

Resolution of the Oregon Global Warming Commission

Resolution Number: 2008-4-005

Origin: Transportation and Land Use Committee

Recommendations from the Governor's Transportation Vision Committee

Resolved, that the Oregon Global Warming Commission recommends that the Oregon Legislature and the Governor adopt and implement the proposed program elements developed by the Governor's Transportation Vision Committee and pertinent to the State of Oregon meeting its greenhouse gas goals, subject to the qualifications noted below. These program elements include:

Legislative Actions for 2009

1. Create a fund statutorily dedicated to investments in Oregon's non-highway transportation needs.
2. Authorize a graduated first time title fee based on a vehicle's mpg ratings and other factors.
3. Enable state agencies to provide electric vehicle charging infrastructure at state expense.
4. Create a category of medium-speed vehicles with maximum speed of 35 mph on roads posted 35 mph or less.
5. Give the Department of Energy rulemaking authority to set standards for vehicle tax credits.
6. Provide state funding and technical support for amending land use and transportation plans to reduce greenhouse gases, and require Metropolitan Planning Organizations (MPO's) and affected local governments to do so. Local communities outside of MPO's may also apply for state funding and technical support in order to adjust their land use and transportation plans to encourage a reduction in greenhouse gases.
7. Authorize additional funding for the Clean Diesel program to reduce emissions from truck, bus and heavy equipment engines.
8. Extend the "Pay As You Drive" tax credit for insurance companies offering this program.
9. Support investment in non-highway transportation (air, marine port, public transportation, rail passenger and rail freight).

10. Increase the required minimum spending level for bicycle and pedestrian improvements within highway rights of way from 1.0% to 1.5%.
11. Allocate additional flexible federal transportation money to public transportation and other eligible non-highway purposes.
12. Authorize mass transit and transportation districts to levy an excise tax based on the number of commercial parking spaces, subject to a maximum level of ten cents per space per day.
13. Authorize mass transit and transportation districts to level a systems development charge for public transportation infrastructure.
14. Authorize additional funding for the Road User Fee Task Force.

Administrative Actions

15. Develop a least cost transportation model (that includes analysis of least carbon alternatives) for use by the State, MPO's and local governments.
16. Implement a congestion-pricing pilot to demonstrate the potential of pricing to reduce demand.
17. Increase the Oregon Department of Environmental Quality efforts to help Oregon's trucking industry save fuel and reduce emissions with new technology.
18. Initiate a project to identify potential logistical hubs for multimodal freight connections.
19. Broaden use of environmental performance standards to all transportation projects funded with state money.

Qualifications

Research, Development, and Demonstration. In support of meeting Oregon's greenhouse gas reduction and energy efficiency goals, and to promote economic development and employment supported by the state's transportation infrastructure, the Commission urges that the State – agencies and university system –coordinate closely with the private sector to identify targeted opportunities for creating, leveraging, or expanding transportation energy efficiency research, development, and demonstration efforts in Oregon. In particular areas such as low-carbon transportation fuels and their supporting supply and service infrastructure are critical needs, and at the same time opportunities for Oregon to demonstrate leadership. This will require Legislative support

for key research initiatives in agency budgets, and in the higher education budget, while recognizing that constrained State revenues have put a premium on prioritizing initiatives. The Commission, in collaboration with the Oregon Climate Change Research Institute, will report to the Legislature in 2009 on progress in setting Oregon's research efforts within a strategic framework, with priorities and complementary funding strategies.

Education. The Commission recommends incorporating into the Building Energy Performance Certification Process (proposed by the Energy Efficiency Working Group) authorization for the Departments of Energy, Transportation and Land Conservation and Development to develop and provide consumer information on locational (transportation and land use) as well as building efficiency characteristics as the agencies' ability to fairly represent these characteristics evolves.

Federal Funding for Non-Highway and Low Carbon Transportation Infrastructure Investments: The Commission recommends that Oregon anticipate the availability of economic stimulus funding commitments to infrastructure from the next Congress and Administration, and aggressively seek resources to support the State's energy efficiency and carbon-reducing infrastructure strategies.

MPO/Community Greenhouse Gas Reduction Targets: With respect to Program Element #6 above, the Commission recommends setting a target date of June 30, 2011, for MPO's to adopt effective transportation and land use strategies for meeting their proportionate shares of the State's 2020 greenhouse gas reduction goal (keyed to 2005 base period emissions). The target date assumes that modeling tools and funding are available to support this work in a timely fashion. The State or this Commission may develop community-level greenhouse gas reduction goals that supersede a simple proportional goal.

Outcomes

In forwarding these recommendations, the Commission urges upon the Legislature the paramount importance of energy efficiency in meeting the State's Greenhouse Gas reduction goals within the transportation sector, from which arise fully one-third of Oregon's greenhouse gases. The right planning tools and investment criteria, land use regulations and incentives, and consumer information, incentives and financing tools, will place Oregon in the best position to bring about reductions in these emissions. We commend the Transportation Vision Committee for its commitment to integrating these elements into its transportation recommendations to the Governor.