



OREGON MODELING STEERING COMMITTEE

GREENHOUSE GAS (GHG) SUBCOMMITTEE

Charter

Date Initiated: 12/9/19

Approved by Executive Committee: 5/11/2020

Subcommittee Chair: Ali Mirzakhali, ODEQ

Co-Vice Chairs: Tara Weidner, ODOT
Thaya Patton, Metro

Members: See attached [roster](#)

Purpose: According to the Environmental Protection Agency (EPA), the country's transportation sector is responsible for nearly 30% of total greenhouse gas emissions (GHG) nationally¹ -- the largest share of emissions from any single U.S. economic sector. In Oregon, transportation GHG emissions have risen steadily and comprise nearly 40% of the statewide total inventory² (this includes ground transportation for passenger and commercial vehicles, plus freight shipping systems and air transportation).

Oregon has long acknowledged that human transportation activities contribute significantly to global climate change. In 2010, Oregon's legislature directed the preparation of a statewide transportation strategy³, with the ambitious goal of reducing Oregon's GHG emissions below 1990 levels by the year 2050. Since that time, state agencies and metropolitan planning organizations (MPOs) have been working to estimate GHG outcomes that are likely to result if current trends continue, and to identify broad transportation and land use policies and strategies that may help to reduce future emissions.

Analyses to date have been focused at the policy level, rather than at the network or individual project level. At present, there are no uniform industry-adopted ways to evaluate the GHG impacts of specific projects and strategies such as:

- Transportation system management and operation (TSMO) activities (including transportation demand management)
- Capacity investments
- Non-motorized (bicycle and pedestrian) investments
- Transit investments
- Vehicle and fuel policy actions at the federal, state and local level
- Emerging technologies (alternative power vehicles, connected/autonomous vehicles, ride-hailing services, e-bikes, e-scooters, etc.)

¹ United States Environmental Protection Agency, Greenhouse Gas Emissions, *Total U.S. Greenhouse Gas Emissions by Economic Sector in 2017*, retrieved from <https://www.epa.gov/ghgemissions/sources-greenhouse-gas-emissions> on December 30, 2019.

² Oregon's Global Warming Commission, *2018 Biennial Report to the Legislature, for the 2019 Legislative Session*, retrieved from <https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/5c2e415d0ebbe8aa6284fdef/1546535266189/2018-OGWC-Biennial-Report.pdf>, on January 2, 2020.

³ [Oregon Statewide Transportation Strategy, A 2050 Vision for Greenhouse Gas Emissions Reduction, March 20, 2013.](#)

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- Land use and affordability impacts on GHG
- Other transportation planning and investment activities

Analysis tools that can be used consistently to help decision makers understand GHG benefits and impacts of network and project-level improvements are needed for Oregon to continue progress toward its GHG goals.

The objectives of the OMSC's GHG subcommittee are therefore two-fold:

1. **To identify the potential roles of various agencies and ODOT units related to transportation GHG data and analysis, so that the OMSC is positioned to support actions that address climate change.**
2. **To prepare an action plan outlining recommended analysis tools and data for transportation related GHG analysis. The action plan will focus on tools and methods needed for preparing transportation system plans (TSPs), regional transportation plans (RTPs), capital investment plans, and develop construction and maintenance strategies.**

Primary Work Tasks/Products:

Item	Lead Agency and Contact	Estimated Delivery Schedule
Inventory current models and tools available for GHG analysis and summarize their capabilities.	ODOT - Weidner	Complete. See GHG Tools Overview Report
Background summary that explains terminology, definitions and measures used or needed for GHG analysis at various levels.	ODOT – Weidner	June 2020
Survey of subcommittee members and stakeholders to understand current GHG policies, and any definitions, evaluation methods and measures used by regional and local agencies	ODOT – Weidner	June 2020
Analysis needs and gaps assessment		Winter 2020/2021
Data needs assessment , including common data sets, how to make them consistent and how to maintain them over time		Winter 2020/2021
Identify potential agency roles and responsibilities in GHG analysis. Recommend coordination protocols for the OMSC.		Spring 2021
Provide a recommended prioritized action plan (tasks, purpose, ability to leverage available tools and methods, responsible party, estimated timeline) for getting recommended tools ready for implementation.		Summer 2021

Other Subcommittee Expectations/Responsibilities: Depending on the subcommittee's recommended action plan, the group may be asked to help prepare or review future guidelines for adding GHG considerations to MPO planning and project selection processes.

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The group may also be asked to help prepare or review informational materials that help policymakers understand the potential GHG return on investment associated with various policies, strategies and project types.

Anticipated Dissolution Date: This is a standing subcommittee until further notice.