



August 31, 2011

To: Metropolitan Policy Committee  
From: Andrea Riner  
Subject: Item 5.d: Statewide GHG Planning Update

**Action Recommended:** None. For information only.

### **Issue Statement**

ODOT staff will provide a status report on the Oregon Sustainable Transportation Initiative (OSTI), the statewide effort to reduce transportation sector greenhouse gas (GHG) emissions required by HB 2001 and SB 1059.

### **Background**

The MPC has received ongoing updates regarding the Oregon Sustainable Transportation Initiative, including activities at both the statewide and local level. In April, the MPC received an from the Department of Land Conservation and Development (DLCD) on GHG Emissions Reduction **Target Rulemaking**. The Eugene-Springfield MPO received a target of 20% per capita, which refers to the amount of light vehicle GHG emissions to be reduced from 2005 levels by the year 2035. This target is informational only, and is not a requirement for our region. Only the Portland Metro area has a specified GHG reduction requirement as described in HB 2001.

ODOT and DLCD are continuing to develop the other work products required by SB 1059, including Scenario Planning Guidelines; GHG Toolkit; and the Statewide Transportation Strategy.

- **Scenario Planning Guidelines.** ODOT, DLCD and consultants Fregonese and Associates are working with a Technical Advisory Committee (TAC) to develop a basic outline for conducting scenario planning to reduce GHG emissions. Draft guidelines were anticipated in April 2011, but have not yet been published. Local interests have been represented on the TAC by Springfield Planning Director Greg Mott, Eugene Planning Director Lisa Gardner, and MPO Manager Andrea Riner.
- **Greenhouse Gas Toolkit.** ODOT is the lead agency developing the various components of the GHG toolkit, along with DLCD and with input from other OSTI committees. This resource will include a database inventorying actions and programs to reduce GHG emissions, modeling tools and training information, and a set of public information tools and strategies. The GHG Toolkit database will provide a listing of actions and programs that local governments can implement to reduce

transportation-related greenhouse gas (GHG) emissions along with the following information:

- Full descriptions of each action and program;
- Effectiveness of each action or program at reducing GHG emissions;
- Cost-effectiveness of each action or program;
- Time required to implement;
- Time required for each action or program to become effective;
- Degree to which strategies require authority to implement beyond the authority available at the local government level; and
- Information about the types of actions or programs that compliment each other.

**Statewide Transportation Strategy.** SB 1059 called for the Oregon Transportation Commission (OTC) to adopt a statewide strategy to reduce GHG emissions from the transportation sector, beyond just metropolitan areas and beyond light vehicles. ODOT is leading the discussion with technical and policy advisory committees. The Statewide Transportation Strategy is focused on developing recommendations for strategies and actions to reduce transportation sector greenhouse gas emissions. Scenarios are being created to assess potential policies and factors and resulting reductions in GHG emissions, as well as impacts to the economy, public health and implementation challenges, among other considerations. The three main categories of factors and policies that will be considered in the scenario development include Land Use; Transportation System Characteristics; and Vehicles and Fuels.

The level of change or impact that will be realized with each scenario may vary by geographic area. While some changes, such as fuel economy standards will be similar across the entire state, others will differ depending on such things as availability of transit, land use, or economic conditions. Six geographic categories are proposed, including statewide, Portland Metro, Other MPO's, MPO travelsheds, Urban areas outside of MPO travelsheds, and Rural areas outside of MPO travelsheds. The geographic areas are distinguished based on appropriateness (where a policy or factor may be most effective), not authority.

### **Additional Information**

Attachments 1 and 2 provide additional information about the Oregon Sustainable Transportation Initiative and the Statewide Transportation Strategy. Additional details can be found on-line at [www.oregon.gov/ODOT/TD/OSTI/](http://www.oregon.gov/ODOT/TD/OSTI/).

### **Recommendation**

None. For information only.

### **Attachments**

1. OSTI Fact Sheet
2. ODOT PowerPoint presentation from 8/29/2011