



# Oregon

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To: Metropolitan Transportation Planning and Greenhouse Gas Reduction Targets RAC  
From: Cody Meyer, DLCD  
Re: Statewide Transportation Strategy Capabilities Assumptions

When the initial GHG targets were set in 2011, it was assumed that all metropolitan areas would reduce per capita emissions from 1990 levels by the same proportion. The differences between targets for the metropolitan areas were due to the shifting of the base year from 1990 to 2005 and to differences in forecasts of future vehicle emissions rates. The shift of the base year affected the targets because the estimates of change in emissions from 1990 to 2005 varied among metropolitan area.

After the initial targets were set, ODOT fulfilled its requirement under SB 1059 to develop a Statewide Transportation Strategy (STS) for reducing GHG in all portions of the transportation sector, including the ground passenger travel sector. The project included extensive modelling of reduction scenarios based on projections and assumptions of external factors, state actions, and local actions. Levels of capabilities were differentiated in the modeling using the following assumptions:

- Metropolitan areas would do more than rural areas in reducing GHG emissions
- Among the metropolitan areas, capabilities to reduce emissions would vary by MPO size:
  - Large (Portland Metro)
  - Medium (Salem/Keizer, Eugene/Springfield)
  - Small (Corvallis, Bend, Rogue Valley)
- The capabilities that were differentiated by MPO size were:
  - Congestion pricing
  - Parking
  - Carsharing
  - Transit Service
  - Transportation Demand Management (TDM)