



MPO Greenhouse Gas Task Force
Meeting #2
 October 29, 2009

This meeting summary was prepared by Central Lane MPO staff, and is not to be considered the official minutes of the Task Force. For additional Task Force information, visit ODOT's Task Force website at: <http://www.oregon.gov/ODOT/TD/TP/HB2186.shtml>.

OVERVIEW

The desired outcomes for Meeting #2 of the Task Force were to develop a shared understanding of 1) greenhouse gas emissions within the transportation sector in Oregon and within each MPO; 2) the ongoing development of GreenStep, ODOT's statewide greenhouse gas model; 3) current funding, staffing, and planning characteristics of Oregon's six MPO's; and 4) Portland Metro's scenario planning and modeling work related to HB 2001 compliance. The Task Force used all of this information to inform a brainstorming session of ideas for strategies and approaches to reducing GhG emissions within MPO areas.

Greenhouse Gas Emissions in the Oregon Transportation Sector

Brian Gregor, Senior Transportation Analyst with ODOT's Transportation Planning and Analysis Unit (TPAU), presented data regarding the percentage of Oregon GhG coming from the Oregon transportation sector as a whole (34%), from light vehicles only (10%), from MPO's as a whole (56%), and from each individual MPO, as follows:

Portland Metro	36%
Central Lane MPO	6%
Salem-Keiser	6%
Rogue Valley MPO	4%
Bend MPO	2%
Corvallis	2%

Mr. Gregor also provided data about the number of people commuting within each MPO and those that commute from outside of the MPO, and described the relationship of greenhouse gas emissions from these two sectors. For example, in the Central Lane MPO, 80% of workers in the MPO live within the MPO. These "internal" workers, however, are only responsible for 40% of greenhouse gas emissions within the Central Lane MPO area. The 20% of workers commuting from outside of the MPO contribute 60% of the GhG emissions.

Oregon DOT's GreenSTEP Model

Mr. Gregor next described progress to-date on GreenSTEP, one of the only models of its kind, currently being developed by TPAU to model greenhouse gas emissions in the transportation sector. The model is currently a statewide application, allowing study of a wide range of factors such as pricing, land use, vehicle efficiency, and availability of transit, and their impact on GhG emissions. The model is intended to show range of magnitude of the effects of various strategies, and cannot be used to reliably quantify emissions.

Opportunities for GhG Reductions

Mr. Gregor's third presentation topic utilized a mind-map tool to help describe the various factors, components, and potential outcomes of different GhG reduction strategies. The diagram helps to communicate the larger toolkit for affecting transportation sector GhG emissions, and was used to initiate a Task Force discussion on specific implications for their HB 2186 work.

MPO's in Oregon

Richard Schmid, Manager of the Salem Keiser MPO (SKATS), presented information describing the six MPO's in Oregon, comparing their similarities and differences, and describing ongoing GhG reduction programs each MPO is already pursuing. The following relates specifically to MPOs and scenario planning:

- Oregon MPOs have a history and experience with Scenario Planning;
- Oregon scenario planning has used a bottom-up approach, dependent on local support;
- Plans have focused on accommodating planned growth using less land, needing fewer roads, and reducing vehicle miles traveled;
- The question is not if MPOs can do scenario planning, but what would make future plans more successful.

Portland METRO and HB 2001

Mike Hoglund, Portland Metro's Research Director and Task Force representative, provided an overview of Metro's work to-date on HB 2001 that requires the development of modeling tools and a scenario planning process to meet GhG reduction targets. Mr. Hoglund pointed out that this work is considered to be a continuation of the agency's ongoing long-range planning and growth management work, building on Region 2040 work completed in the 1990's and on their current comprehensive planning effort—Making the Greatest Place.

NEXT STEPS

Committee members reviewed the Ghg Toolkit mind-map developed by ODOT and suggested the following as next steps:

- Evaluating the various tools to determine which were within the appropriate scope of control of MPOs;
- Determining which strategies provided the best “bang for the buck”;
- Supporting strategies with multiple benefits, such as public health, economic development, or community livability;
- Considering communities or demographics that might be disproportionately impacted by certain strategies;
- Estimating the time needed to implement strategies, and the time needed to realize GhG reductions; and
- Focusing on those tools that best meet the directives of HB 2186.

A working group comprised of a subset of the Task Force, the facilitators, and staff was identified to consider the above recommendations and to bring an initial recommendation back to the Task Force at the November 12th meeting. Councilor Zelenka volunteered to participate in this working group.