

Potential Attributes of MPO Scenario Planning Process

Preparation and Use of this Document

THE FACILITATORS AND AGENCY STAFF PREPARED THIS DOCUMENT AS A STARTING POINT FOR TASK FORCE DISCUSSIONS AND TO RAISE QUESTIONS FOR THE TASK FORCE TO CONSIDER AS IT DEVELOPS POTENTIAL RECOMMENDATIONS FOR LEGISLATION.

THE INFORMATION CONTAINED IN THE DOCUMENT IS BASED ON DISCUSSIONS AMONG, AND COMMENTS BY, THE WORKING GROUP ESTABLISHED AT THE OCTOBER 29TH TASK FORCE MEETING. THE WORKING GROUP CONSISTED OF: GAIL ACHTERMAN, DAN CLEM, MIKE HOGLUND, MARY KYLE MCCURDY, JOHN VANLANDINGHAM, AND ALAN ZELENKA.

THIS DOCUMENT DOES NOT REPRESENT WORKING GROUP OR TASK FORCE MEMBER CONCURRENCE WITH ANY OF THE PROVISIONS.

Task Force Objective

The Task Force is charged with recommending legislation to establish a process for adoption and implementation of plans for reducing GHG caused by motor vehicles with a gross vehicle weight rating of 10,000 pounds or less by 2035, in an amount sufficient to meet the goals stated in ORS 468A.205 [see page 5], in each area of Oregon served by a metropolitan planning organization, including a schedule and estimate of funding for the planning process. (Section 10(d) of HB 2186).

MPO Process for Adoption and Implementation of Plans for Reducing GHG

State Strategy for Reducing Transportation GHG

1. The Oregon Transportation Commission (OTC) in consultation with the Global Warming Commission and other agencies and stakeholders will prepare a statewide strategy for achieving the GHG emission reductions for the transportation sector. The strategy will establish planning assumptions about state and federal programs, policies, and incentives expected to be in place to reduce transportation related GHG emissions.

Scenario Planning Guidelines

2. The Department of Land Conservation and Development (DLCD) in coordination with the Oregon Department of Transportation (ODOT) and other agencies and stakeholders will prepare guidelines for preparation and evaluation of alternative land use and transportation scenarios, including
 - Common planning assumptions, including assumptions about state and federal programs, policies, and incentives expected to be in place to reduce transportation related GHG emissions;

- Process for developing scenarios that allows for consideration of the full range of land use and transportation actions within the control of local governments

Toolkit and Best Practices

3. ODOT and DLCDC will coordinate to develop best practices and a toolkit, such as:
 - a. Describing potential actions to reduce GHG emission at a regional and local level by: 1) impact on reducing GHG emissions - H/M/L, 2) Successful practices from around the country and in Oregon that are implementable by local governments in Oregon, 3) Bang-for-the-buck or cost-effectiveness - H/M/L, 4) time required to implement - short/near/long-term, and 5) ideas that need more investigation;
 - b. Developing modeling assumptions to incorporate expected state and federal programs and policies to reduce transportation GHG;
 - c. Preparing and improving modeling and analysis tools that MPOs and local governments can use to assess GHG reduction benefits of a range of land use and transportation actions to use in regional and local planning work (e.g adapting existing metropolitan transportation models to deal with 4D's – density, design, destinations, diversity and providing other analysis tools – sketch tools to evaluate alternatives);
 - d. Expanding public education and outreach to
 - MPO local governments and the public about GHG reduction targets and strategy
 - Train MPO staff and planners, and
 - Conducting educational seminars on computing/reducing CO₂ emissions.

Scenario Planning Process

4. MPOs will establish a GHG-reduction plan to meet adopted targets or to integrate one into existing plans (goals, objectives/methods, and projects) including pending RTP updates, considering local governments' unique needs, resources and scheduling capacity and using the state strategy, guidelines, toolkit and Best Practices.

Discussion Questions

- * Should MPOs consider alternative scenarios or other mechanisms to reduce GHG emissions in their pending RTP updates? For example, include at least one alternate scenario in RTP modeling to reduce VMT by X% by the end of the planning period.
- * What's the nature of the scenarios and how do they apply to the local governments? What are the expectations for local governments to incorporate the scenarios into local land use and transportation plans?
- * What's the process for getting feedback on implementation of the scenario plans and updating actions based on those plans? How frequently should the scenario plans be tested with the State-wide plan and updated?

Public Involvement

5. Task state agencies with developing a statewide approach for public outreach and education on GHG emission reduction, climate change, and the relationship to land use and transportation planning, including:

- Soliciting public comment through appropriate means and forums relating to developing the state strategy, toolkit and best practices.
 - Coordinating with the Global Warming Commission and Oregon Climate Change Research Institute to provide public information.
 - Providing information to the public and soliciting public comment through appropriate means and forums relating to modifying initial and final GHG-reducing plans.
6. The MPOs will provide information to the public and involve the public through appropriate means and forums relating to developing initial and final GHG-reducing plans, and any modifications to those plans.

Implementation and Funding

7. The sources and estimates of funding are as follows:
- a. Funding for development of a state strategy for reducing transportation-sector GHG emissions (ODOT and state agencies) [Estimated cost = \$ ___]
 - b. Funding for preparing scenario planning guidance, toolkit and best practices (ODOT, DLCD) [Estimated cost = \$ ___]
 - c. ODOT will develop a funding package for the 2011 session that includes:
 - i. funding for preparation of GHG reduction scenario plans and associated public involvement(MPOs) [Estimated cost = \$ ___]
 - ii. funding for ODOT and DLCD to coordinate GHG emission reduction scenario planning with MPOs (e.g. preparation of State strategy, targets, toolkit and best practices, short-term staffing, etc.). [Estimated cost = \$ ___]
 - d. Funding for setting GHG reduction targets for MPOs (state) [Estimated cost = \$ ___]

[NOTE: Cost estimates and the sources of funding need to be determined, as well as tradeoffs in using limited resources. Metro is working on its scenario planning cost estimates and expects to have them available for the 12/4 Task Force meeting.]

Schedule

8. The schedule includes:
- June 2011 - strategy, toolkit (toolkit sooner?)
 - ??? – MPO targets established
 - ??? – MPOs prepare scenario plans
 - ??? – MPOs select/adopt scenario plans

Discussion Questions

- * Is the planning process carried out as part of the RTP update process or as a separate process, and how does that affect timing?
- * Is the date for establishing the MPO targets the same as the Metro schedule?
- * What are the expectations for MPOs to address GHG emission reductions updating RTP or doing major plan amendments within next 18 months?

[NOTE: current HB 2001 schedule:

- Metro targets established (June 2011)
- Metro prepares two or more scenarios (Jan 2012)
- LCDC adopts rule guiding selection and implementation of scenarios (January 2013)
- Metro adopts scenario (2014)]

Compliance

9.

- Incentives for adoption of scenarios (e.g. funding for transportation actions, measures; reduce regulatory barriers to development that clearly support reduced GHG emissions). (NOTE: STIP criteria call for ODOT to consider whether projects are "...consistent with the state's greenhouse gas emissions reductions goals...")
- Consequences for non-adoption (e.g. withhold funding for major improvements, UGB expansion)

Question Considered

What compliance or incentive provisions are appropriate to ensure the planning process is carried out?

GHG Reduction Targets

The Land Conservation and Development Commission, in consultation with the Oregon Transportation Commission and assistance from State agencies will adopt rules for MPOs, other than Portland Metro, to identify each MPO's needed reduction by 2035 in those greenhouse gas emissions caused by motor vehicles with a gross vehicle weight rating of 10,000 pounds or less, based upon

- the goals stated in ORS 468A.205,
- and taking into consideration: the reductions in vehicle emissions that are likely to result by 2035 from
 - the use of improved vehicle technologies and fuels and
 - other statewide programs, policies and actions that will be put in place to support reducing GHG emissions from the transportation sector.

[NOTE: this approach mirrors the approach in HB 2001, Section 37(6) and (7), with the addition of also considering other statewide programs, policies and actions that will be put in place to support reducing GHG emissions from the transportation sector. Also, most of the work needed will already be done in setting targets for Portland Metropolitan area.]

Question Considered

What's the process for establishing targets for reductions from the transportation/land-use nexus -- who's responsible and by when?

468A.205 Policy; greenhouse gas emissions reduction goals.

(1) The Legislative Assembly declares that it is the policy of this state to reduce greenhouse gas emissions in Oregon pursuant to the following greenhouse gas emissions reduction goals:

(a) By 2010, arrest the growth of Oregon's greenhouse gas emissions and begin to reduce greenhouse gas emissions.

(b) By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.

(c) By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.

(2) The Legislative Assembly declares that it is the policy of this state for state and local governments, businesses, nonprofit organizations and individual residents to prepare for the effects of global warming and by doing so, prevent and reduce the social, economic and environmental effects of global warming.

(3) This section does not create any additional regulatory authority for an agency of the executive department as defined in ORS 174.112. [2007 c.907 §2]

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