

**Date:** April 4, 2011

**To:** Environmental Quality Commission

**From:** Dick Pedersen, Director

**Subject:** Agenda item J, Informational and discussion item: Greenhouse gas reduction strategies for transportation  
April 21-22, 2011, EQC meeting

**Purpose of item** Dr. Rob Zako, Oregon Department of Land Conservation and Development land use-transportation planner, will present information about state agency efforts to establish greenhouse gas emissions reduction targets for light vehicle travel in Oregon's metropolitan areas.

**Background** In 2009, the Oregon Legislature passed House Bill 2001. In 2010, the Oregon Legislature passed Senate Bill 1059. Together these bills directed the Land Conservation and Development Commission to adopt rules, by June 1, 2011, that set targets for Oregon's metropolitan areas to plan for reductions in greenhouse gas emissions from cars and light trucks.

These bills also required DEQ to work with the Oregon Department of Transportation and the Oregon Department of Energy to provide the Land Conservation and Development Commission with a technical report by March 1, 2011, containing information to support the rulemaking.

Senate Bill 1059 also required DLCD and ODOT to inform the public about the need to reduce greenhouse gas emissions from cars and light trucks, and about the costs and benefits of doing so.

To assist in setting targets, the Land Conservation and Development Commission established the Target Rulemaking Advisory Committee. The committee is comprised of representatives from the six metropolitan areas in Oregon, the state agencies involved with the rulemaking and other affected groups. On March 30, 2011, the committee approved, by full consensus, recommendations for the Land Conservation and Development Commission to consider at its meetings on April 21, 2011, and May 19, 2011. EQC Vice-chair Ken Williamson has served on the Target Rulemaking Advisory Committee since September 2010.

<b>Agencies' technical report</b>	On March 1, 2011, ODOT, ODOE and DEQ completed a technical report with estimates of the light motor vehicle greenhouse gas reductions needed in 2035 for each of the six metropolitan planning areas to achieve 2050 statewide greenhouse gas goals. The report informed the Target Rulemaking Advisory Committee in the development of a draft rule for consideration by the Land Conservation and Development Commission.
<b>EQC involvement</b>	Vice-chair Williamson will continue service on the advisory committee and present updates through commissioner reports at EQC meetings.
<b>Attachments</b>	A. Target Rulemaking Advisory Committee membership list B. Agency technical report executive summary
<b>Available upon request</b>	A. House Bill 2001 (2009) and Senate Bill 1059 (2010) B. Agencies' technical report (full report) <i>This report is also available online:</i> <a href="http://www.oregon.gov/ODOT/TD/TP/docs/OSTI/TechRpt.pdf">http://www.oregon.gov/ODOT/TD/TP/docs/OSTI/TechRpt.pdf</a>

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**Target Rulemaking Advisory Committee membership**

<b><u>Name</u></b>	<b><u>Organization</u></b>
John VanLandingham	Land Conservation and Development Commission
Gail Achterman	Oregon Transportation Commission
Ken Williamson	Environmental Quality Commission
Angus Duncan	Global Warming Commission
Carlotta Collette	Metro Council
Mark Capell	Bend City Council
Linda Modrell	Benton County Board of Commissioners
Dan Clem	Salem City Council
Al Densmore	Medford City Council
Alan Zelenka	Eugene City Council
Andrea Riner	Lane Council of Governments
Tony Hyde	Columbia County
John Oberst	Mayor, City of Monmouth
Tom Schwetz	Lane Transit District
Kelly Clifton	Portland State University
Craig Campbell	Victory Group
Mary Kyle McCurdy	1000 Friends of Oregon
Don Greene	Citizen Involvement Advisory Committee
<b><u>Legislature</u></b>	
Rep. Terry Beyer	
<b><u>Consultant</u></b>	
Jamie Damon	National Policy Consensus Center, PSU

**Agencies' Technical Report**  
**Responding to**  
**Jobs and Transportation Act (2009) Section 37, Part (7)**  
**and Chapter 85 Oregon Laws (2010), Section 5**

Date: March 1, 2011

*Prepared for the:*

Oregon Department of Transportation (ODOT);  
Oregon Department of Environmental Quality (DEQ); and  
Oregon Department of Energy (ODOE)

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## A. Executive Summary

The Oregon Legislature in 2009, passed House Bill 2001 (Jobs and Transportation Act) and in 2010, passed Senate Bill 1059 (codified as Chapter 85 Oregon Laws), requiring the development of planning methods to reduce Greenhouse Gas (GHG) emissions from light motor vehicles within areas served by Metropolitan Planning Organizations (MPOs).

The Jobs and Transportation Act (2009) and Chapter 85 (2010) refers to Oregon Revised Statutes (ORS) 468A.205 that establishes statewide GHG emissions reduction goals of a 10 percent reduction in GHG emissions by 2020 from 1990 levels, and a 75 percent reduction in 2050 levels from the 1990 levels. Oregon Department of Transportation (ODOT), Department of Environmental Quality (DEQ), and Oregon Department of Energy (ODOE) are tasked with providing estimates of GHG reduction from metropolitan light motor vehicle transportation needed in 2035 to aid Oregon in the achievement of its year 2050 statewide GHG reduction goal.

This report fulfills the requirements codified in the Jobs and Transportation Act (2009), Section 37, Part (7); and Chapter 85 (2010), Section 5.

Metropolitan GHG reduction goals determined through Land Conservation and Development Commission (LCDC) rulemaking (as required in the legislation) will be expressed as per capita reductions allocated across all metropolitan areas in Oregon. This report provides estimates of the potential light motor vehicle GHG reductions needed for each of the six MPO regions.

Highlights of the results include the following:

- To achieve the statutory goal of a 75 percent reduction from 1990 GHG levels by 2050, it is estimated that overall GHG levels for 2035 would need to be reduced by 52 percent (or 75 percent on a per capita basis), in order to account for large population growth from 1990 onward.
- The average 1990 daily VMT per capita for all metropolitan areas is approximately 18 miles, resulting in 4.0 metric tons of carbon dioxide equivalents (CO<sub>2</sub>e) per capita annually.
- In 2035, GHG emissions per capita from light motor vehicle transportation need to be reduced to an average of 1.03 metric tons of CO<sub>2</sub>e per capita annually across all metropolitan areas.