



# Oregon Sustainable Transportation Initiative

## Status Report and Next Steps

Report to the 2013 Oregon Legislature

From the Oregon Department of Transportation  
and the Department of Land Conservation and Development

---

### Introduction

Senate Bill (SB) 1059, adopted by the 2010 Legislature, directs the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD) to carry out a number of actions to help support the reduction of greenhouse gas (GHG) emissions from the transportation sector through land use and transportation planning. A major focus of the effort is scenario planning for the state's metropolitan areas. Section 9 of SB 1059 requires a report to summarize progress and provide recommendations for next steps.

This report summarizes progress made in developing information, tools and guidance for efforts to reduce GHG emissions, including metropolitan scenario planning. Updates are provided for the following efforts:

- The Statewide Transportation Strategy on greenhouse gas emissions adopted by the Oregon Transportation Commission
- Scenario Planning Guidelines established by ODOT and DLCD
- A Toolkit, established by ODOT and DLCD, of programs and actions that can be implemented at the local or regional level to reduce GHG emissions from transportation

Recommendations on next steps are also included, as Section 9 directs the agencies to provide recommendations on:

- How to meet the greenhouse gas emissions reduction targets set for the state's metropolitan areas (Portland Metro, Salem-Keizer, Corvallis Area, Central Lane, Bend, and Rogue Valley)
- Whether additional actions or a different framework is necessary to carry out Oregon's GHG emissions reduction goals<sup>1</sup>

---

### Background

The Oregon Sustainable Transportation Initiative (OSTI) is the umbrella for these efforts. In addition, OSTI includes support for other legislatively mandated work from the 2009 Jobs and Transportation Act (House Bill 2001), which directs the metropolitan areas of Metro (Portland) and Central Lane (Eugene-Springfield) to conduct scenario planning to explore regional transportation and land use approaches for reducing greenhouse gas (GHG) emissions. Both areas are required to select a preferred scenario and Metro is required to implement. The legislation encourages the other metropolitan areas to look at ways to reduce GHG emissions. The guidelines mentioned above, in addition to the toolkit and statewide transportation strategy, are intended to support these efforts. Additionally, GHG reduction targets were established for each metropolitan area to help guide their work. As a whole, OSTI examines and pursues approaches for aiding the state to achieve GHG reduction goals.

---

<sup>1</sup> Oregon GHG reduction goals were established in Oregon Revised Statute (ORS) 468A.205: reduce GHG emissions by 20 percent below 1990 levels by 2035, and 75% by 2050.

Products called for by SB 1059 have been completed. The Statewide Transportation Strategy, Scenario Planning Guidelines and the GHG Reduction Toolkit provide Oregon's metropolitan areas with the information, tools and guidance to support scenario planning and explore ways to reduce greenhouse gas emissions from light vehicle travel.



## Progress Update

Each of the following OSTI work products were developed with extensive stakeholder engagement and support from other state agencies and industry experts. Detailed information is provided below.

### *The Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*

ODOT has prepared a draft Statewide Transportation Strategy (STS) that is currently under consideration by the Oregon Transportation Commission. The STS describes what it would take for transportation to get as close to the state 2050 goal (75% reduction in GHG emissions from 1990 levels) as is plausible. It is neither directive nor regulatory, but rather points to promising approaches that can be further considered by policymakers at the national, state, regional, and local levels.

The STS is a state-level scenario planning effort that examines all aspects of the transportation system including the movement of people and goods and identifies transportation system, vehicle and fuel technology, and urban land use pattern strategies.

A Policy Committee and a Technical Advisory Committee guided the development of the STS over a two year period. Committee members represented a wide range of transportation stakeholders including state, regional and local governments, other state agencies, business, and advocacy groups. Based on extensive research, technical analysis using the best available data, and issue papers, the committees crafted the vision, strategies and strategic priorities.

To inform the process, staff and consultants used the GreenSTEP modeling tool, an advanced analysis tool developed by ODOT to evaluate a large number of possible combinations of policies and actions for reducing greenhouse gas emissions. GreenSTEP was used to estimate the outcome of plans and trends if Oregon continued on its current path (business as usual). Alternative scenarios were then created that represented different configurations of technology, pricing, land use, and transportation. Indicators were used to provide information on the amount of GHG reduced as a result of a scenario, as well as to understand other potential impacts on important societal goals like improved health, cleaner air, and more efficient transportation system performance. Scenarios were compared to the business as usual projection to understand differences in outcomes. Those strategies included in the STS represent the mix of options with the largest GHG reductions and greatest potential positive impacts on the other goal areas.

### The STS actions employed to reduce GHG emissions also look to:

- Reduce delay and inefficiency on Oregon's roadways;
- Support clean air and protect natural resources;
- Improve public health;
- Accommodate new state residents;
- Provide for the efficient movement of goods and services;
- Reduce Oregon's dependency on foreign energy sources; and
- Keep the proportion of household expenditures on transportation from rising.

Strategies identified include:

- Advanced vehicles/engines and fuels
- Enhanced operational efficiency through technology, infrastructure investment, and operations management
- Greater transportation options that produce fewer emissions and provide for more efficient movement of people and goods
- Increased efficiency of land uses that support the transportation network through location proximity, compact growth and development
- Pricing and funding mechanisms that support a transition to more sustainable funding sources and provide market incentives for developing and implementing efficient ways to reduce emissions



Analysis using the GreenSTEP model shows that the combined policies in the STS vision would reduce transportation sector GHG emissions substantially—to 60% below 1990 levels by the year 2050. (This is close to but does not quite achieve the state goal of a 75% reduction.) To reach even this level, over time all the strategies in the STS would need to be implemented. Depending on goals and priorities, the STS may be explored in its entirety or specific strategies selected.

Adoption of the STS is an important milestone in establishing a long-term course to reduce transportation-related GHG emissions and points to actions and strategies found to be effective in reducing such emissions. While the STS is neither directive nor regulatory, it identifies promising approaches that can be further considered by policymakers at the national, state, regional, and local levels. ODOT will continue to explore strategies identified in the STS through an implementation plan and next update of other statewide plans.

### ***Scenario Planning Guidelines***

ODOT and DLCDC have worked with a Technical Advisory Committee made up of land use and transportation planners from the state's metropolitan areas to develop a detailed set of Scenario Planning Guidelines. The guidelines outline step by step best practices designed to help Oregon metropolitan areas conduct land use and transportation scenario planning. The guidelines:

- Recognize that successful scenario planning must address a full range of local goals and needs, in addition to GHG reduction
- Show how Oregon communities can integrate scenario planning with their existing plans and planning responsibilities
- Emphasize starting with and building upon a community's existing land use and transportation plans (recognizing that Oregon communities have considerable experience planning for compact growth and transportation options)
- Explain how communities can use powerful new analytical tools to evaluate local benefits and impacts, as well as GHG emissions
- Include options to allow communities to tailor scenario planning to address specific local needs and circumstances
- Describe key steps in the process for public outreach and engagement, to build local consensus about possible choices
- Draw from and incorporate recommended practices and examples from scenario planning efforts from around the country



### ***Greenhouse Gas Reduction Toolkit***

The GHG Reduction Toolkit identifies actions and programs which can be implemented at the local or regional level to reduce GHG emissions. It is comprised of a suite of products including an online searchable database of actions and programs with GHG emissions reduction potential; a modeling and analysis tools report; case studies; and a communications best practices report.

Case studies within the toolkit provide

information on successful examples from Oregon and around the country. These case studies demonstrate implementation of actions and programs which could be undertaken in Oregon metropolitan areas to reduce GHG emissions and help to achieve other community goals.

ODOT and DLCD worked with a consultant team to develop the online database. Progress was reviewed and commented on by an Ad Hoc advisory group composed of city and county planners across the state and other interested parties. The Modeling and Analysis Tools Report was written by ODOT, with support and peer review from the Oregon Modeling Steering Committee. The Toolkit is considered a living document and is continually updated with relevant and compelling material.

### ***Metropolitan GreenSTEP modeling tool***

The GreenSTEP tool used to develop the Statewide Transportation Strategy has been modified for use by metropolitan areas. This Metropolitan GreenSTEP is a policy level analysis tool which enables local planners to evaluate the greenhouse gas emission outcomes of a broad range of possible land use and transportation policies, programs and actions. Additionally the tool provides information on other outcomes, such as impacts to water and natural resources, health, and household costs. It is currently in use by Metro and Central Lane MPOs in their scenario planning efforts.

### ***Public Education and Outreach Plan.***

Outreach efforts will be conducted to help lay the foundation for greenhouse gas emission reduction planning and implementation work. Particular attention will be given to metropolitan areas in support of scenario planning.

## Recommendations on Meeting the Targets<sup>2</sup>

### Background on Targets and Scenario Planning

In 2011, the Land Conservation and Development Commission (LCDC)—based on consultation with metropolitan areas and technical advice from other state agencies (including ODOT, Department of Environmental Quality and Energy)—adopted targets for reducing greenhouse gas emissions from light vehicle travel for each of the state’s metropolitan areas. “Targets” represent the amount that metropolitan areas need to reduce emissions for the state to be ‘on track’ to meet its long-term goal of reducing greenhouse gas emissions to 75% below 1990 levels by the year 2050. The adopted targets call for the state’s six metropolitan areas to achieve a 17-20% reduction in emissions per capita by the year 2035.<sup>3</sup>

The targets are advisory except for the Portland metropolitan area. Metro is required to engage in scenario planning, meet their target, and then implement the preferred scenario. The Eugene-Springfield (Central Lane) area is required to undertake scenario planning but is not required to meet the target in development of a preferred scenario. Scenario planning in the other four metropolitan areas is voluntary.<sup>4</sup>

Scenario planning is a tool with which to engage decision makers and the public in a conversation about community goals and values. Scenario planning can help communities explore how plans and policies put in place today will affect their community in the future.

### Findings from OSTI Projects

Over the last two years, ODOT and Metro have done extensive analysis of possible actions that could be applied at the state, regional and local levels to reduce greenhouse gas emissions from the transportation sector and light vehicle travel.

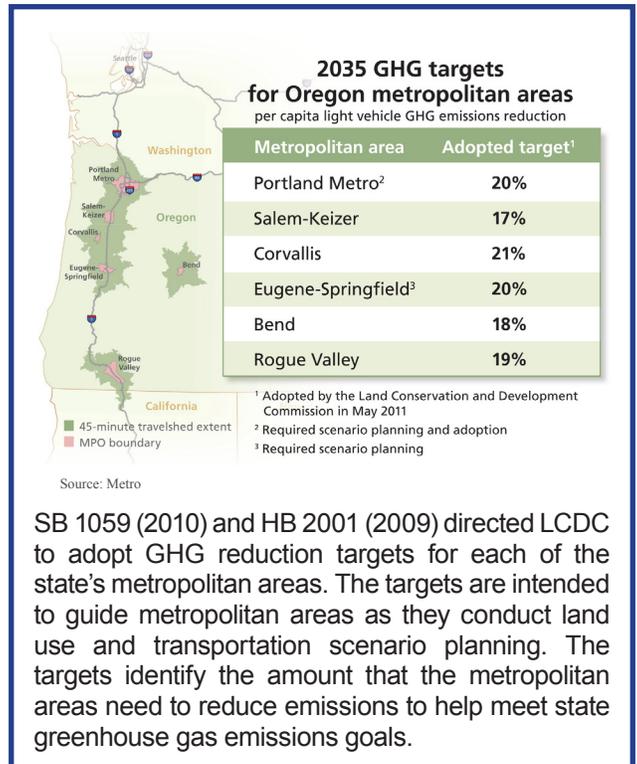
- At the state-level, ODOT developed the Statewide Transportation Strategy (STS) identifying ways to reduce emissions from the state’s transportation sector, including the movement of people and goods on all modes.
- Metro completed the first phase of its scenario planning work, the Climate Smart Communities Scenarios project, to evaluate different policies and actions for accommodating growth and transportation needs in the region.

Both efforts used the GreenSTEP model to evaluate a large number of possible combinations of policies and actions for reducing greenhouse gas emissions. Results from the two projects show that a coordinated strategy that includes planning walkable neighborhoods, compact urban development and expanded transportation options is an effective way to reduce emissions from light vehicle travel and has other important benefits—both for metropolitan communities and the state as a whole.

<sup>2</sup> “The Department of Transportation and the Department of Land Conservation and Development shall make a joint report to the 77<sup>th</sup> Legislative Assembly ...regarding.... recommendations on how to meet the greenhouse gas emissions reduction targets identified in Section 5 of this 2010 Act. (SB 1059, Section 9)

<sup>3</sup> The emission reduction targets are for reductions in addition to expected reductions due to improvements in vehicle technology, fuels, and changes to the vehicle fleet.

<sup>4</sup> HB 2001, Sections 37 and 38 adopted by the 2009 Legislature direct the Portland and Eugene-Springfield areas to conduct scenario planning.



SB 1059 (2010) and HB 2001 (2009) directed LCDC to adopt GHG reduction targets for each of the state’s metropolitan areas. The targets are intended to guide metropolitan areas as they conduct land use and transportation scenario planning. The targets identify the amount that the metropolitan areas need to reduce emissions to help meet state greenhouse gas emissions goals.

Key findings from the two planning efforts include:

- 2035 targets for greenhouse gas emissions reduction appear to be achievable. The adopted targets call for a 17-20% reduction in emissions per capita in each metropolitan area. Metro's analysis indicates targets can be met with variety of plausible policies. For example, Metro found that more than 90 of the 144 scenarios it tested would meet GHG reduction targets.
- There are several land use and transportation actions that are cost-effective in reducing greenhouse gas emissions. A 2012 study commissioned by the Oregon Department of Energy shows that land use and transportation measures, such as planning for compact development that reduces distances people need to drive, are among the most cost-effective ways to achieve emission reductions.<sup>5</sup>
- A coordinated, comprehensive, strategy works best. Land use and transportation strategies in metropolitan areas can improve the effectiveness of other actions. For example, expanded transit, improved transportation options and incentives for electric vehicles are all more effective in reducing emissions if metropolitan areas also plan for compact growth and walkable neighborhoods with a mix of land uses.
- Land use and transportation strategies that reduce emissions have other important benefits for Oregonians. Strategies that reduce emissions also are likely to:
  - Keep household energy and transportation costs from rising
  - Reduce delay and inefficiency on Oregon's roadways
  - Support clean air and protect natural resources
  - Improve public health
- Existing plans provide a strong foundation for meeting emissions goals. Oregon's metropolitan areas are well-ahead of most of the rest of the country in planning for community growth in a way that supports efforts to reduce emissions. As a result, scenario planning is an opportunity to build on existing plans and address other important local needs and issues in the face of a changing economy and demographics.



### ***Partnership with Metropolitan Areas***

Through the development of the Targets, STS and Guidelines, ODOT and DLCD have been working with metropolitan areas to explore local interest and support for scenario planning. While local governments have expressed some interest in scenario planning they have also expressed concern about how scenario planning might be funded and how it would fit with their other, ongoing planning responsibilities.

- Local officials are interested in capabilities of analysis tools, like GreenSTEP, to help evaluate likely outcomes from existing plans and possible alternative scenarios.
- Local officials express concern that current planning resources are fully subscribed to meeting existing planning requirements. Consequently, they indicate they need additional resources and technical support to conduct scenario planning. Local governments have also indicated that additional funding may be needed to implement programs and actions identified by scenario planning.

<sup>5</sup> 10-Year Energy Action Plan Foundational Modeling Report, October 2012, Oregon Department of Energy and the Center for Climate Strategies. [http://www.oregon.gov/energy/GBLWRM/docs/Energy\\_Plan\\_GhG\\_MACC\\_Foundational\\_Modeling\\_Final\\_Report.pdf](http://www.oregon.gov/energy/GBLWRM/docs/Energy_Plan_GhG_MACC_Foundational_Modeling_Final_Report.pdf).



- They indicate additional discussion is needed at the metropolitan level in order for local officials to reach agreement about:
  - The value of scenario planning (i.e., it has value for addressing local goals and needs as well as greenhouse gas emission reductions)
  - How a local process for scenario planning ought to be organized (e.g., who should lead the process, who should be involved, and how will decisions be made)

The agencies have provided financial and technical support for Metro and Central Lane, the areas required to engage in

scenario planning. In addition, ODOT and DLCD are continuing to work with the other metropolitan areas to discuss their interests and needs related to scenario planning and support them with available resources.

### **Conclusions**

- ODOT's Statewide Transportation Strategy and Metro's Climate Smart Communities Scenarios project demonstrate that metropolitan area scenario planning has great potential to advance cost-effective strategies to reduce greenhouse gas emissions that will also make Oregon communities and Oregonians better off—by, for example, improving air quality and public health.
- ODOT and DLCD, working with metropolitan areas, have developed new tools and information to help metropolitan areas conduct scenario planning. These include the GreenSTEP model, the Scenario Planning Guidelines, the GHG Reduction Toolkit, and a detailed plan for public outreach to support scenario planning.
  - As the MPO GHG Reduction Task Force recommended to the 2010 Legislature, scenario planning should be coordinated with updates of metropolitan transportation and land use plans. This will allow metropolitan areas to use scenario planning to inform local decisions about how to accommodate expected population and employment growth over the next 20-25 years. These updates are a logical opportunity to engage in scenario planning to evaluate implications of existing plans, estimate GHG emissions outcomes, and consider possible options.
  - Metropolitan areas need state technical and financial support to conduct scenario planning. Existing funding with ODOT is sufficient to cover this need; therefore, ODOT and DLCD are not requesting additional funding from the legislature at this time.

## Recommendations

ODOT and DLCDC recommend the following actions for meeting the GHG reduction targets in metropolitan areas:

1. ODOT and DLCDC will continue working toward and supporting scenario planning within the four metropolitan areas not covered by SB 1059, and negotiate state technical and financial assistance. ODOT has set aside sufficient funding for scenario planning in these metropolitan areas based on estimated cost ranging from \$200,000 to \$1.5 million<sup>6</sup> for each metropolitan area.
2. ODOT will continue work at the state level to realize the Statewide Transportation Strategy vision. ODOT will develop a STS implementation plan and work with other state agencies and regional and local governments on next steps. This can help with scenario planning by spelling out the supporting strategies, programs and actions that will be carried out at the state level to help reduce emissions in metropolitan areas, such as long-term plans for transportation finance for roads, transit and alternative modes.
3. ODOT and DLCDC will continue programs and efforts, including the Transportation and Growth Management (TGM) program, that support changes to local transportation and land use plans that implement actions that reduce greenhouse gas emissions.
4. ODOT and DLCDC will continue to work with metropolitan areas on other elements of the OSTI program:
5. LCDC will conduct the scheduled evaluation of greenhouse gas emissions targets for 2015, considering results of ODOT Statewide Transportation Strategy and scenario planning conducted by the Metro and the Central Lane MPO.
6. ODOT and DLCDC will seek opportunities for public education and outreach to support efforts by metropolitan areas to conduct scenario planning and engage with the public in metropolitan areas about the role of GHG emissions from light vehicle travel and possible options.

### ***MPO GHG Reduction Task Force Recommendations***

The recommendations in this report are consistent with and build upon the recommendations from the MPO GHG Reduction Task Force established by the 2009 Legislature. The Task Force—made up of representatives from each of the metropolitan areas as well as state agencies and other stakeholder groups—recommended that the state and metropolitan areas undertake a three-phase process to support scenario planning by the state’s metropolitan areas:

- Phase 1—through 2012, metropolitan areas would use existing resources to explore ways to reduce GHG emissions
- Phase 2—beginning in 2012, and when additional resources and state guidance are available, metropolitan areas would develop land use and transportation scenario plans to meet GHG reduction goals as part of their regional transportation plans
- Phase 3—regular update of state and metropolitan plans to address GHG reduction

The Task Force recognized that additional resources and capabilities will be needed to conduct scenario planning work and to fully engage the public in scenario planning:

- MPOs will need expanded resources for scenario planning...
- ODOT and DLCDC will need additional resources to...provide technical assistance to local governments.

<sup>6</sup> The SB1059 Financing Report submitted to the Legislature in 2011 estimated the cost of scenario planning, stating: "...it is estimated that scenario planning, through selection of a preferred scenario, could cost from \$200 thousand to \$1.5 million for each of the five metropolitan areas covered by SB 1059: Salem-Keizer, Corvallis, Central Lane, Rogue Valley, and Bend. Estimated costs do not necessarily take into account the unique aspects, needs, or relationships between each Metropolitan Planning Organization (MPO) and associated counties and cities. Some costs may be more and some may be less because of these differences."

## Recommendations on the Framework for Meeting State Goals to Reduce GHG Emissions<sup>7</sup>

The statutory goals, established in ORS468A.205, call for the state to reduce greenhouse gas emissions to 75% below 1990 levels by the year 2050. These goals apply to GHG emissions in all areas of the state and from all sources. SB 1059 directs work by ODOT and DLCDC on reducing emissions from the transportation sector (with a particular focus on metropolitan areas and emissions from light vehicle travel). Given this directive, the recommendations in this document *primarily* address how the transportation sector can meet its share of GHG reduction goals.

### Transportation Sector

The Statewide Transportation Strategy (STS) sets forth a combination of plausible policies, programs and actions for reducing GHG emissions from the transportation sector. The STS shows that:

- Substantial reductions in transportation sector emissions are possible, but that achieving a 75% reduction by 2050 is unlikely. Instead, around a 60% reduction below 1990 levels appears to be plausible by the year 2050.
- The 75% goal is unlikely to be met because it will be difficult to reduce emissions from movement of freight and air travel. Light vehicle travel reductions are likely to meet the goal.
- Even though the transportation sector is unlikely to reduce its emissions by 75%, the STS identifies a promising set of strategies, actions and programs that can put the state on a path to real progress in reducing emissions. Most of the identified strategies have benefits for Oregon that make them worthy of further consideration. The current framework—which anticipates further efforts to pursue reductions in the transportation sector—makes sense and should be pursued.



The STS was a state-level scenario planning effort that showcased an effective process for identifying strategies for reducing emissions and balancing objectives. At the regional and local level, scenario planning also promises to be effective mechanisms at exploring actions to reduce GHG emissions. ODOT and DLCDC have developed materials to support this work and with tools now in hand, the agencies are ready to move forward with statewide implementation planning and support of regional and local efforts.

### Other Sectors

Development of STS has been a valuable exercise to improve understanding of the potential for GHG reductions in the transportation sector. In regards to cross-sector strategies, the STS found that equal efforts are needed in the power generation sector to reduce emissions and provide cleaner energy for electric vehicles. Outside of direct ties to the transportation sector, it would be desirable for the state to undertake similar efforts for other major emission sectors. Similar strategies prepared for other sectors would identify those actions that are most cost-effective in reducing emissions, identify synergies among strategies and actions and identify those actions that have greatest potential benefits for Oregon's communities, citizens and businesses.

<sup>7</sup> Section of SB 1059 directs ODOT and DLCDC to provide recommendations to the legislature about whether additional actions or a different framework is necessary to carry out Oregon's greenhouse gas emissions reduction goals.

### *Recommendations*

While meeting the state's GHG reduction goals will require additional actions by all sectors and at all levels of government, significant changes to the state's overall framework for meeting GHG reduction goals are not needed at this time.

Oregon's framework, guided by efforts of the Oregon Global Warming Commission, represents a comprehensive approach that considers a broad range of actions across different emissions sectors. The Statewide Transportation Strategy (STS) and metropolitan scenario planning build on this by addressing, in more detail, how a combination of state, local and private efforts within the transportation sector can most effectively reduce emissions and help make Oregonians and Oregon communities and businesses better-off.



ODOT and DLCDC recommend the following:

1. Cross-sector GHG reduction efforts should be continued and enhanced.

A group, like the Oregon Global Warming Commission, can provide valuable coordination, guidance, and support for state efforts to reduce greenhouse gas emissions.

In addition, cross-sector work, like the Governor's 10-Year Energy Action Plan, should be pursued to begin to carry out actions that help reduce GHG emissions. The Plan identifies steps that the state can take in the next decade to help reduce emissions and should provide a foundation for longer term efforts to achieve greater reductions.

2. The legislature should consider directing other sectors to develop "statewide strategies" for emission reduction, such as electric generation.

The Statewide Transportation Strategy has been a valuable way to bring together stakeholders to explore and evaluate options for reducing emissions from the transportation sector. Similar "statewide strategies" prepared for other sectors could be an effective way to develop and advance a set of actions that integrate GHG reduction efforts with other state and local goals and needs.

**OSTI Timeline<sup>8</sup>**

2009	2010	2011	2012	2013	2014	2015
<b>Portland Metro &amp; Central Lane Scenario Planning (HB 2001)</b>						
Portland Metro & Central Lane Scenario Planning (HB 2001)	Metro begins "Climate Smart Communities Scenarios Project"	Agencies Technical Report (by ODOT, DEQ, and DOE) estimates future vehicle technology, fleet, fuels to inform LCDC adoption of GHG targets for metropolitan areas	Central Lane begins their scenario planning work	Metro identifies and evaluates three alternative scenarios for meeting GHG targets  Central Lane crafts alternative scenarios	Metro adopts preferred land use and transportation scenario  Central Lane identifies a preferred land use and transportation scenario	LCDC reviews Metro's preferred scenario  LCDC reviews GHG reduction targets
<b>STS and Scenario Planning by other Metropolitan Areas (SB 1059)</b>						
HB 2186 creates MPO GHG Reduction Task Force to make recommendations to the 2010 Legislature about scenario planning by other metropolitan areas	MPO GHG Reduction Task Force reports to the legislature  Recommends 3 phase process for voluntary scenario planning  SB 1059 adopted; directs ODOT and DLCD to develop tools & information to help metropolitan areas	ODOT/DLCD begin work on  – Statewide Transportation Strategy – Scenario Planning Guidelines – GHG Reduction Toolkit	ODOT/DLCD complete  – Statewide Transportation Strategy – Scenario Planning Guidelines – Public Education Plan	OTC adopts the STS  ODOT begins work on STS the Implementation Plan  ODOT/DLCD continue outreach to metropolitan areas to explore scenario planning		
<b>Legislative Reports</b>						
		ODOT/DLCD Scenario Planning Finance Report	Report on Targets and Portland Metro	This report	Central Lane report to the legislature	

<sup>8</sup> This report is part of a multi-year effort to explore how land use and transportation planning – focused on the state's six metropolitan areas – can help meet state goals to reduce greenhouse gas emissions. This table summarizes major actions that have occurred or are called for by HB 2001 and SB 1059.