



November 30, 2011

To: Metropolitan Policy Committee
From: Byron Vanderpool, Lane Council of Governments
Subject: Item 5.h: GHG Planning Update

Action Recommended: None. For discussion purposes only.

Issue Statement

The MPC last received an overview of this topic at their November meeting. Following a lengthy discussion it was determined that a draft work plan, draft budget, and draft Intergovernmental Agreement (IGA) would be prepared and brought to the MPC for review and approval. No specific timeline was established, but staff agreed to provide monthly updates on progress in developing these three documents.

Background

Under HB 2001, the Central Lane MPO is required to develop two or more land use and transportation scenarios that accommodate growth while achieving a reduction in greenhouse gas emissions from light vehicles. The cities of Eugene, Springfield and Coburg are all within the boundaries of the Central Lane MPO. The local jurisdictions will then work to cooperatively select one of these scenarios. The jurisdictions are not required to adopt these scenarios. HB 2001 states that the Central Lane MPO is not required to conduct GHG scenario planning, or to develop the needed modeling and technical capabilities until additional funding is provided.

Recent Work Activities

Staff will provide the MPC with an update on recent activities, including:

GHG Scenario Planning Scope of Work

An initial project scoping meeting is scheduled for Thursday, December 1st. ODOT staff and Consultant John Fregonese will be in Eugene to discuss scenario planning with staff from the Cities of Eugene, Springfield and Coburg, Lane County, HACSA, LTD, DLCD, and LCOG/Central Lane MPO. This meeting is intended to initiate the development of the draft project scope, budget and timeline.

Portland Metro Scenario Planning

MPO Staff have been monitoring the GHG and Scenario Planning work already underway at Portland Metro as part of their *Climate Smart Communities Scenarios Project*. Studying their process will help our region capitalize on any lessons learned and will greatly inform the development of a work plan specific to the needs of the jurisdictions within the Central Lane MPO. In response to a request from Commissioner Jay Bozievich, preliminary results from the Portland Metro project are provided as an attachment. These include:

- High Level Inputs. These indicate the six policy levers that will be explored in the various scenarios. The six levers include community design, pricing, marketing and incentives, roads, fleet, and vehicle technology. Some of the specific strategies that will be considered within each lever are also indicated. Example strategies include increasing transit service, enacting a road use fee, expanding employer commute programs, improving overall traffic management, and increasing fuel efficiency.
- High Level Results. Preliminary scenarios were run using the six policy levers at three different levels of ambition: Low (current plans/policies), Medium, and High (indicating aggressive implementation of GHG strategies). Out of 144 different scenarios 93 are shown to either meet or exceed the 20% GHG per capita reduction target. (Note: The Portland Metro region has the same per capita target as the Central Lane MPO.)
- 2010 Base Year and Alternative Scenarios Inputs. This table provides additional details about the assumptions included in the various policy levers and the supporting strategies.

Additional Information

The website for Portland's Climate Smart Communities project is:

<http://www.oregonmetro.gov/index.cfm/go/by.web/id=36945>

Ongoing information about the Oregon Sustainable Transportation Initiative, including the development of the Statewide Transportation Strategy and other GHG planning occurring at the statewide level can be found at:

<http://www.oregon.gov/ODOT/TD/OSTI/>

Attachments

1. Climate Smart Communities Scenarios Project