

Impediments

The Task Force is charged with evaluating impediments to implementing land use and transportation scenarios that reduce GHG emissions. The Task Force has identified the following impediments or barriers to developing or implementing land use and transportation scenario plans to reduce GHG emissions.

- **Lack of an overall state strategy for GHG reduction.** Metropolitan scenario planning is hampered by the lack of a state-level strategy for transportation sector GHG emission reduction. An overall framework of state and federal policies and programs for reducing GHG emissions is needed to properly assess the effects of their actions and choose actions that complement state policies.
- **Limited funding for metropolitan planning.** Aside from Metro, metropolitan local governments have little or no funding to conduct scenario planning. MPOs have small staffs and budgets which are barely adequate to conduct federally-required coordination. A survey of successful scenario planning projects suggests that metropolitan planning staffs and budgets will have to be increased significantly to undertake scenario planning.
- **Limited authority for metropolitan planning.** Aside from Metro, metropolitan areas have limited authority and capacity for integrated land use and transportation planning. MPOs are creatures of federal law and are responsible for coordinating transportation plans and funding, and have no authority for land use planning. Effective scenario planning to reduce GHG emissions will require considering alternative land use and transportation futures together.
- **Inadequate information on “Best Practices”.** MPOs and local governments need more information on effectiveness of specific land use and transportation actions in reducing GHG emissions that are within their control to carry out. State-level guidelines and technical assistance is needed to help document and catalog effective actions and help simplify development and evaluation of scenarios.
- **Inadequate tools for modeling & analysis.** Planning decisions are guided in large part by computer models that estimate how the transportation system will operate in the future. Existing models are not very good at estimating the GHG reduction benefits from different land use and transportation actions. Improved models and other tools – such as sketch planning tools that can estimate GHG emissions of different land use or transportation measures - will be needed to help MPOs craft effective GHG reduction plans.
- **Lack of funding for implementing actions.** Currently, funding for transportation and land use actions that would reduce GHG emissions, such as

public transit, or TDM programs, is limited. Additional funding for these kinds of actions will be needed to meet GHG reduction targets and would provide local governments a strong incentive to conduct scenario planning.

- **Inadequate resources for public involvement.** Successful scenario planning requires extensive public outreach and engagement to develop public support for scenario planning and provide meaningful opportunities for public input.
- **Commuting beyond MPO boundaries.** ODOT estimates that 20-50% of metropolitan GHG emissions from commute trips are from trips that extend outside metropolitan area boundaries. Land use and transportation controls in metropolitan areas may cause more households and employers to locate in outlying areas, causing an increase in long distance commuting and GHG emissions.
- **Commitment of available staff to other planning work.** As noted above, MPOs and local governments have limited resources for long-range transportation and land use planning. Staff and funding that might be devoted to scenario planning are currently committed to other long-range planning work. For example, each of MPOs is scheduled to prepare updated regional transportation plan over the next 1-3 years that extend their planning horizons to 2035. In addition, several cities are conducting planning studies that have led (Bend) or may lead (Springfield, Eugene, Medford, Coburg, Keizer) to UGB expansion proposals to address long range land needs. Except for Metro, none of these efforts currently plan to include scenario planning to reduce GHG emissions.