

## **GWC Land Use and Transportation Committee: Scope and Function**

1. To work with state agencies, principally the Oregon Department of Transportation and the Oregon Department of Land Conservation and Development, to integrate greenhouse gas reduction goals adopted by the Oregon legislature in 2007 into state transportation planning and land use policies currently under development. These include the state transportation plan, the Governor's Transportation Committee, and the "Big Look" review of Oregon's land use planning system. More generally, the Committee will work with relevant state agencies, representatives of local government, and other stakeholders to develop transportation and land use policies designed to stop the growth of greenhouse gas emissions, and then reduce them over time, according to the specific goals set out by the Legislature in 2007: **"to arrest emissions growth by 2010, reduce emissions 10% below 1990 levels by 2020, and reduce emissions at least 75% below 1990 levels by 2050."**

2. To work with state agencies, local governments, other relevant stakeholders, and the public to develop policies to reduce emissions from transportation and land use that are effective, economically efficient, equitable, flexible, and adaptable to a changing scientific, economic and technological landscape. To assure that the Committee accomplishes this work while respecting Oregon's tradition of an open and public process.

3. To gather information and invite testimony that will aid the Committee in determining the impact of technologies, including but not limited to plug-in hybrid cars, all-electric cars, and renewable (low carbon) fuels, as well as the infrastructure necessary to take such technologies to scale, that will shape the transportation sector's ability to reduce emissions over time. Invited testimony will include the use of modeling tools that incorporate these technological impacts into planning for emissions reduction efforts from transportation and land use policies.

4. To gather information and invite testimony regarding land use policy choices that are likely to play a role in reducing emissions, including integrating such policies with transportation planning. To gather data from other states, such as Washington, concerning vehicle miles traveled per capita, emission reduction goals, and the strategies developed for meeting them.

5. To work with the GWC Science and Technology Committee to identify adaptation policies and actions needed to allow Oregon's transportation infrastructure to continue to function efficiently within predicted climate change parameters. To identify the costs and benefits of such adaptations.

6. If transportation is not included in the initial scope of the WCI cap and trade system, to evaluate the potential role of a range of alternative policy options for reaching emission reduction goals for the transportation sector.