



FACT SHEET

Reducing Greenhouse Gas (GHG) Emissions

April 2011

In Oregon

The Oregon Legislature has established greenhouse gas emissions reduction goals relating to all sectors, including energy, residential, commercial, transportation, and industrial land uses. There is an existing statewide goal to reduce emissions to at least **75 percent below 1990 levels by the year 2050**.

Within the Transportation Sector

Following the establishment of these statewide goals, the first legislation enacted to address GHG emissions focused on the transportation sector. In Oregon, the **transportation sector accounts for approximately 34% of the overall GHG emissions in Oregon**. Legislation regarding GHG reductions within the Transportation Sector was included in HB 2001, enacted in 2009, and SB 1059 which was enacted in 2010. SB 1059 directs ODOT to develop a Statewide Transportation Strategy covering all modes of transportation (light vehicles, heavy vehicles, rail, air, marine).

Urban Area Focus

Currently only two metropolitan regions within Oregon have specific GHG planning requirements. Portland Metro and the Metropolitan Planning Organization serving the Eugene-Springfield area are now required to begin planning efforts to reduce Transportation Sector GHG emissions. These agencies are to develop transportation modeling and other technical capabilities needed to estimate emissions. The legislation also requires these two MPOs to develop scenarios showing land use and transportation alternatives that result in a reduction of transportation sector GHG emissions.

Light Vehicles Only

Scenario planning for reducing GHG emissions in metropolitan areas only requires consideration of light vehicles, not heavy trucks or other modes of transportation. Light vehicles are described as **vehicles under 10,000 lbs of gross vehicle weight**, including motorcycles, cars, minivans, light trucks, and sports utility vehicles.

Eugene-Springfield GHG Planning

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.

GHG Targets

Reduction targets are being set for the state's six metropolitan areas to inform scenario planning and to illustrate what it will take to accomplish our statewide goals. The emission reduction targets are to be accomplished through a combination of actions at the statewide and the local level, including changes in our transportation systems, vehicle and fuel technologies and community design. To develop the targets, a study was conducted to estimate potential future changes to fuel technology, vehicle technology, and the makeup of our vehicle fleet. This resulted in a finding that an additional **21% per capita reduction in transportation sector greenhouse gas emissions would be required within the Eugene-Springfield area by the year 2035**.

Funding

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*.

For More Information

To learn more about GHG planning within the Central Lane MPO visit our website at www.thempo.com. Statewide GHG Planning information can be found on ODOT's Oregon Sustainable Transportation Initiative website at <http://www.oregon.gov/ODOT/TD/TP/OSTI.shtml>.

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