



Climate Friendly and Equitable Communities Draft Joint Agency Implementation Work Plan

The proposed rule amendments in the Climate Friendly and Equitable Communities (CFEC) rulemaking would primarily affect the land use and transportation planning efforts of local jurisdictions within the boundaries of Oregon's Metropolitan Planning Organizations (Rogue Valley, Middle Rogue, Bend, Albany, Corvallis, Central Lane, Salem-Keizer, and Portland Metro). The proposed rules would result in new and additional requirements for cities and counties within these areas, such as: land use designations, parking requirements, transportation inventories, modeling and analysis, community outreach processes, and prioritization and screening criteria for transportation projects. To successfully implement these requirements, local jurisdictions will need additional technical and financial support.

Executive Order 20-04 contains specific direction for the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT) to adopt rules that direct local plans to meet the greenhouse gas reduction goals, and to identify and implement financial and technical assistance to local governments to amend their plans. At the same time the draft rules were being developed with the advisory committee, DLCD and ODOT agency staff have been concurrently developing an implementation strategy for delivering the tools and resources that local governments will need to successfully implement the rules over the next few years and into the future. In support of implementing the proposed rules, DLCD and ODOT developed the following high-level work plan to indicate the areas each agency can provide technical and financial support to local jurisdictions.

- DLCD will lead implementation support activities for land use efforts, including:
 - Providing guidance and best practice information for new land use designations, housing rules, and parking requirements.
 - Working with cities to identify and designate Climate Friendly Areas.
 - Providing approximately \$768,000 over the next year and a half to support local jurisdictions with Climate Friendly Area Studies, community engagement consultants, and land use and parking requirements.
 - Securing additional funding to support local jurisdictions in zoning code amendments, community engagement, and additional grant support.

- ODOT will lead implementation support activities for transportation efforts, regional greenhouse gas reduction planning, and the Transportation Planning Rule, including:
 - Establishing new analysis methods and enhancing tools to estimate project and program level vehicle miles traveled (VMT), developing modeling inputs, and conducting regional scenario planning and performance monitoring work.
 - Providing guidance and best practice information to cities and counties to comply with the Transportation Planning Rule such as updating the Transportation Systems Plan Guidelines, Analysis Procedures Manual, and guidance for collecting and using multi-modal inventory data.
 - Contracting with consultants to work with local jurisdictions in completing multimodal inventories and transportation systems plans and setting up a new streamlined and expedited ODOT funding program.
 - Providing approximately \$15 million to cover this work and provide consultant support to local jurisdictions.

Reflecting the leadership roles above, both agencies will continue to partner on overall CFEC rule implementation, partnering with other agencies as needed, and work in close collaboration with the cities and counties responsible for rule compliance.

These implementation efforts will start in earnest following rule adoption in May 2022. Initial agency work will focus on developing technical guidance and procedural processes. Both agencies will need to add staff resources and establish new program structures. Much of that will occur throughout the latter half of 2022 and into early 2023. Concurrently, cities will start work identifying climate friendly areas and updating their parking requirements in alignment with the rules. The Salem-Keizer area will launch their regional scenario planning efforts in 2022, with updates to city and county TSPs in the area; and Eugene-Springfield will do the same a year later. Multimodal inventory work for TSPs will start in mid-2023 and be done in advance of full-scale TSP updates. Transportation systems plans updates in other parts of the state will coordinate with ODOT on local needs and available state resources to determine timing. This overall timing and sequencing is shown in the chart below.

CFEC Implementation Schedule:

	2022	23	24	25	26	27	28	29	30
Salem-Keizer Scenario Planning and TSP Updates									
Eugene-Springfield Scenario Planning and TSP Updates									
Performance Measures									
Climate Friendly Area Studies									
Climate Friendly Area Zoning									
Parking Updates									
Guidance and Resources <ul style="list-style-type: none"> • Analysis Procedure Manual • Performance Standards • TSP Guidelines • Active Transportation Inventories • CFA Implementation • Parking Reform 									
Multimodal Inventories									
Remaining Transportation Systems Plans Updates									

Implementation Details:

Regional Greenhouse Gas Reduction Planning

The proposed rules expand requirements for regional plans to meet the state’s climate pollution reduction targets from the Portland metropolitan area to the next largest metropolitan areas in the state (Eugene-Springfield and Salem-Keizer) initially. Other metropolitan areas will be required to evaluate their local plans towards meeting the state’s climate pollution reduction targets and develop performance measures for monitoring progress towards meeting the target.

Salem-Keizer Metropolitan Area Scenario Plan and Local Implementation

The jurisdictions in the metropolitan area are required to jointly develop and implement a regional scenario plan to meets the region greenhouse gas reduction target and update their local plans to implement the scenario. This project will conduct a regional scenario planning process to develop an adopted regional plan the meets the regional greenhouse gas target, update local plans, and adopt performance measures for tracking progress.

- Lead State Agency: ODOT
- Local Jurisdictions: Salem, Keizer, Turner, Marion County
- Mechanism: Inter-governmental Agreements & consultant contract

Eugene-Springfield Planning and Local Implementation

Jurisdictions in the Eugene-Springfield metropolitan area are required to adopt and implement the regional scenario plan from 2015 that meets the region greenhouse gas target. This project will partner with jurisdictions to adopt a preferred scenario from the Central Lane Scenario Planning, develop an implementation chapter, update local plans, and develop performance measures for tracking progress towards the scenario.

- Lead State Agency: ODOT
- Local Jurisdictions: Eugene, Springfield, Coburg, Lane County
- Mechanism: Inter-governmental Agreements & consultant contract

Albany, Bend, Corvallis, Grants Pass, and Rogue Valley Metropolitan Areas Greenhouse Gas Reduction Performance Measures

Jurisdictions in these metropolitan areas are required to jointly develop regional performance measures to track progress towards the regional greenhouse gas reduction targets. This project will develop performance measures for tracking progress towards greenhouse gas target.

- Lead Agency: ODOT
- Local Jurisdictions: Albany, Bend, Corvallis, Grants Pass, Medford, Central Point, Ashland, Philomath, Eagle Point, and Talent
- Mechanism: Inter-governmental Agreements & consultant contract

Transportation System Plan Updates

The updated rules require local transportation system plans in metropolitan areas to include greater development in transit corridors and downtowns, where services are located and less driving is necessary; prioritize system performance measures that achieve community livability goals; prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit; and monitor and report on progress towards climate and equity goals.

Transportation system plan scheduling will depend on available funding and state agency resources. Local jurisdictions will coordinate with the ODOT Transportation System Plan Funding Program on timing and needs for plan update scheduling.

- Lead State Agency: ODOT

- Mechanism: Inter-governmental Agreements & consultant contracts

Transportation Systems Plan Update Timing

The transportation systems plans for cities and counties in the Salem-Keizer and Eugene-Springfield areas are initiated coinciding with completion of an adopted scenario plan. The remaining cities and counties impacted by the rules have no deadlines for transportation system plans, cities and counties partner with ODOT to determine transportation system plans schedule.

Location	Updates Initiate
Salem-Keizer Metro Area Eugene-Springfield Metro Area	2024 2025
Albany Metro Area Corvallis Metro Area Bend Metro Area Rogue Valley Metro Area Middle Rogue Metro Area Portland Metro Area	Local jurisdictions partner with ODOT to determine start date

Transportation Planning Support

ODOT and DLCD will provide a range of new and amplified services to help meet greenhouse gas reduction goals, including technical assistance, tools, publications, and funding to help local governments adopt transportation system plans that meet the new requirements.

Transportation System Plan Funding Program

ODOT will create a new program to distribute funding resources to cities and counties to update transportation systems plans in accordance with new rules. Impacted local jurisdictions will coordinate with the ODOT Transportation System Plan Funding Program on local timing and needs for plan update scheduling. Transportation system plan scheduling will depend on available funding and state agency resources.

- Lead Agency: ODOT
- Mechanism: Inter-governmental Agreements & consultant contracts

TPR Performance Standards Guidance

Statewide policy and technical committee to develop guidance and methods for the updated transportation performance standards for decision making and development review.

- Lead Agency: ODOT
- Mechanism: Guidance committee & consultant contract

Modeling Inputs & Guidance

Technical committee to develop guidance on housing composition, demographics, employment, income, and other factors in Climate Friendly Area locations for scenario plans and transportation systems plans modeling requirements.

- Lead Agency: ODOT
- Mechanism: Guidance committee & consultant contract

TSP Guidelines Update

Update ODOT Transportation Systems Plans Guidelines to incorporate new requirements and processes for transportation systems plans development

- Lead Agency: ODOT
- Mechanism: Inter-governmental Agreements & consultant contracts

Analysis Procedures Manual Update

Update ODOT Analysis Procedures Manual for new analysis and modeling requirements; greenhouse gas targets and transportation systems plans updates.

- Lead Agency: ODOT
- Mechanism: Staff & consultant contract

Multimodal Transportation System Inventories

Develop data for inventories for roadway and active transportation infrastructure for cities to comply with transportation systems plans & PM monitoring requirements.

- Lead Agency: ODOT
- Mechanism: Inter-governmental Agreements & consultant contracts

Climate Friendly Areas & Parking Reform

Climate Friendly Area Designation Phase I: Studies

Cities will conduct studies to identify potential Climate-Friendly Area locations, analyze housing and equity needs. For the first phase in Climate-Friendly Areas (CFA) identification, DLCD is working to provide technical assistance and community engagement to the 15 local governments (metropolitan cities/county over 5,000 population) required to identify CFAs. Cities will prepare studies to identify CFA locations, housing and equity needs.

- Lead Agency: DLCD
- Mechanism: Inter-governmental Agreements & consultant contracts

Climate Friendly Area Designation Phase II: Zoning

Second phase in Climate Friendly Areas designation, DLCD is working with 15 local governments, to adopt development standards for those areas identified in phase I. The rules provide some minimum requirements for CFAs, with a set of clear and objective standards that may be adopted, or a process for local governments to craft their own standards.

- Lead Agency: DLCD
- Mechanism: Consultant contract

Parking Guidance

DLCD will develop guidance on implementing the parking reforms in the rules. DLCD will assist local governments in understanding the rules, the reasons for parking reform, and the choices communities have in implementing them. DLCD will assist local governments in communicating to the public about parking reforms and provide model code language and review local draft code as requested.

- Lead Agency: DLCD
- Mechanism: Direct assistance; Inter-governmental Agreements and consultant contracts