




## Metropolitan Scenario Planning for GHG Emissions Reductions

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## One year from now...

- LCDC rule setting GHG reduction targets for metropolitan areas
- ODOT/OTC draft statewide strategy for transportation GHG reduction
- Draft Scenario Planning Guidelines
- Draft Toolkit for GHG Reduction


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## Background

- 2007
  - HB 3543 sets state targets for GHG reduction (75% reduction by 2050)
- 2009
  - HB 2001 Jobs & Transportation Act (JTA)
  - HB 2186 MPOGHG Task Force
- 2010
  - HB 1059


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## 2001/1059 Summary

- Set targets for GHG reduction from light vehicle travel in metropolitan areas
- Use scenario planning to evaluate land use and transportation options
- Set a statewide transportation strategy
- Report to 2011 / 2013 Legislatures


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## HB 2001 / SB 1059

	HB 2001 Portland Metro Area	SB 1059 Other Metropolitan Areas
Applies to:	✓	✓
Technical Assessment Vehicles/Fuels/VMT	✓	✓
Targets by June 2011	✓	✓
State Strategy	-	✓
Scenario Planning Guidelines	-	✓
Toolkit	-	✓
Funding Report	-	✓
Scenario Plan Due	June 2012	-
Local Implementation	✓	-

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## Process

Cooperative/Collaborative with metropolitan areas and stakeholders

- LCDC – Target Rulemaking Advisory Committee
- OTC – Statewide Strategy Advisory Committee
- Technical Advisory Committee(s) (tbd)
- Direct Outreach to Metropolitan Communities
- Public Education


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## Elements

- Funding Report
- Technical Assessment of vehicles, fuels, VMT
- State Strategy for transportation GHG reduction
- Targets for metropolitan areas
- Guidance
  - Scenario Planning Guidelines
  - GHG Reduction Toolkit
- Public Education

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## Funding Report

- Due January 2011
- Estimate funding locals need to conduct scenario planning
- By ODOT/DLCD in consultation with MPOs & review by committees

*Key point* – Informed by draft scenario planning guidelines

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## Technical Assessment of Vehicles, Fuels, VMT

- By March 1, 2011
- By ODOT, DEQ, DOE
- 1990 and 2035 baseline estimates of:
  - Vehicle fleet
  - Fuels
  - VMT

*Key points:*

- Informs target setting and state strategy
- Likely based on national information & California work

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## State Strategy

- By OTC, for Transportation Sector
- State programs, funding and incentives to reduce GHG through 2035
  - Assumptions about national policies
  - Gas tax, congestion pricing, paid insurance, funding for transit, incentives, high speed rail

*Key Points:*

- Sets state role in reducing transportation GHG
- Sets foundation/framework for metropolitan scenario plans

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## Target Rulemaking

- Due June 2011
- By LCDC
- Must consider different population growth rates in setting reduction targets
  - Likely per capita targets
  - Possibly VMT reduction

*Key Points:*

- Informed by technical assessment and statewide strategy


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## Scenario Planning Guidelines

- Process for scenario planning
  - Steps/ who does it
  - Assumptions
  - Evaluation methods
- Allow for a range of actions for reducing transportation GHG
- Build in flexibility/state local coordination


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## Toolkit

- Best Practices for GHG reduction
- Local & regional programs and actions
  - Provide examples
  - Document GHG reduction effects
  - Focus on most effective
  - Identify benefits/ co-benefits
- Recommend Analysis and Modeling Tools

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## Implementation


- HB 2001 – Portland Metro Only
  - LCDC Adopts Scenario Planning Rule (2013)
    - Guides “cooperative selection” of preferred scenario
    - Sets minimum planning standards & assumptions
    - Cycle for local plan adoption and updates
- SB 1059
  - No specific timeline or requirements
  - To be addressed by 2011 Legislature
  - Expectation: Preferred scenario will guide plan updates

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## Issues/Observations

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## Target Setting

- Transportation sector Share of GHG Reduction (v/v other sectors)
- State Strategy
  - Affects how much metropolitan areas will need to do
  - Provides framework/foundation for local and regional plans
- Metropolitan Area Targets/Share
  - Population growth differences
  - Travel from outside metropolitan areas


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## Role of Scenario Planning

- Objective: Figure out what it will take to meet goals
  - Combination of actions that is most effective, most beneficial, least painful
  - At vision/concept level
- Informs:
  - Legislative dialogue about targets, state actions, next steps
  - Plan updates, local actions


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## Who does Scenario Plans?

- Need to address roles/coordination among cities, counties, MPOs
- “Cooperative Selection”


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## What will scenarios look

- Land Use: *maximize Low VMT development*
  - More infill/redevelopment in centers
  - More mixed use, transit oriented development
  - Higher densities
  - Little or no UGB expansion
- Transportation: *expand low GHG options*
  - Expanded transit
  - Complete bike / ped networks
  - Incentives for alternative modes
  - Parking management


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## Resources

- Oregon Global Warming Commission  
[www.KeepOregonCool.org](http://www.KeepOregonCool.org)
- TGM Carbon Footprint Webpage  
[www.oregon.gov/LCD/TGM/carbonfootprint/index.shtml](http://www.oregon.gov/LCD/TGM/carbonfootprint/index.shtml)
- MPOGHG Task Force Report  
[www.oregon.gov/ODOT/TD/TP/HB2186.shtml](http://www.oregon.gov/ODOT/TD/TP/HB2186.shtml)

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### 75% Reduction in Transportation GHG in Fuel Consumption Terms

	Fuel	Population	Fuel Per Capita
1990	1.6 b	2.8 m	587
2050	0.4 b	5.9 m	68

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