

CFEC Greenhouse Gas Performance Targets

Overview

The Climate Friendly and Equitable Communities (CFEC) program requires local jurisdictions within metropolitan areas that do not have an approved land use and transportation scenario plan to adopt local performance measures and targets to track progress towards the Metropolitan Greenhouse Gas Reduction Targets in OAR 660-044-0025. The performance measures and targets are intended to reflect the regional path and local actions necessary to help achieve the Metropolitan Greenhouse Gas Reduction Targets associated with the Oregon Statewide Transportation Strategy (STS).

The requirements include developing performance measures outlined in OAR 660-012-0905, and associated targets according to OAR 660-012-0910 for tracking jurisdiction level progress towards achieving the Greenhouse Gas Reduction Target. The targets will be based on the Oregon Statewide Transportation Strategy (STS) and must be set at levels that are reasonably likely to achieve the Metropolitan Greenhouse Gas Reduction Target. Performance targets will be set at a jurisdictional level, and jurisdictions will be responsible for tracking progress towards their share of the regional target. These performance measures and targets will be adopted in local transportation system plans and in the Major Report according to OAR 660-012-900 required in years the Regional Transportation Plan is updated. Reporting will include performance measure progress, policy actions, corrective actions, and performance measure metadata.

ODOT and DLCDC will assist impacted jurisdictions in the metropolitan areas of Albany, Bend, Corvallis, Grants Pass, and Rogue Valley to develop a methodology, baseline information, and reporting for the CFEC performance measures and targets. This includes coordinating the with cities and counties in setting targets, developing the CFEC performance measures, and initial documentation for reporting in Transportation System Plan updates or the Major Report. Jurisdictions with populations under 10,000 in the Urban Growth Boundary may be eligible to apply for an exemption.

Approach and Key Steps

ODOT and DLCDC will provide consultant support to develop a methodology and approach to target setting for each required performance measure and provide a template for initial reporting. Local jurisdictions will coordinate with ODOT and DLCDC to set measures and targets, and to develop reporting documentation. No application or local match is required outside of staff time to engage in the process. The targets will be derived from the Statewide Transportation Strategy, as modeled with the statewide VisionEval tool. Targets that do not have a direct relationship to VisionEval parameters will be derived from local plans and policies, or the team may collaborate with jurisdictional staff to set the appropriate targets.

Regional Kickoff

- Review process and schedule
- Discuss steps for developing measures and targets
- Preview data requests

Measure and Target Setting

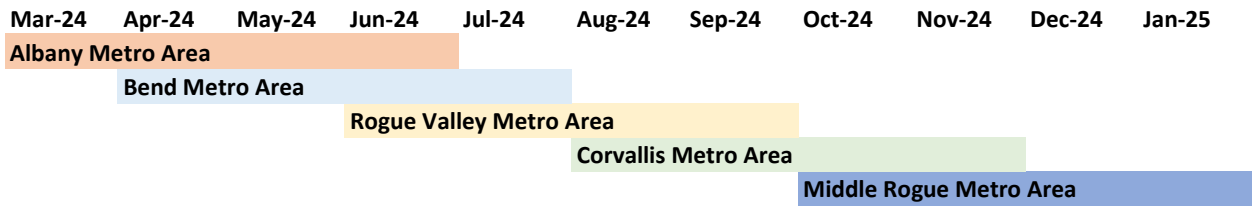
- Review CFEC performance measures and proposed target methodologies
- Review data needs to support measure development and reporting
- Discuss gaps between Statewide Transportation Strategy and adopted local plans
- Set baseline targets and develop measures

Reporting Documentation

- Review performance measures information and associated data
- Develop reporting documentation for incorporating into Transportation Plans or Major Reports

Timing

ODOT and DLCD have developed a proposed sequencing to support scheduled TSP updates. It is estimated that the work will take approximately 4-6 months to complete for each region.



Required CFEC Local Performance Measures (OAR 660-012-0905)

Compact mixed-use development	<ul style="list-style-type: none"> Number of publicly supported affordable housing units in climate-friendly areas (CFAs). Number of existing and permitted dwelling units in CFAs and percentage of existing and permitted dwelling units in CFAs relative to total number of existing and permitted dwelling units in the jurisdiction. Share of retail and service jobs in CFAs relative to retail and service jobs in the jurisdiction.
Active Transportation	<ul style="list-style-type: none"> Percentage of collector and arterials streets in CFAs and underserved population neighborhoods with bicycle and pedestrian facilities with level of traffic stress 1 or 2. Percentage of collector and arterial roadways in CFAs and underserved population neighborhoods with safe and convenient marked pedestrian crossings. Percentage of transit stops with safe pedestrian crossings within 100 feet.
Transportation Options	<ul style="list-style-type: none"> Number of employees covered by an Employee Commute Options program. Number of households engaged with Transportation Options activities. Percent of all Transportation Options activities that were focused on underserved population communities.
Transit	<ul style="list-style-type: none"> Share of households within one-half mile of a priority transit corridor. Share of low-income households within one-half mile of a priority transit corridor. Share of key destinations within one-half mile of a priority transit corridor.
Parking Costs and Management	<ul style="list-style-type: none"> Average daily public parking fees in CFAs.
Transportation System	<ul style="list-style-type: none"> Vehicle-miles traveled per capita. Percentage of jurisdiction transportation budget spent in CFAs and underserved population neighborhoods. Share of investments that support modes of transportation with low pollution.

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