



July 7, 2010

To: Citizen Advisory Committee
From: Susan Payne, LCOG
Subject: CAC Item 8: Greenhouse Gas Planning – Part 2

Action Recommended: None. Information and discussion only.

Issue Statement

This agenda item is a follow-up to the January 2010 introduction to Greenhouse Gas (GHG) Planning within the MPO.

In 2009, MPC directed MPO staff to prepare a community GHG inventory to set the context for GHG reduction strategies within the Central Lane MPO. A draft inventory has now been completed.

Background

With industrialization has come extensive and prevalent use of oil, gas and coal, the major sources of GHGs. These sources of energy (in various forms) fuel the extraction of minerals, industrial processing, production of food and goods, heating and cooling of buildings, infrastructure, and motorized transport. These activities supply the basic needs of humans for shelter, food, and travel. In developed nations in particular, they also provide goods and services that amount to discretionary consumption.

Various inventory protocols have been developed by non-profit, governmental and for-profit organizations. Most have been directed toward detailing the greenhouse gas emissions of particular businesses or government agencies or individual households. The MPO inventory, instead, focuses on the emissions of this region as a whole, and, in doing so, links personal lifestyle and behavior choices of the 'average citizen' of this area to the 'carbon footprint' of the region.

The Central Lane community GHG inventory contains an accounting of emissions that are described in terms of our lifestyle. Included are emissions from direct consumption such as gasoline combustion; indirect emissions such as from use of electricity and natural gas that is generated or provided from outside our region; and remote emissions associated with the production and transport of goods and food that we consume here.

This analysis builds on the recent work by US-EPA to assemble a new kind of emissions inventory (known as a "systems inventory"). It is still an evolving process and one that the State of Oregon is considering. The inventory from Metro, the Portland area MPO,

was conducted using this protocol, and staff from Central Lane MPO consulted with Metro staff in undertaking this work.

Discussion

MPO staff will discuss the methodology and assumptions, and will provide the preliminary results of the analysis. We will compare the results with those from Metro Portland and the US, and discuss next steps.