

HB 2001 & SB 1059

State and Metropolitan Planning for Reducing GHG Emissions

September 1, 2010



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
 - SB 1059

HB 2001 / SB 1059 Summary

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



Key work for 2010-2011

- ODOT Statewide Strategy
 - Entire state
 - Transportation Sector
- LCDC Target Rulemaking
 - Metropolitan areas
 - Only light vehicle travel
- ODOT/DLCD Scenario Planning Guidance
 - Guidelines
 - Toolkit
- Metro begins scenario planning work



Four Advisory Committees

Policy Committees

- Target Rulemaking Advisory Committee (TRAC) - LCDC
- Statewide Strategy Advisory Committee – ODOT/OTC

Technical Committees

- Scenario Planning TAC
 - Statewide Strategy TAC
- + Consultants and Staff



Major 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



Funding Report

- Due January 2011
- Estimate funding local governments need to conduct scenario planning
- By ODOT/DLCD in consultation with metropolitan areas
- *Key point* – Discussions starting later this month



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
- Underway now – ODOT GreenSTEP model



Technical estimate details

For each metropolitan area:

- ODOT estimates:
 - 1990 light vehicle VMT
 - Light vehicle fleet replacement through 2035
- DEQ & DOE estimate:
 - 1990 GHG emissions from light vehicles
 - Average GHG of light vehicle fleet in 2035
 - Percentage reduction in light vehicle emissions to the year 2035 needed to achieve 2050 GHG goals
 - VMT that meets 2035 GHG emissions goal



Statewide Strategy

- By ODOT/OTC for transportation sector; statewide
- State programs, funding and incentives to reduce GHG through 2035
 - Assumptions about federal 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



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 estimates and statewide strategy



Scenario Planning Guidelines

- By ODOT & DLCDD
- Advisory
- Process for scenario planning
 - Steps/ who does it
 - Assumptions
 - Evaluation methods
- Allow for a range of actions for reducing transportation GHG
- Integrate with existing planning processes
- Build in flexibility/state local coordination



Toolkit

- ODOT and DLCDC
- 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



Education & Outreach

- Strategy to be developed
- Inform public about
 - Need to reduce GHG emissions from light vehicle travel
 - Costs and benefits of GHG emission reduction



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 – Other metropolitan areas
 - No specific timeline or requirements
 - To be addressed by 2011 Legislature
 - Expectation: Preferred scenario will guide plan updates



Issues/Observations



Target Setting

- Need to estimate:
 - 2035 statewide GHG reduction goal
 - Transportation sector share
 - Light vehicle share
 - Metropolitan share
- Consider population growth differences
 - Between 1990-2035:
 - Deschutes +300% (+170,000)
 - Benton +40% (+27,000)



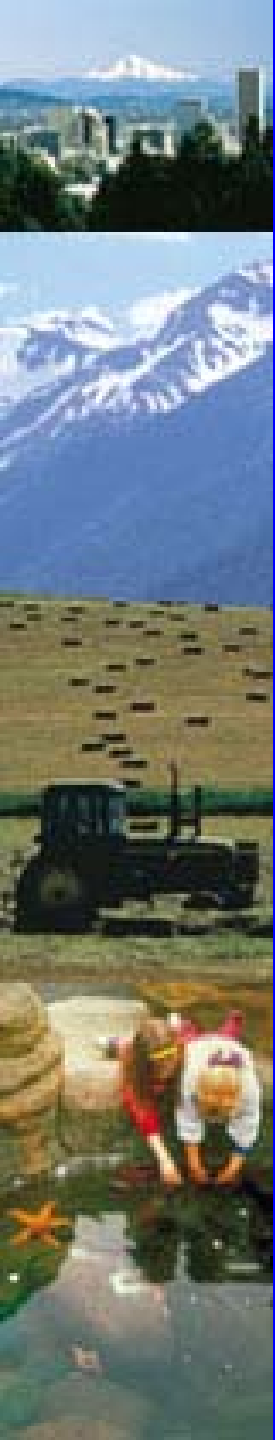
Initial thoughts

- 2035 GHG reduction target is likely 30-50% below 1990 levels
- Technology
 - Vehicles will get much better
 - But fleet turnover affects adoption of new technology– median vehicle is 9 years old
- VMT
 - Recent per capita trend is encouraging – flat to down slightly over last 5 years
 - But population will grow by 35-40%



Role of Scenario Planning

- Objective: Figure out what it will take to meet GHG goals
 - Combination of actions that is most effective, most beneficial, least painful
 - At vision/concept level
 - Like Metro 2040 Concept Plan
- Informs:
 - Legislative dialogue about targets, state actions, next steps
 - Plan updates, local actions



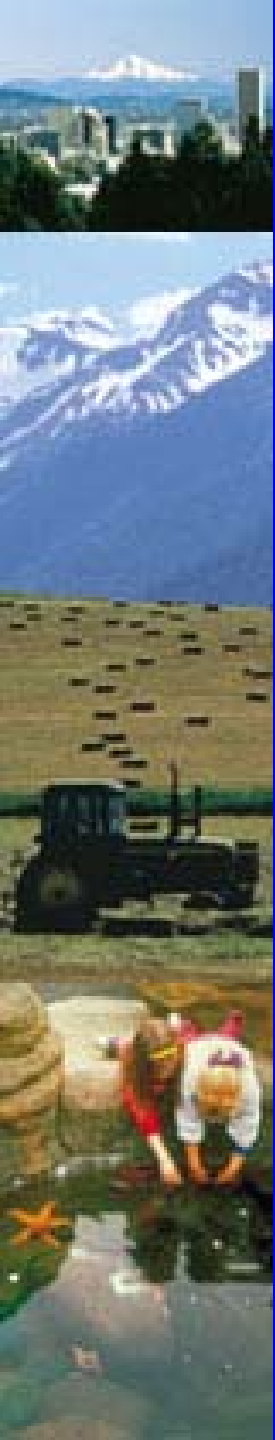
Who does Scenario Plans?

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



What will scenarios look like?

- Land Use: *maximize Low VMT development*
 - More infill/redevelopment in centers
 - More mixed use, transit oriented development
 - Higher densities for new development
 - Little or no UGB expansion
- Transportation: *expand low GHG options*
 - Expanded transit
 - Complete bike / ped networks
 - Incentives for alternative modes
 - Parking management
- Integrated packages – LU & Transportation
 - Example: TODs + BRT + cash out etc.



HB 2001: Metro goes first

- Already started
- HB 2001 Funding
- Draft scenarios will be prepared in 2011
- Integrated into “Making Greatest Place” work



California is on a Similar Path

- SB 375
 - CARB to set target for 18 MPOs
 - MPOs must develop “Sustainable Communities Strategy” - SCS
 - Draft GHG reduction targets
 - 13-16% reduction per capita (large MPOs)
 - 10% reduction (mid-sized MPOs)



Resources

- Oregon Global Warming Commission
www.keeporegoncool.org
- TGM Carbon Footprint Webpage
www.oregon.gov/LCD/TGM/carbonfootprint/index.shtml
- MPOGHG Task Force Report
www.oregon.gov/ODOT/TD/TP/HB2186.shtml