



Scenario Planning & GHG Reduction Targets

Environmental Quality Commission
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Not Just Climate Change



CLIMATE SUMMIT

- ENERGY INDEPENDENCE
- PRESERVE RAINFORESTS
- SUSTAINABILITY
- GREEN JOBS
- LIVABLE CITIES
- RENEWABLES
- CLEAN WATER, AIR
- HEALTHY CHILDREN
- ETC. ETC.

WHAT IF IT'S A BIG HOAX AND WE CREATE A BETTER WORLD FOR NOTHING?

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Energy Independence

U.S. ECONOMY

Oil prices slow economic gains Expensive energy is draining consumer budgets

- High energy prices are "putting a drain on consumer budgets," says James Hamilton at the University of California, San Diego. "To the extent they're having to spend more on gasoline, they have to make cutbacks elsewhere."
- Rising fuel prices are pinching businesses too. In Tipton, Iowa, Grasshopper Lawn Care is tacking 5 percent onto customers' bills to compensate for higher fuel costs. The company has to buy more than 8,000 gallons of gasoline a year. It plans to keep the surcharge until gasoline prices dip back below \$3 a gallon, owner Dan Kessler says.

— *The Associated Press, April 8, 2011*



Healthy Children

Legislators lead war on childhood obesity

- According to Sen. Jackie Winters, R-Salem, who is leading the effort, "It was startling to learn that if we do nothing—absolutely nothing—the next generation will lose 20 to 25 years (off their lifetimes)."
- "Eating and exercising right are as important to everyone as they are to the athlete and the physical-education teacher," said Senate President Peter Courtney, D-Salem.

— *The Statesman Journal, March 24, 2011*



Scenario Planning


What would it take to reduce GHGs from light vehicles in metropolitan areas?

- MPOs & local governments
- In partnership with state
- Explore different sets of strategies
- To meet reduction targets
- Assess benefits — and costs
- Inform local plans
- Inform Legislature & statewide discussion




Building on Existing Efforts





Proposed Target Rule


- Just GHGs from light vehicles in metropolitan areas
- Targets are reductions per capita from 2005 to 2035 *in addition to assumed reductions from technology* to be on track to achieve state 2050 goals
- Different targets for each area
- Local flexibility for how to meet targets
- Guides initial round of scenario planning



State GHG Reduction Goals


- 2010: stop growth of GHG emissions
- 2020: 10% below 1990 levels
- 2050: 75% below 1990 levels

HB 3543 (2007)



Agencies' Technical Report (ODOT, DEQ, ODOE)

- Recommended goal for 2035:**
 - 52% in total below 1990 levels =
 - 74% per capita below 1990 levels =
 - 5% per capita reduction per year
- What can be expected from use of improved vehicle technologies & fuels, and changes to vehicle fleet?**



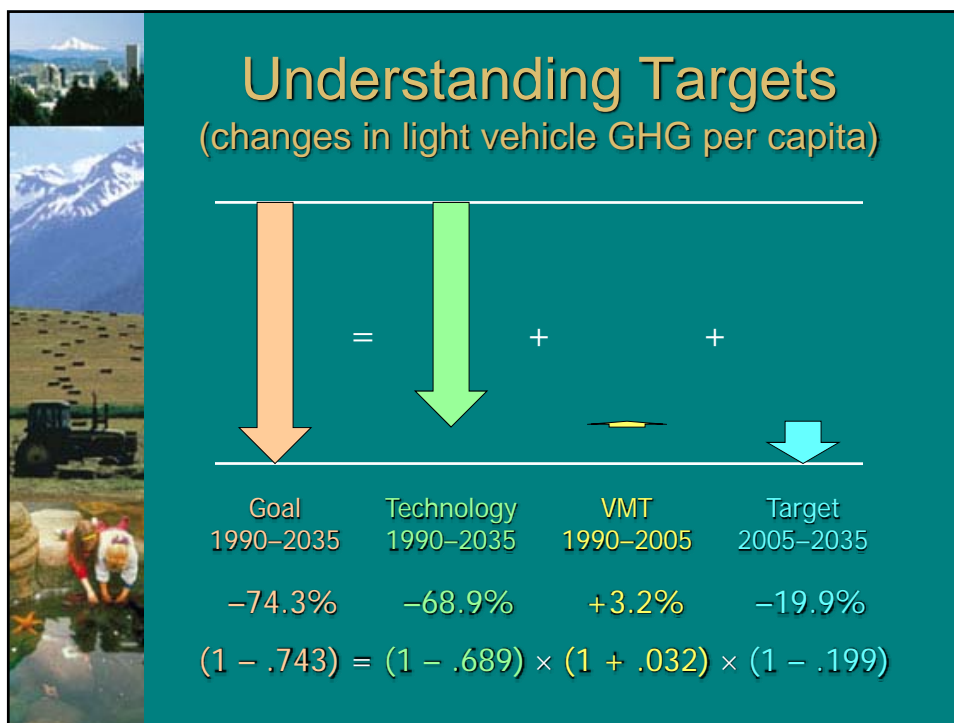
TRAC Expectations for Technology


- Average fuel efficiency for conventional cars will increase from roughly 28 mpg today to over 60 mpg in 2035
- Significant growth in use of plug-in hybrid and electric vehicles
- Meet Renewable Portfolio Standard
- Shift fleet mix to roughly same proportion of pickups & SUVs as in 1990

Proposed Targets

(reductions in light vehicle GHG per capita)

Metropolitan Area	Proposed Target
Portland Metro	20%
Eugene-Springfield	20%
Salem-Keizer	17%
Rogue Valley	19%
Bend	18%
Corvallis	21%





Target Details

(changes in light vehicle GHG per capita)

Metropolitan Area	Goal 1990–2035	Technology 1990–2035	VMT 1990–2005	Target 2005–2035
Portland Metro	-74.3%	-68.9%	+3.2%	-19.9%
Eugene-Springfield	-74.3%	-70.4%	+8.6%	-20.1%
Salem-Keizer	-74.3%	-70.1%	+3.4%	-16.6%
Rogue Valley	-74.3%	-70.1%	+5.8%	-18.5%
Bend	-74.3%	-69.7%	+4.0%	-18.2%
Corvallis	-74.3%	-70.7%	+11.2%	-20.9%



Next Steps: State

- LCDC: Adopt targets (by June 1, 2011)
- LCDC: Review targets (by June '15)
- Scenario Planning Guidelines (by summer)
- GHG Reduction Toolkit (by later this year)
- Public Education (starting this summer)
- OTC: Statewide Transportation Strategy (by early '12)
- Planning Funds & Technical Assistance (ongoing)



Next Steps: Metropolitan Areas

- **Portland Metro**
 - Develop scenarios (by Jan. '12)
 - Select preferred scenario (by Nov. '12)
 - Amend local plans (by June '14)
- **Eugene-Springfield**
 - Develop scenarios (by June '13)
 - Select preferred scenario (by Feb. '14)
- **Salem-Keizer, Rogue Valley,
Bend, Corvallis**
 - Not required to do scenario planning