

# **SB 1059 STATUS REPORT AND RECOMMENDATIONS<sup>1</sup>**

## **Executive Summary**

Report to the 2013 Oregon Legislature from the Oregon Department of Transportation and the Department of Land Conservation and Development

In 2007, Oregon adopted ambitious goals to significantly reduce the state's greenhouse gas (GHG) emissions by the year 2050. SB 1059, adopted in 2010, is part of the statewide effort to meet those goals that focuses on emissions from transportation sector and the role that land use and transportation planning can play to help meet the state's goals. This report – required by SB 1059 – advises the 2013 Legislature about the products our agencies have produced and our recommendations for next steps to meet GHG reduction targets in metropolitan areas as well as the state's GHG reduction goals.

### **GHG Emissions through Improved Transportation and Land Use Planning**

As directed by SB 1059, ODOT and DLCD, working with local governments and other stakeholders have produced three products that spell out ways that land use and transportation plans can help reduce greenhouse gas emissions.

#### Statewide Transportation Strategy

ODOT has developed a Statewide Transportation Strategy (STS) that provides an overall vision about how the state's transportation system can help meet state goals for GHG reduction. The STS 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.

Strategies identified include: promoting adoption of advanced vehicles/engines and fuels; expanding transportation options; more efficient land use through compact growth and development; development of pricing and funding mechanisms that provide incentives to reduce emissions. ODOT will continue to explore strategies identified in STS through an implementation plan and next update of other statewide plans.

#### Scenario Planning Guidelines

ODOT and DLCD have developed guidelines that outline step by step best practices to help Oregon's 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;
- Emphasize building upon a community's existing land use and transportation plans;
- Explain how communities can use powerful new analytical tools to evaluate local benefits and impacts, as well as GHG emissions;
- Draw from and incorporate recommended practices and examples from scenario planning efforts from around the country.

#### Greenhouse Gas Reduction Toolkit

ODOT and DLCD have prepared a GHG Reduction Toolkit that 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.

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<sup>1</sup> The full report is available online at: [ODOT WEBSITE / WEBPAGE](#)

## **Recommendation for Meeting GHG Reduction Targets: Continue state support Scenario Planning by State's Metropolitan Areas**

In 2011, LCDC adopted GHG reduction targets for each of the state's six metropolitan areas. The "targets" represent the amount that each metropolitan areas needs to reduce its emissions in order 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 metropolitan areas to achieve a 17-20% reduction in emissions per capita by the year 2035.

Over the last two years, ODOT and Portland 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. ODOT and Metro's work show that the targets are achievable, that existing plans help move in the right direction, and that land use and transportation strategies that reduce emissions have other important benefits for Oregonians, like reducing household energy and transportation costs, and promoting cleaner air and improved public health. Based on this work, we recommend that:

1. ODOT and DLCD should continue to support scenario planning by metropolitan areas with technical and financial assistance. ODOT has set aside sufficient funding for scenario planning in these metropolitan areas based on estimated cost ranging from \$200 thousand to \$1.5 million for each area.
2. ODOT should continue work on the STS implementation plan to spell out state actions that will aid metropolitan areas in meeting targets.
3. ODOT and DLCD should continue existing programs and efforts including the Transportation and Growth Management (TGM) program that support changes to local transportation and land use plans that help reduce emissions.

## **Recommendations for Additional Actions or Changes to state's framework for meeting GHG Reduction Goals**

SB 1059 directs our agencies to recommend additional actions or changes to the state's framework for meeting its GHG reduction goals. To address transportation sector emissions we recommend continued work to implement that statewide transportation strategy, and support for metropolitan scenario planning –the actions outlined above. We have two recommendations for additional steps to meeting the state's overall goals:

1. Cross-sector GHG reduction efforts should be continued and enhanced. For example, the Oregon Global Warming Commission and the Governor's 10-Year Energy Action Plan provide valuable opportunities for coordinated efforts among agencies and across sectors to reduce greenhouse gas emissions in a way that supports other important state and local goals and objectives.
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.

