



Metropolitan GHG Reduction Target Rulemaking

LCDC Agenda Item 13

January 12-13 2011 Commission Meeting



LCDC's Role

- Adopt targets for reducing light vehicle emissions for each metropolitan area
 - By June 1, 2011
 - For year 2035
 - To aid in meeting state goal of 75% reduction in GHG emissions by 2050
 - Considering population growth differences, equitably allocating responsibility



Role of Targets and Scenario Planning

- Targets guide metropolitan area scenario planning
- Scenario planning results inform state policy discussion
 - Role of land use and transportation changes in achieving state GHG reduction goals



Scenario Planning Requirements

HB 2001

- Metro must develop two or more scenarios that meet the targets by January 1, 2012
- Eugene-Springfield must develop scenarios by 2014, not subject to targets

SB 1059

- LCDC sets targets for 5 metropolitan areas outside Portland
- No requirement for scenario planning, but MPO GHG Task Force report anticipates other metropolitan areas would do scenario planning



Scenario Planning

- Evaluate “what it would take” to meet targets
 - Evaluate two or more alternatives for changes to land use and transportation patterns in metropolitan areas
 - Identify costs/benefits of different alternatives
- Informs statewide policy discussion
 - How do costs and benefits of actions to reduce GHG reductions from light vehicle travel in metropolitan areas compare with reductions from other actions, other sectors?



Legislative Check In and Review

- * February 2011 – Scenario Planning Funding Report
- * February 2012 – ODOT, DLCD, Metro report on Target Rules, Metro Scenarios
- * February 2014 – ODOT, DLCD, Metro, Eugene Springfield report on scenario planning



TRAC Outcomes

- Recommendation to LCDC on targets for reducing GHG emissions from light vehicle travel for each metropolitan area
- Report to LCDC about how targets should be applied; issues and other recommendations



TRAC Tasks

- Review Agency Technical Report
- Identify issues to be addressed
- Review draft targets, draft rule
- Review fiscal and economic impact statement
- Briefings on other SB 1059 elements related to targets



Agency Technical Report

- By ODOT, DEQ and ODOE
- Estimates:
 - Reductions from expected improvements in vehicle technology and fleet turnover
 - VMT and GHG reductions needed in 2035 to meet 2050 goal
- Due by March 1, 2011
- Detailed modeling by ODOT using GreenSTEP model



Target Rulemaking Issues

- Consider population growth differences
- Consider difference in capability of metropolitan areas to achieve reductions
- Provide flexibility in means local governments can choose to meet targets
- Provide for revision of targets to reflect new information, new state and federal programs
- Allow local governments to count existing efforts towards meeting targets
- Adjust targets to reflect different amounts of external travel
- Provide a baseline that can easily be measured from existing plans



Schedule

- January / February
 - TRAC Meetings
 - Metropolitan Area Workshops
- March
 - Agency Technical Report (March 1)
 - TRAC reviews draft rule
- April
 - Rule notice and draft rule (April 1)
 - Commission hearing (April 21)
- May
 - Commission hearing & adoption (May 19)