



November 23, 2009

To: Metropolitan Policy Committee
From: Andrea Riner
Subject: Item 3.a: MPO Greenhouse Gas Emissions Task Force
(HB 2186)

Action Recommended: Provide feedback and direction to Central Lane MPO representative to the GHG Emissions Task Force.

Purpose

This agenda item is to provide an opportunity for the MPC to discuss the Final Draft Recommendations of the MPO Greenhouse Gas Emissions Task Force and to provide feedback and direction to MPC Member Alan Zelenka as our local representative on the Task Force. At this time, only a preliminary discussion draft is available for review. Final Draft Recommendations will be available December 1st and emailed to the MPC.

Background

Oregon House Bill 2186 established a statewide MPO Greenhouse Gas Emissions Task Force to:

- Study and evaluate the development of ***alternative land use and transportation scenarios*** that accommodate population and employment growth while reducing greenhouse gas emissions from motor vehicles;
- Evaluate ***fiscal and other resource needs*** to implement these scenarios, including staffing;
- Evaluate ***impediments*** to implementing land use/transportation scenarios; and
- Recommend ***legislation*** establishing a process for adoption and implementation of plans for reducing greenhouse gas emissions.

Eugene City Councilor Alan Zelenka serves as the Central Lane MPO's representative to the Task Force.

Task Force meeting summaries can be found at the Central Lane MPO's website at http://www.thempo.org/committees/ghg_task_force.cfm. Official meeting minutes are provided by ODOT as they become available, and can be found at the official Task Force website at <http://www.oregon.gov/ODOT/TD/TP/HB2186.shtml>.

Central Lane MPO Subcommittee

In conjunction with the Task Force meetings, the Central Lane MPO Subcommittee met to provide an opportunity for staff and/or elected officials from MPO partner agencies to keep apprised of the MPO GHG Task Force process, discuss relevant

topics, and ensure information is shared within their respective agencies. This effort has been very helpful in providing a coordinated response from the Central Lane MPO to any recommendations or actions that may come out of the Task Force work at their December meeting.

MPO GHG Task Force Meetings

The first meeting of the Task Force occurred on October 15th, 2009. The purpose of the meeting was to develop a shared understanding of scenario planning, GHG emissions, and the associated models and planning tools; and to discuss the expectations for the Task Force and outcomes. The second meeting of the Task Force was held on Thursday, October 29th. The meeting continued the process to develop a shared understanding of key elements, including Metropolitan Planning Organizations in Oregon; Portland Metro's work to-date on HB 2001 requirements; and transportation sector GHG emissions in Oregon. The third meeting of the Task Force was held on November 12th, 2009 to begin the process of developing recommendations to the legislature, as further described in the section below. Brief summaries of the Task Force meetings are provided as Attachments 1, 2 and 3. No official meeting minutes have been produced as of the writing of this memo.

The GHG Task Force will meet for the fourth time on Friday, December 4th from 8:30 am to 12:30 pm. The purpose of this meeting will be to determine the content of the Task Force report to the interim Legislature, including recommended greenhouse gas planning legislation. Other components of the Task Force report will include findings relating to existing impediments to implementing land use and transportation scenarios, and the evaluation of fiscal and other resources relating to the implementation of Task Force recommendations.

Preliminary Recommendations (Discussion Draft)

A preliminary draft of Task Force findings and recommendations was presented for discussion purposes at the November 12th meeting and is provided as Attachment 4. This discussion draft document presented the following major components:

- **State Strategy for Reducing Transportation GHG.** The Oregon Transportation Commission (OTC) will prepare a statewide strategy for achieving transportation sector GHG emission reductions, establishing planning assumptions about state and federal programs, policies, and incentives expected to be in place to reduce GHG emissions.
- **Scenario Planning Guidelines.** The Department of Land Conservation and Development (DLCD) will prepare guidelines for preparation and evaluation of alternative land use and transportation scenarios, and the process for developing scenarios that allows for consideration of the full range of land use and transportation actions within the control of local governments.
- **Modeling and Best Practices Toolkit.** ODOT and DLCD will coordinate to develop a toolkit that includes 1) potential actions to reduce GHG emission at a regional and local level developed through a review of best practices; and 2) improved modeling and analysis tools and modeling assumptions that MPOs and local governments can

use to assess GHG reduction benefits of a range of land use and transportation actions.

- **Scenario Planning Process.** MPOs will establish a GHG-reduction plan or integrate GHG reduction goals, objectives/methods, and projects into an existing plan to meet adopted targets. The plan would consider local governments' unique needs, resources and scheduling capacity and utilize the *State Strategy, Scenario Planning Guidelines, and the Toolkit*.

In reviewing the draft recommendations, the Task Force responded to some of the following discussion questions posed by the project facilitators:

- ? Should MPOs consider alternative scenarios or other mechanisms to reduce GHG emissions in their **pending RTP updates**? For example, MPO's could include at least one alternate scenario in RTP modeling to reduce VMT by an established percentage by the end of the planning period.
- ? What's the nature of the scenarios and **how do they apply to the local governments**? What are the expectations for local governments to incorporate the scenarios into local land use and transportation plans?
- ? What's the process for getting **feedback on implementation** of the scenario plans and updating actions based on those plans? How frequently should the scenario plans be tested with the State-wide plan and updated?
- ? Is the planning process carried out as **part of the RTP update process or as a separate process**, and how does that affect timing?
- ? Is the **date for establishing the MPO targets** the same as the Metro schedule?
- ? What are the expectations for MPOs to **address GHG emission reductions within next 18 months**, either by updating their RTPs or through major plan amendments?
- ? What **compliance or incentive provisions** are appropriate to ensure the planning process is carried out?
- ? What's the **process for establishing targets** for reductions from the transportation/land-use nexus -- who's responsible and by when?

Impediments

The Task Force is also charged with evaluating impediments to implementing land use and transportation scenarios that reduce GHG emissions. The following impediments or barriers have been identified:

- Lack of an overall state strategy for GHG reduction;
- Limited funding for metropolitan planning;
- Limited authority for metropolitan planning;
- Inadequate information on "Best Practices";
- Inadequate tools for modeling & analysis;
- Lack of funding for implementing actions;
- Inadequate resources for public involvement;
- Commuting beyond MPO boundaries; and
- Commitment of available staff to other planning work.

Additional detail about the impediments listed above is presented in a draft document provided as Attachment 5.

Final Draft Recommendations

Official draft recommendations of the Task Force are not yet available, but are anticipated from ODOT no later than Tuesday, December 1st. MPO staff will immediately forward these materials to the MPC by email, post relevant materials on the MPO website, and provide hard-copy packets at the December 3rd meeting. Any information provided in the interim between mailing of this packet and December 1st will also be sent out via email as soon as possible.

Relationship to HB 2001

Any scenario planning requirements resulting from the efforts of the MPO GHG Task Force will be ***in addition to*** the requirements already established in Section 38 a of HB 2001 which requires the Central Lane MPO to develop transportation modeling and technical capabilities by July 1, 2013. These capabilities are to allow the MPO to develop two or more land use and transportation scenarios that accommodate population and employment growth and achieve reduce greenhouse gas emissions.

The Cities of Eugene, Springfield and Coburg will then be required to cooperatively select one scenario. The Central Lane MPO will also be required to report to the House and Senate interim committees on transportation on or before February 1, 2014 regarding a cooperative process of rulemaking and for enforcement of these rules. It also requires a report to the Legislature regarding the implications of implementing the land use and transportation scenario and amending the Metro plan and related land use. See Attachment 7 for the text of HB 2001 Section 38 (a).

Next Steps

Results of the December 4th Task Force meeting will be provided to the MPC at their December 10th meeting. In addition to the recommendations to be presented to the interim legislature, it is believed that the MPO GHG Task Force will continue in some capacity until their sunset date of December 2010. Further recommendations to the next regular session of the State Legislature are anticipated.

Recommended Action

Provide feedback and direction to Central Lane MPO representative to the GHG Emissions Task Force.

Attachments

1. Summary of MPO GHG Task Force Meeting #1
2. Summary of MPO GHG Task Force Meeting #2
3. Summary of MPO GHG Task Force Meeting #3
4. Potential Attributes of MPO Scenario Planning Process (Discussion Draft)
5. Impediments (Discussion Draft)
6. HB 2186
7. HB 2001 Section 38 a

Note: Final Task Force Recommendations (anticipated December 1st) will be provided via email.