

OREGON SUSTAINABLE TRANSPORTATION INITIATIVE

**Oregon SB 1059 Statewide Transportation Strategy  
To Reduce Greenhouse Gas Emissions in the Transportation Sector**

**Rationale**

- Section 2 of SB 1059 requires the Oregon Transportation Commission to “adopt a statewide transportation strategy on greenhouse gas emissions to aid in achieving the greenhouse gas emissions reduction goals set forth in ORS 468A.205”.
- A statewide strategy is needed to identify the general course needed to achieve the state’s greenhouse gas emission reduction goals.
- A statewide strategy is also needed to provide the context for developing metropolitan area targets for reducing greenhouse gas emissions from light vehicles (also required by SB 1059).
- The strategy will provide a factual basis to inform the development of future policies and laws aimed at reducing greenhouse gas emissions from the transportation sector.

**Description**

- The Statewide Transportation Strategy will include a long-range vision (to 2050) for substantially reducing GHG emissions from the transportation sector to aid in achieving the GHG emission reduction goals set forth in ORS 468A.205.
- The strategy will describe the general characteristics of transportation systems, vehicle and fuel technologies and land use patterns (to the extent that land use patterns significantly affect transportation sector greenhouse gas emissions) anticipated to be necessary to achieve the reductions in transportation sector greenhouse gas emissions.
- The strategy will make recommendations regarding new policies or significant changes to existing policies that are anticipated to be necessary to carry out the vision, and will integrate into existing transportation planning processes (*as shown in the graphic on the reverse side*).
- The strategy is not a deterministic plan, rather it plots out a general course for achieving goals based on current knowledge, analysis, and reflection. It is one step in an iterative management process that also includes the monitoring of transportation and land use system changes that affect greenhouse gas emissions, the evaluation of the relative success of policies and actions put into place to reduce emissions, and the improvement of methods and tools for evaluating prospective actions to reduce emissions.

**Scope**

- The strategy will address greenhouse gas emissions from the travel of Oregonians and movement of freight to support Oregon’s economy by all modes of transportation.
- The strategy will identify approaches to achieve the state’s greenhouse gas emission reduction goals, including measures that reduce emissions per mile and measures that reduce vehicle miles traveled.
- The strategy will consider the effects of characteristics of vehicle technologies, vehicle energy sources, travel demand and factors affecting travel demand, and transportation system operation on greenhouse gas emissions from the transportation sector.
- The strategy will consider the effects of actions that are being taken or that might be taken at the federal level, state level, and local level, as well as by the private sector.
- The strategy will have a broad focus and include general actions and potential policy recommendations that can be implemented at the state, regional, and local levels. Through this broad focus and the collaboration outlined by the legislation, the strategy will provide a framework which will be complimentary to greenhouse gas emission reduction efforts by other agencies.
- In evaluating prospective actions to reduce transportation sector greenhouse gas emissions, the strategy will also consider economic, social, environmental, and energy consequences.
- The strategy will consider uncertainties about future conditions and the efficacy of potential actions and the risks posed by the uncertainties and the potential consequences if more or less favorable outcomes occur.

# Integrated Transportation Planning Reflecting GHG Considerations

