD/TP/OSTI.shtml](http://www.oregon.gov/ODOT/TD/TP/OSTI.shtml)

## Oregon Sustainable Transportation Initiative Summary at a Glance



The Oregon Sustainable Transportation Initiative (OSTI) is an integrated statewide effort to create healthy, livable communities while reducing greenhouse gas emissions (GHG) from transportation. The effort includes ongoing work in a number of different areas.

### STS: Statewide Transportation Strategy

This process will develop Oregon’s vision for transportation systems, vehicle and fuel technologies and urban form that reduce transportation sector greenhouse gas emissions. The STS vision will aid the state in the achievement of its greenhouse gas emission reduction goals.

\* Phase 1 includes light vehicle transportation within metropolitan areas and Phase 2 includes all transportation within the state including long distance and freight.

### Rulemaking

The rules will set GHG reduction targets for each of Oregon’s six metropolitan areas (the Bend, Corvallis, Eugene-Springfield, Portland, Rogue Valley and Salem-Keizer regions). These will be adopted by the Land Conservation and Development Commission (LCDC) in June 2011.

### Scenario Planning Guidelines

The guidelines will provide step-by-step assistance for local governments to use in creating their own plans to meet GHG reduction targets.

### Toolkit

The toolkit will be a resource of actions and programs local governments can adopt to facilitate transportation-related GHG reductions.