

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee

MEETING 3



TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Bill Holmstrom and Kevin Young, DLCD Rulemaking Lead Staff
SUBJECT: **RAC Meeting 3 Packet**
DATE: January 15, 2020

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members,

Thank you for your contributions to our great meeting last month. At our first meeting, we devoted most of the meeting to a discussion of equitable outcomes. At our last meeting, we reviewed an early draft of the Equitable Outcomes Statement, and had some additional discussion about it. Since that meeting, a few advisory committee members have volunteered to work with staff on revisions. We are including a [Revised Equitable Outcomes Statement](#) as **Item 5** in this meeting's packet.

We will be continuing our discussion of regional scenario planning this month. At our last meeting, we discussed how cities and counties in metropolitan areas will be required to develop, select, and adopt a regional scenario plan to meet climate pollution reduction targets. That discussion led to the draft rules that will be presented at this meeting. This month we will be talking more about interim planning requirements for cities in counties in metropolitan areas. We will also begin a discussion of how performance over time will be measured, monitored, and reported. We will continue that discussion in February.

To help guide this discussion, we have provided a few documents. [These six items are the key materials for your review before the meeting.](#)

- **Item 3:** The [Key Questions Worksheet](#) is both a worksheet for you as well as a feedback guide for staff. You may find it useful to make notes during the meeting. After the meeting, we will send you a survey based on these questions for you to provide additional written feedback. We encourage all RAC members and alternates to provide feedback in this way. Your written comments have been very helpful to the staff's work.
- **Item 4:** [How will Guidance from the Advisory Committee Be Used?](#) This memo describes how guidance we receive during the rulemaking will fit into rule amendments, and what might fit into a technical assistance program, or guidance.
- **Item 5:** [Revised Equitable Outcomes Statement](#)
- **Item 6:** [Interim Requirements for Regional Scenario Planning Memo](#) provides an overview of how we plan to set requirements for regional planning to reduce climate pollution before the metropolitan area is able to implement a full scenario plan.
- **Item 7:** [Performance Monitoring Concepts Memo](#) provides an initial overview of how we propose to measure and monitor progress toward meeting climate pollution reduction targets in metropolitan areas both before and after regional scenario plans are adopted.

- **Item 8:** Draft Revisions to Division 44 for Required Scenario Planning are actual proposed changes to the rules about metropolitan climate pollution targets and scenario planning. This is an early draft and will be further revised with your guidance.

We have provided some other materials in the packet and in links that you may find interesting.

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Please remember that the [Project Website](#) has many related materials available. You can find the [packet from RAC Meeting 2](#) there as well as a [video recording](#) of the meeting.

Finally, if you have any questions on the materials in this packet or anything else about the rulemaking process, please feel free to contact us via phone or email at DLCD.CFEC@state.or.us. Our information is listed below. On behalf of DLCD and the Land Conservation and Development Commission, we continue to be grateful for your participation in this important initiative!

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**Climate Friendly and Equitable Communities
Rulemaking Advisory Committee Meeting #3**

January 25, 2021; 1:00 pm – 4:00pm



This meeting will be recorded and posted to the DLCD CFEC rulemaking web page:

<https://www.oregon.gov/lcd/LAR/Pages/Rulemaking.aspx>

Public comment: Individuals that wish to share written public comments with the full Advisory Committee should submit written comments to DLCD.CFEC@state.or.us.

For comments members of the public wish to be provided to the Rules Advisory Committee before the meeting, please send those comments no later than three working days before the meeting. Comments also will be shared with members of the Land Conservation and Development Commission.

AGENDA

Time	Topic	Who
12:45 – 1:00 pm	<i>Arrive and Settle In</i>	RAC members
1:00 – 1:15 pm	Welcome, Opening Remarks, and Review Agenda	Commissioner Nick Lelack, Commission Liaison Commissioner Stuart Warren, Commission Liaison Kirstin Greene, DLCD Staff Sylvia Ciborowski, Meeting Facilitator
1:15 – 1:40 pm	Process Overview	Bill Holmstrom, DLCD Staff Kevin Young, DLCD Staff Sylvia Ciborowski
1:40 – 2:00 pm	Equitable Outcomes for the Climate-Friendly and Equitable Communities Rulemaking Process <ul style="list-style-type: none"> Present final equitable outcomes document 	Kirstin Greene, DLCD Staff Sylvia Ciborowski RAC members
2:00 – 2:30 pm	Regional Interim Planning Requirements <ul style="list-style-type: none"> Initial discussion on performance measures that would apply to cities and counties that have not yet completed scenario planning. 	Cody Meyer, DLCD Staff Sylvia Ciborowski RAC members

Time	Topic	Who
2:30 – 3:20 pm	Local Performance Measures <ul style="list-style-type: none"> Initial discussion on proposed process that cities and counties will use to define performance measures and targets through the scenario planning process. Seek input on performance measures that could be used to measure success in climate and equity. 	Cody Meyer Sylvia Ciborowski RAC members
3:20 – 3:50 pm	Preliminary Review of Proposed Amendments to Division 44: Regional Required Scenario Planning <ul style="list-style-type: none"> Overview of how RAC input was incorporated into draft rules and seek RAC member reflections. 	Matt Crall, DLCD Staff Sylvia Ciborowski RAC Members
3:50 – 4:00pm	Next Steps and Wrap Up	Sylvia Ciborowski Commissioner Lelack Commissioner Warren

Upcoming Meetings	
Date/Time	Meeting
Monday, February 22, 2021, 1 – 4 pm	Climate Friendly and Equitable Communities RAC Meeting 4
March 18-19, 2021	Commission Update
Monday, March 29, 2021, 1 – 4 pm	Climate Friendly and Equitable Communities RAC Meeting 5
April 2021	Interagency Technical Support Team Meeting 2
May 20-21, 2021	Commission Update
Thursday, June 10, 2021, 1 – 4 pm	Climate Friendly and Equitable Communities RAC Meeting 6
Early July 2021	Interagency Technical Support Team Meeting 3
Monday, July 12, 2021, 1-4pm	Climate Friendly and Equitable Communities RAC Meeting 7
July 22-23, 2021	Commission Update
Wednesday, August 18, 2021, 9am-12pm	Climate Friendly and Equitable Communities RAC Meeting 8

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee

MEETING 3



TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Kevin Young and Bill Holmstrom, DLCD Rulemaking Lead Staff
SUBJECT: **RAC Meeting 3 Key Questions Worksheet**
DATE: January 15, 2021

In order to meet our ambitious timeline and schedule, meetings of the RAC will need to be a space for robust conversation and discussion about agenda items. In order to facilitate this type of discussion, we have pulled specific topics, questions, and decision points from the meeting packet into this central discussion worksheet document. The intent of this document is to mirror the flow of the discussion and agenda items and should be used to collect your thoughts, comments, questions, and concerns on specific points.

As you review the meeting packet contents prior to our meeting on **January 25, 2021, from 1:00 pm – 4:00 pm**, please use this worksheet to take down notes or to formulate your questions for the project team. Due to limited discussion time at our meetings, please submit this as additional written feedback to the project team at the meeting as you see fit. Committee members and alternates also will be sent a link to a fillable version of this discussion worksheet in order to collect additional questions or comments that may not have been expressed during the meeting.

Thank you,

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RAC Meeting Discussion Items: Equitable Outcomes Statement

- 1. Staff used guidance from the advisory committee meeting, as well as additional input from a small group of volunteer committee members to revise the Equitable Outcomes Statement. Are any final fixes needed before we work to operationalize this statement through rules and associated guidance documents?

RAC Meeting Discussion Items: Process Overview

- 2. Staff have identified categories of actions within which guidance from the RAC will be operationalized, including administrative rules, technical assistance, and guidance to local governments. Do you have any suggestions or comments regarding this framework? Are there other types of actions that DLCD might take within the committee’s charge that are not included in the memo?

RAC Meeting Discussion Items: Regional Interim Planning Requirements

- 3. The proposed interim requirements for regional scenario planning will apply to cities and counties in metropolitan areas that have not yet completed regional scenario planning. The proposal includes a monitoring and reporting framework. Do you think the proposal is generally on the right track, or the wrong track? What are some of your concerns? What do you think could be improved?

RAC Meeting Discussion Items: Local Performance Measures

- 4. The proposed performance measurement framework includes carbon pollution performance measures that are prioritized by historically marginalized communities. Do you think the proposal is generally on the right track, or the wrong track? What are some of your concerns? What do you think could be improved?

- 5. Do you have other suggestions for performance measures that cities and counties could use to measure improvement in equitable outcomes and reductions in carbon pollution?

RAC Meeting Discussion Items: Draft Amendments to Division 44

- 6. The proposed amendments to Division 44 are intended to implement regional scenario planning requirements for cities and counties in metropolitan areas – outside of the Portland Metropolitan Area, which already has this requirement. Do you think the proposed rules are generally on the right track, or the wrong track? What are some of your concerns? What do you think could be improved?

General Questions

7. This is a large advisory committee. We wanted to be able to capture a range of professional and lived experiences, as well as to cover each of the eight metropolitan areas in Oregon. Are the meetings meeting your expectations?

Yes No

8. If not, how could we improve?

9. Do you prefer full group discussion? Breakout rooms? A mix?

Full Breakout Mix

10. If you have other suggestions for meeting improvement, please share!

11. Additional comments or suggestions:

Thank You!

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee

MEETING 3



TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Kevin Young, DLCD Senior Urban Planner
Bill Holmstrom, DLCD Land Use and Transportation Coordinator
Cody Meyer, DLCD Land Use and Transportation Planner
SUBJECT: **How will Guidance from the Advisory Committee Be Used?**
DATE: January 15, 2021

A. INTRODUCTION

Some members of the Rulemaking Advisory Committee (RAC) have asked how RAC guidance will be used in the Climate-Friendly and Equitable Communities project. Staff has heard concerns that it could be difficult to address all concerns that have been expressed within administrative rules. This brief memo explains the different ways in which staff envision RAC guidance will be considered and used.

Staff anticipates that the guidance will be used in three general areas:

- Administrative rules;
- Technical assistance; and
- Guidance to local governments (sometimes referred to as “recommendations for best practices”)

Although our committee is referred to as a “rulemaking advisory committee,” the larger goal for the state is to develop rules as part of a larger program. The goal of the program is to guide the development of communities to meet climate pollution reduction goals in a manner that improves equity for historically marginalized populations. Consequently, staff will be developing the program in ways that will extend beyond the adoption of administrative rule amendments to support communities in their work.

B. ADMINISTRATIVE RULES

Administrative rules are a crucial component of the program that will establish the legal requirements for land use and transportation planning by local governments to guide development in ways that are climate-friendly and equitable. Because administrative rules are legal requirements, they must be written carefully and in sufficient detail to ensure clear and consistent interpretation.

Generally, administrative rules include mandatory requirements, but may allow for some level of discretion and flexibility. The administrative rules will apply to many local governments within Oregon, and so must be written in a manner that is broadly applicable, but also reasonably specific. In accordance with the commission's charge to the RAC, staff anticipates proposed rule amendments will be made in the following areas:

- Metropolitan Greenhouse Gas Reduction Targets (OAR Chapter 660, Division 44);
- Transportation Planning (OAR Chapter 660, Division 12);
- Metropolitan Housing (OAR Chapter 660, Division 7); and
- Interpretation of Goal 10 Housing (OAR Chapter 660, Division 8)

Amendments may also be proposed to rules in other divisions.

An example of RAC guidance that could be incorporated into administrative rules would be: a requirement for local governments within metropolitan areas to ensure that their future transportation system plans address climate pollution goals without worsening outcomes for historically marginalized communities.

C. TECHNICAL ASSISTANCE

Another component of the department (DLCD) and the Oregon Department of Transportation (ODOT)'s work is technical assistance to local governments. Technical assistance is typically provided by state agencies to support local government projects. Technical assistance may be provided through grants to allow local governments to hire consultants to complete the work, by consultants hired by the state, or provided directly by agency staff.

One of the goals of the project is to support the climate pollution reductions planning work in the metropolitan areas. Currently, sufficient funding is available over the next few years to support some of this planning work.

We expect planning work will engage staff from DLCD and ODOT as well as consultants where needed to work with local governments to develop plans to reduce carbon pollution in ways that achieve equitable outcomes. Because state agencies will be managing and providing funding for the planning process, it will be possible to ensure important process steps, concepts, and issues are addressed in the work, including, but not limited to equitable outcomes.

An example of RAC guidance that might be incorporated into technical assistance work would be: ensuring that each regional process for the development and adoption of a preferred regional scenario incorporates demographic information necessary to identify and engage historically marginalized communities in each region.

D. GUIDANCE TO LOCAL GOVERNMENTS

RAC advice also will inform guidance provided by DLCDC and ODOT to local governments. This type of guidance would be included in publications developed by the agencies, along with inclusion in website materials and resource libraries. State agencies share this type of information in public outreach efforts, including recommendations from agency regional representatives, webinars, and conferences. Often these materials will clarify minimum legal requirements, but also provide best practices for local governments to address specific issues.

An example of guidance that might be incorporated into guidance to local governments would be: developing a range of potential strategies and actions that local governments could select from to meet climate pollution reduction goals and improve equitable outcomes. An example of a guidance document is the 2019 update of [Putting the People in Planning](#), which includes guidance on complying with Title VI of the Civil Rights Act and other best practices for local government to use in their planning processes.

E. OTHER SUGGESTIONS?

Are there other ways in which staff might use guidance from the rulemaking advisory committee? Although administrative rules, technical assistance, and guidance to local governments are the familiar ways in which the agency administers the statewide planning program, there may be other actions or categories of actions the department should consider as well. (In this context, the capacity to enforce requirements falls within the administrative rules category. Additionally, staff are not able to establish taxing requirements through administrative rules or other state agency actions.)

F. SUGGESTIONS OUTSIDE THE CHARGE OF THIS PROJECT

Some of the guidance we are likely to receive will be outside the charge of our work on climate-friendly and equitable communities. Every Mile Counts partner agencies are leading important and related issues such as emission standards, alternative fuels, and transportation electrification infrastructure. Staff will do our best to explain those relationships and relay comments to the appropriate entities and encourage RAC members to directly engage in those efforts as well.

Other guidance we are likely to receive may be outside the scope of the Every Mile Counts program and outside the scope of the Statewide Transportation Strategy. For example, although we may be able to address income inequality in a small way, the scope of the climate-friendly and equitable communities work is limited. This is not to say such issues are unimportant, but our resources will be expended within the focused scope of this effort. Issues outside of the scope will inform future Department and Commission efforts.

Climate-Friendly and Equitable Communities Rulemaking

Draft Equitable Outcomes Statement

Version 3

Context and Purpose

In accordance with Governor Brown's [Executive Order 20-04](#) and direction from the Land Conservation and Development Commission at its September 24-25, 2020 meeting, this rulemaking aims to prioritize equitable outcomes for historically and currently marginalized communities.¹

To successfully do that, staff and the Commission are relying heavily on the thoughtful, insightful input from Rulemaking Advisory Committee (RAC) members.

This statement will guide development of the content of the rules, guidance documents, and technical assistance the Department provides as local governments implement these rules. For additional detail on those considerations, please see the memo "How will Guidance from the Advisory Committee Be Used?" in the packet for RAC meeting #3.

RAC and staff work on these rules is guided by the [charge to the committee](#) from the Land Conservation and Development Commission. Staff appreciate RAC members' attention to that charge to for clarity on scope, expectations and outcomes for this rulemaking process.

Historically Marginalized Communities

As described in the charge, this rulemaking process and associated rules, guidelines, and technical assistance will prioritize actions that result in more just and equitable outcomes for these historically and currently marginalized communities. The initial populations were identified by the Governor, staff and LCDC. In the context of operationalizing the rules, RAC members reviewed and added to these populations to include youth, seniors and people unfairly excluded from resources due to employment, homeownership or other life status.

- Black and African American people
- Indigenous people (including Native American, Alaskan Native and Native Hawaiian)
- People of Color (a collection of communities with different burdens and benefits, but all more marginalized than white people – includes but is not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity)
- Immigrants, especially undocumented immigrants
- People with limited English proficiency
- People with disabilities
- People without homes (houseless)

¹ Historically marginalized communities meaning those groups of people who have been denied power, respect, and resources that historically and currently have been given to others. These groups have been explicitly and implicitly disempowered, disrespected, and discriminated against. People within these populations have been confined to the lower income and/or peripheral edges of the society, and have been explicitly or by default denied involvement in economic, political, cultural and social activities enjoyed by those in power.

- Low-income and low-wealth people
- Low- and moderate-income renters and homeowners
- Single parents
- LGBTQIA+ people
- Youth and seniors
- People unfairly excluded from resources due to employment, homeownership, or other life status

Staff recognize historically marginalized communities should not just be considered in isolation, but with consideration of intersecting or compounding harms and disadvantages. In the context of this document, *intersectionality* refers to the way some groups and individuals are part of the non-dominant race *as well as* other communities, creating different forms of discrimination, disadvantage, or privilege.² For example, one person could have compounded disadvantages based on their gender, disability, socio-economic class as well as their racial and ethnic background. These disadvantages intersect to make achieving outcomes at the same level of white community members difficult or extremely unlikely.

Future Vision

We are building a future where:

- All Oregonians live in safe, livable, friendly and healthy neighborhoods
- All Oregonians have access to clean air and water, quality housing, healthy food, convenient and affordable transportation options, health care and living wage jobs
- Systemic and institutional inequities based on race, income and disability no longer exist
- Historically marginalized communities including Black, Indigenous and people of color (BIPOC), low income, limited English proficiency communities, people experiencing homelessness, renters, single parents, undocumented community members, LGBTQIA+ and people with disabilities no longer bear the largest burdens of pollution and environmental degradation
- Local decision-making ensures people of historically marginalized communities directly benefit from quality housing, jobs and transportation choices
- Communities are held accountable for the achievement of racial equity and other dimensions of equity

Equity-Driven Processes

The Climate Friendly and Equitable Communities rules, guidance and technical assistance will create and further state and local decision-making *processes* that:

1. Prioritize community-led engagement, with specific attention to communities most impacted by climate pollution³

² Staff members are aware of the ongoing discussion about the definition of intersectionality since Kimberlé Crenshaw first coined the term. Staff has requested the Commission give guidance on how to approach this in this rulemaking and recommends using the intersectionality-leading-with-race formulation here. Some readings: <https://www.racialequityalliance.org/about/our-approach/race/> - <https://multco.us/safety-trust-and-belonging-workforce-equity-initiative/why-we-lead-race> - <https://healthequityguide.org/about/why-lead-with-race/>

³ Reference: [17 Principles of Environmental Justice](#) from 1st National People of Color Environmental Leadership Summit in 1991

2. Are inclusive and center historically marginalized communities
3. Recognize where and how intersectional discrimination compounds disadvantages
4. Value lived experience and qualitative data, not just quantitative data
5. Assess, document, acknowledge and address where past policies and effects of climate change have harmed and are likely to perpetuate harm to historically marginalized communities
6. Are in languages and formats that can be used by everyone
7. Are accessible to people with disabilities
8. Are accessible to people without computer/internet access, with limited transportation and child care options, and with schedule constraints around employment or other critical responsibilities
9. Build the ability of people and governments to work together and access opportunities regionally
10. Monitor and evaluate the effects and actions of local and regional policies and decisions, ensuring transportation and other community development and public investments move communities towards the future vision above

Climate Outcomes

Those processes should result in these ***climate outcomes***:

1. Reduction in transportation-related greenhouse gas pollution that meets Oregon's targets, including reduced driving
2. Increased resilience to the effects of climate disruption
3. Good air quality and increased carbon sequestration, particularly through tree canopy and parks in urban areas

Equity Outcomes

And these ***equity outcomes***:

1. More inclusive, complete communities
2. Increased stability of historically marginalized communities, lowering the likelihood of displacement due to gentrification through public and private investments
3. Reversal of historic patterns that disadvantage historically marginalized communities
4. Improved information with which communities can prioritize investments to address inequitable outcomes
5. Better and more racially equitable health outcomes, particularly connected to transportation choices, air pollution, and food
6. More accessible, safe, affordable and equitable transportation choices with better connectivity to destinations people want to reach (e.g. education, jobs, services, shopping, places of worship, and community centers)
7. Adequate housing with access to employment, education, and culturally appropriate food, goods, services, recreational and cultural opportunities, and social spaces⁴
8. Increased safety for people in vulnerable conditions or communities in public spaces, transportation and community development

⁴ *Adequate housing* in this document refers to the [seven UN housing elements](#): legal security of tenure, availability of services/materials/facilities/infrastructure, affordability, habitability, accessibility, location and cultural adequacy.

9. Fairly-distributed benefits to residents and local governments across cities and counties within metropolitan areas
10. Equitable access to quality nature, parks, open spaces and public spaces ⁵

Additional Process Notes

Staff created a first draft of this statement based on RAC member discussion and guidance at the first meeting of Rules Advisory Committee (RAC #1). RAC members discussed the draft statement, and how it could be improved, at RAC #2.

Those suggestions were integrated into Document Draft #2. A group of RAC volunteers met between RAC meetings #2 and #3 to provide further improvements, into Version #3, which you are reading now.

- Staff and RAC volunteers had considerable discussion about what timeline outcomes should be measured on. A prime example: are public investments in historically marginalized communities an *outcome* in themselves? While budgets and spending are statements of priorities and a short-term outcome, staff decided investment is generally a *means* to a desired long-term outcome rather than the outcome itself.
- RAC members asked staff to define some of these terms (for both understanding and precision). Staff will do that going forward as we are able.
- RAC members advised requested these outcomes be defined in a measurable way, and include timelines and responsible parties Performance measures and timelines for some of these outcomes will be discussed in separate documents in RAC meeting 3.
- RAC members noted the responsible parties and accountability mechanisms vary. If we are successful, roles and responsibilities will be clear in the rules. Elements of some outcomes are likely to be outside the scope of the rulemaking or DLCD’s authority, or in shared responsibilities with other parties.
- This document is unable to specifically explore the various barriers to achieving each outcome; these are complex challenges requiring complex responses.
- RAC members also asked examples be shared. Staff could use clarity about on which items that would be helpful for – perhaps it was examples of good inclusive engagement for equitable outcomes?
- RAC members advised identifying and allocating resources at the state and local level to achieve these more equitable process and outcomes will be essential.

⁵ Once defining these words later in the process, consider: [Seattle’s 2035 Growth and Equity](#) (p.4) defines “access to opportunity” as “living within walking distance or with transit access to services, employment opportunities, amenities, and other key determinants of social, economic, and physical well-being.”

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee

MEETING 3



TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members

FROM: Cody Meyer, DLCD Land Use and Transportation Planner
Tara Weidner, ODOT Climate Impact Analysis Program Manager
Brian Hurley, ODOT Climate Mitigation Program Manager

SUBJECT: **Interim Requirements for Regional Scenario Planning**

DATE: January 15, 2021

Staff expect that the rules produced by this rulemaking will require cities and counties within metropolitan areas to submit regular reports to the department that track progress towards achieving the state's [metropolitan greenhouse gas reduction targets](#) in Division 44. The content of those reports will depend on whether or not the city or county has completed the scenario planning process.

This memo describes proposed regional performance measures and goals that will apply to cities and counties that have not yet completed scenario planning. These regional performance measures and goals will be used to inform the local action-based performance measures described in Item 7 of the RAC 3 packet. These regional goals will link the Statewide Transportation Strategy adopted vision for greenhouse gas reduction to the work of local governments.

This memo also contains background information regarding the work to reduce carbon pollution described in the Statewide Transportation Strategy, and how that work was incorporated into the staff proposal.

I. OVERVIEW

As an interim requirement for the regional scenario planning outlined in the December RAC meeting 2, staff is proposing a regional monitoring framework that will be used as guideposts to inform the development of local performance measures and performance targets. The department will initially work with local partners on full regional scenario planning in the Eugene-Springfield and Salem-Keizer metropolitan areas with the available funding. That work will also include reporting requirements, but offers more flexibility in setting goals and measures through the process. These interim reporting requirements will be used in the remaining metropolitan areas until full scenario planning may be implemented in the Albany, Bend, Corvallis, Grants Pass, and Rogue Valley areas.

The Land Conservation and Development Commission identified creation of an interim requirement for regional scenario planning in the [rulemaking charge](#). These interim requirements can be established in the near term due to the lower level of effort and cost to implement. This proposal is based on regional monitoring and reporting against a set of regional goals and benchmarks defined by the regional trajectories adopted in the Statewide Transportation Strategy (STS). The regional goals and benchmarks for each metropolitan region differ by region size. More information on these goal areas is discussed below in section 3 of this memo.

II. MONITORING FRAMEWORK

The interim requirements would work in conjunction with the local performance measures discussed in Item 7 of the RAC 3 packet. This proposal was developed through the lessons learned over the last decade of scenario planning in the state, where scenario planning is used to set goals for ongoing performance monitoring and reporting of the implementation actions that have been selected to reduce climate pollution. Over the last decade, we have learned what types of actions are necessary to meet our climate pollution reduction goals. The metropolitan greenhouse gas reduction targets and the Statewide Transportation Strategy further provide an understanding of what the levels of implementation within those actions would be required of each region.

The concept can be thought of as a gap analysis that reports on the gap between the existing levels of policies and the levels of action needed. The relative size of each gap will be used to inform the setting of performance targets for local actions and for the identification of the funding needed to close the gap. This concept can be used for both managing local policy choices and investments, and for making the case for additional funding.

Figure 1 below illustrates how regional planning works in conjunction with the local performance measures discussed in Item 7 of the RAC 3 packet. Jurisdictions in metropolitan areas that adopt a preferred land use and transportation scenario consistent with the greenhouse gas reduction targets would identify and adopt performance benchmarks to track implementation of the preferred scenario. Jurisdictions in other metropolitan areas would use the regional goals from the Statewide Transportation Strategy to adopt local performance benchmarks. In allowing for flexibility in the setting of performance benchmarks, this framework is intended to offer local flexibility in achieving greenhouse gas reduction goals through a consistent state framework.

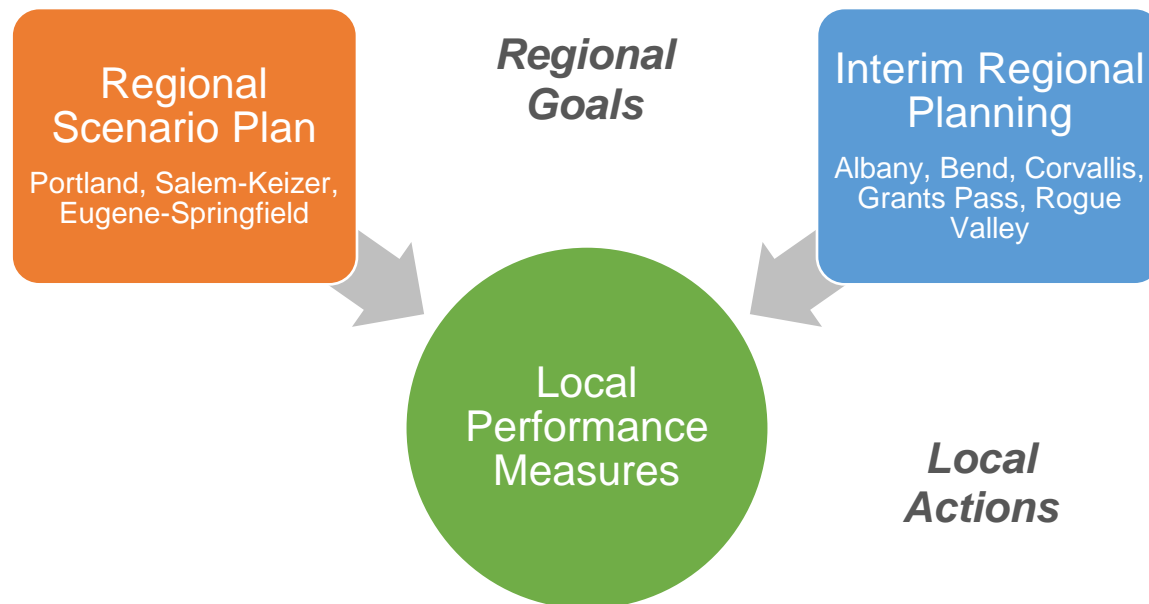


Figure 1. Proposed regional and local planning framework

The state is committed to monitor progress on state-led greenhouse gas reduction policy actions through the Every Mile Counts program efforts and ongoing monitoring of progress towards the STS Vision. The Climate Friendly and Equitable Communities rulemaking will similarly increase accountability by local agencies to track their progress towards climate goals.

The regional monitoring framework proposed will track each region’s progress towards achieving the regional policy actions prescribed in the metropolitan component of the STS Vision (blue box in Figure 1). The largest regions are required (orange box in Figure 1) to customize the mix of actions proposed in the STS Vision into a locally preferred scenario, which is an alternate path that still meets the metropolitan region’s greenhouse gas reduction targets, as has been completed to date in the Portland and Eugene/Springfield (not adopted) metropolitan areas.

In both paths, it is important for Oregon’s metropolitan areas to set goals and track progress in achieving these greenhouse gas reductions through local action-based performance measures (green circle in Figure 1). These regional goals will serve as a guidepost for informing those local measures through either the STS Vision scenario (blue box in Figure 1) or an alternative locally adopted preferred scenario (orange box in Figure 1).

The state will need to work with local governments to translate the policy aspirations of the regional goals into tangible action-based local performance measures and reporting requirements. To serve as workable monitoring measures, the following issues need to be addressed:

1. Allocating metropolitan regional goals among cities and counties within the region; and
2. The regional goals will need to be converted into actionable measures that can be consistently tracked over time. Consistent methodologies are needed to translate any regional goals into local measures in order to track against the STS trajectories.
3. Methods will need to be determined to account for financial constraint for local and regional plans in tracking progress towards the STS Vision and climate pollution reduction goals.

Staff intends on bringing back further information on these topics in the next RAC meeting 4. Much of the technical work at the local level is likely to occur in the implementation stage after rulemaking. The STS regional trajectories (regional goals) are shown in Table 1 below for reference. An overview of the STS Vision strategies is also discussed in the section below.

	Category	STS Vision Regional Trajectories
Land Use	Land Use	<ul style="list-style-type: none"> • % Population in mixed-use areas • Urban Growth Boundary expansion: acres per population growth • Electric vehicle charging availability
Transportation Options	Bicycle	Number of short trips diverted to bike or personal electric vehicle from single occupant vehicle
	Pedestrian	Urban design supporting multi-modal/walkability
	TDM	<ul style="list-style-type: none"> • % Workers Participating in Workplace TDM programs • % Households Participating in Household Marketing TDM programs
	Transit	Transit service miles
	Car Service	<ul style="list-style-type: none"> • Highly responsive car service coverage area • Ride-hailing fleet mix regulations (% electric and age)
Pricing	Parking	<ul style="list-style-type: none"> • Daily parking cost • % Workers paying for parking • % Non-workers paying for parking • % Worker parking buyout
	Pricing	<ul style="list-style-type: none"> • Local fuels tax • Congestion pricing • Local fees to recover road costs, carbon impact, ect. (registration, vehicle miles travelled, etc.)
Vehicle & Fuel	Fuels	<ul style="list-style-type: none"> • # miles of alternative fuel buses in service • Transit use of renewable fuels • Commercial alternative fuels fleet and use of renewable fuels (Compressed or renewable natural gas) • % households with overnight electric vehicle charging access
Roads & Fuel	Streets	<ul style="list-style-type: none"> • Freeway lane miles • Arterial lane miles • Arterial access management (% coverage) • Arterial signal optimization (% coverage)

Table 1. Regional Trajectories in Statewide Transportation Strategy Vision

III. STATEWIDE TRANSPORTATION STRATEGY VISION BACKGROUND

A two year stakeholder process documented in the 2013 [Statewide Transportation Strategy](#) (STS) report, culminated in the 2050 STS Vision scenario, which the Oregon Transportation Commission adopted as the state's roadmap of state and local actions necessary to meet transportation sector greenhouse reduction goals. This STS Vision includes a mix of policies that balances meeting greenhouse gas reduction goals while considering other impacts. The STS Vision includes actions implemented by local agencies that affect household travel and local commercial service delivery vehicles.

The STS found that the ground component (cars and trucks) represents roughly half of today's overall transportation greenhouse gas emissions, with 90 percent of their reduction attributable to cleaner vehicle and fuels. However, the STS also noted Oregon cannot get to our greenhouse gas goals through clean vehicle/fuel infrastructure without supportive pricing and multi-modal policies that reduce vehicle miles travelled; areas in which local agencies play a key role.

It is important to note that while actual greenhouse gas change will result from choices made by individual and businesses, state and local government provides the quality options and a framework of incentives and disincentives to influence low carbon travel choices. These all must be done within the context of market forces outside our direct control that exert significant influence, such as fuel price, economic health, population and demographic trends. The mix of policy actions in the STS Vision includes the following categories.

Reduce vehicle miles traveled per capita

- **Efficient Land Use** – Strategies in this category focus on infill and mixed-use development in urban areas to reduce demand for vehicle travel, shorten trips, expand non-auto travel mode choices, and enhance the effectiveness of public transportation and other modal options. This category promotes more efficient movement throughout the transportation system by supporting compact growth and development. This type of development pattern reduces the distances that people and goods must travel, and provides more opportunities for people to use zero or low energy transportation modes. Examples of these types of strategies include supporting mixed-use development, limiting expansion of urban growth boundaries, and development of urban consolidation centers for freight.
- **Transportation Options** – Strategies in this category provide infrastructure and options for public transportation, bicycle, and pedestrian travel, enhancing [transportation demand management programs](#), shifting to more efficient modes of goods movement. This category encourages a shift to transportation modes that produce fewer emissions and provide for the more efficient movement of people and goods. Examples of these types of strategies include providing park-and-ride facilities, promoting ride-matching services, adding biking and walking infrastructure, enhancing passenger rail services, and a significant growth in public transportation service.

- **Pricing Funding and Markets** – This category addresses the true costs of using the transportation system and pricing mechanisms for incentivizing less travel or travel on more energy efficient modes. A “user pays true cost” approach ensures less efficient modes are responsible for the true cost of their impacts to the transportation system and environment. Strategies in this category support a transition to more sustainable funding sources to maintain and operate the transportation system, pay for environmental costs and provide market incentives for developing and implementing efficient ways to reduce emissions. Examples of these types of strategies include transitioning fuel taxes to a user or mileage based fee, increasing fees to cover the cost of road maintenance, adding a carbon fee, promoting pay-as-you-drive insurance programs. Many of the elements in this category require legislative action, but local jurisdictions can impose local gas taxes and price parking.

Support use of cleaner vehicles and fuels

- **Vehicle, Engine & Fuel Technology Advancements** – Strategies in this category increase the operating efficiency of multiple transportation modes through a transition to more fuel-efficient vehicles, improvements in engine technologies, and other technological advancements. It also includes reductions in the carbon intensity of fuels and electricity used to power vehicles. Examples of these types of strategies include Oregon’s legislatively mandated Clean Fuels Standards that enables transition to low carbon renewable fuels, Zero Emission Vehicle (ZEV) programs, infrastructure for electric vehicle charging and alternative fueling facilities, and incentivizing fleet turnover to a greater share of electric or low carbon fuel vehicles.

While driving change in many of these strategies requires legislative action, actions under federal or multi-state agreements, or are reliant on market forces, local jurisdictions have a role in the development and location of charging and fueling infrastructure, as well as working with transit, local car service providers (Uber, Lyft, etc.) and commercial delivery fleets to transition to low carbon vehicles and fuels.

- **Systems and Operations Performance** – Strategies in this category address intelligent transportation systems and other innovative approaches that improving the flow of traffic, reducing incidents that lead to roadway backups, and providing travelers with information that helps them drive more fuel efficiently. Strategies in this category improve the efficiency of the transportation system and operations through technology, infrastructure investment, and operations management. Examples of these types of strategies include in-car displays and educational campaigns that notify the driver of their fuel efficiency as they travel, clearing and providing real time information on crashes and delays, promoting vehicle-to-vehicle communications, as well as optimizing signals and managing access on arterials to reduce idling.

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee

MEETING 3



TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Cody Meyer, DLCD Land Use and Transportation Planner
Tara Weidner, ODOT Climate Impact Analysis Program Manager
Brian Hurley, ODOT Climate Mitigation Program Manager
SUBJECT: **Performance Monitoring Concepts Memo**
DATE: January 15, 2021

Staff expect that the rules produced by this rulemaking will require cities and counties within metropolitan areas to submit regular reports to the department that track progress on reducing greenhouse gas pollution and progress on reducing inequities for historically marginalized communities. The content of those reports will depend in part on whether or not the city or county has completed the scenario planning process.

This memo describes a proposed process that cities and counties will be required to use to that would nest within the scenario planning and interim regional planning processes. A separate memo (Item 6 in the RAC 3 packet) describes the proposed reporting that will apply to cities and counties that have not yet completed scenario planning and how that work connects to these local performance measures.

This memo presents the performance measures which were developed during the 2018 Transportation Planning Rules (TPR) rulemaking process as a starting point for a discussion of developing a comprehensive performance monitoring system.

A. OVERVIEW

As the local complement to the regional planning proposals, staff is proposing administrative rules that would require cities and counties in metropolitan areas to monitor and report on the actions necessary to plan for climate friendly and equitable communities using a suite of performance measures. The purpose of performance measures is to enable local governments to monitor and assess whether key elements or actions are being implemented and whether plans and public investments are achieving the expected outcomes of creating climate friendly and equitable communities.

These local performance measures are intended to be much more detailed than those used in regional scenario plans and to complement those measures by measuring the actions taken to meet the regional goals. For example, a regional goal would be for trips by bicycle or other micro-mobility modes to make up at least 20% of the total trips in the region, and the

complementary local performance measure might be the miles of bike lanes built to reach that goal.

This proposal consists of a two-tiered approach that includes an equity screen for historically marginalized communities and performance targets for cities to demonstrate progress towards reducing greenhouse gas emissions. For example:

- A performance measure might be the percentage of households within a historically marginalized community that are within ¼ mile walk of a high-frequency transit route;
- The climate performance measure is households with ¼ mile walk of transit; and
- The equity screen looks at how many of those households are from a historically marginalized community that are within walking distance to transit.

This approach is centered on the need for significant increases in the actions necessary to meet our climate pollution goals in a way that prioritizes public benefits for historically marginalized communities.

B. EQUITY

Building off of the Equitable Outcomes Statement developed by the Rules Advisory Committee (RAC), staff will be presenting the RAC with concepts for how to measure equity. Specific to the topics of this month's meeting, we will be focusing on an equity lens that will be used in concert with the performance measures that report on the actions necessary for cities and counties to take to meet the state's climate pollution reduction goals. For purposes of this rulemaking, staff will be discussing equity in the contexts of:

1. **Procedural equity:** the extent to which all members of the community can participate in the decision making process;
2. **Spatial equity:** the distribution of burdens and benefits across a city or region; and
3. **Social equity:** the distribution of burdens and benefits across various population groups.

1. Procedural Equity

Procedural equity refers to public decision-making processes and the extent to which various processes provide an inclusive and accessible opportunity for participation by all community members. Decision-making processes related to climate friendly and equitable communities include the process for developing and coming to agreement on a regional scenario plan, as well as the processes used by local governments to develop and adopt regulations and investments for climate friendly areas, transportation system plans, transit plans, capital improvement plans, and other similar plans.

An example of how these procedural equity requirements will be operationalized into the administrative rules can be seen in the proposed amendments to Division 44 in this month's packet. The proposed rule OAR 660-044-0100 will require that a work program for scenario planning include a public engagement plan with focus on engagement with historically marginalized community members. Staff also expect that procedural equity will also be included

in other proposed rules developed later in this rulemaking process and in guidelines and program requirements.

2. Spatial Equity

As a foundational piece of identifying the distribution of burdens and benefits, staff is developing a spatial equity tool that will consider impacts to spatially distinct, historically marginalized communities identified in the Equitable Outcomes Statement. The process will include identifying the indicators and supporting data sources to drive the analysis through a partnership of several state agencies.

The department has convened an Interagency Technical Support Team (TST), which includes staff from the Oregon Departments of Energy, Environmental Quality, Housing and Community Services, Transportation, Health Authority, Business Oregon, the Chief Data Officer and the Governor's Office. The mission of the group is to help achieve the Governor's Executive Order 20-04 in ways that result in more equitable outcomes as defined by the RAC and the LCDC charge. Specifically, the group is developing resources to help communities identify historic public and private investment disparities (e.g., transit/bus stops, street trees, sidewalks, grocery stores and other amenities).

TST members also are working to develop demographic mapping resources necessary for cities and counties to perform an equity analysis of spatial and social equity. With this information, communities will have the necessary information to make sure that their investments reduce climate pollution in ways that result in multiple benefits for historically marginalized communities that are spatially concentrated. The demographic mapping work will be brought back to the RAC in several phases, including learning sessions to review suggested indicators and evaluate proposed indicators against the Equitable Outcomes statement.

3. Social Equity

Social equity means ensuring all persons are treated fairly and are given equal opportunity to benefit from community investments, with an emphasis on ensuring historically marginalized communities are not disproportionately burdened. Social equity means everyone, regardless of race, culture, disability, age, marital status, or wealth, shares in the benefits of planning and development. It is important to understand that some historically marginalized communities may not be spatially distinct from the general population, but face other barriers to opportunities and equity.

Transportation and land use systems can have a significant effect on the quality of life for people by shaping access to housing, jobs, goods, services, and recreation. Without intentional planning and development, transportation and land use systems can degrade the quality of life in our communities. In order to meaningfully achieve the RAC's Equitable Outcomes, it is important to understand both the benefits and burdens our investments have on historically marginalized community members. Some examples of these benefits and burdens are:

Benefits	Burdens
Increased access to services and opportunity	Reduced access to essential services and opportunity
Lessened travel time and cost savings	Greater travel time and cost burdens
Clean air and water	Exposure to pollutants
Reduction in traffic related injury or death	Exposure to traffic related injury or death
Opportunity for physical activity	Barriers to physical activity
Connected communities	Physically and socially divided communities
Resilient to climate impacts	Vulnerable to climate impacts such as temperature increase, poor air quality

C. PERFORMANCE MONITORING FRAMEWORK FOR CLIMATE FRIENDLY AND EQUITABLE COMMUNITIES

The graphic below depicts some of the areas that should be included in performance measures for prioritizing projects that meet both climate goals and provide benefits to historically marginalized communities. The small grey circles are categories of actions to reduce carbon pollution that would be mapped over historically marginalized communities to drive project prioritization, so that beneficial actions that occur within these neighborhoods are given priority in funding and implementation.

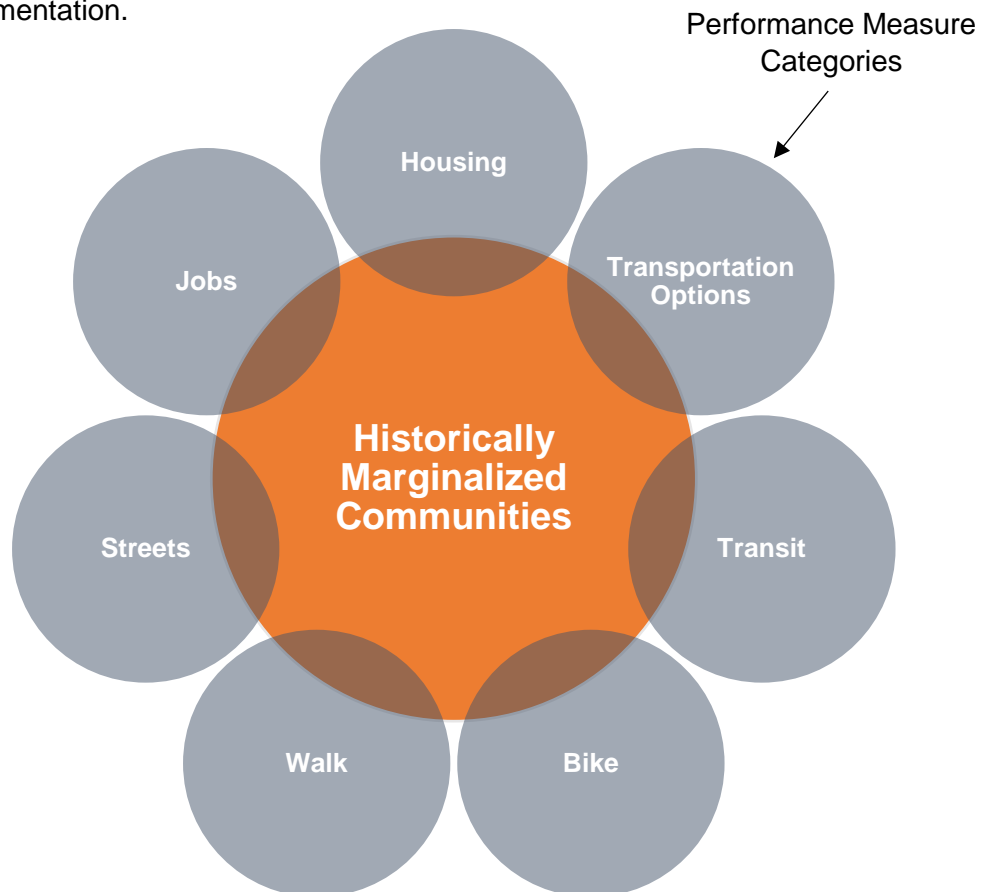


Figure 1. Framework for climate friendly and equitable communities

D. CLIMATE POLLUTION REDUCTION PERFORMANCE MEASURES

The second tier of the performance monitoring framework involves identifying local performance measures to reduce transportation related climate pollution to be used in combination with the equity screen. This framework will guide planning and prioritization of public investments.

In order to meet our climate pollution reduction goals, state, regional and, local government decision makers will need to implement comprehensive and coordinated actions. Identifying, measuring, and managing these actions is a fundamental aspect of this rulemaking and will serve as indicators for progress to meeting the local share of the pollution reduction goals.

The 2018 Transportation Planning Rules (TPR) rulemaking effort developed a set of recommended performance measures that would enable the state to monitor the implementation of policies and programs carried out by local governments that reduce climate pollution and increase housing and transportation choice. The performance measures were developed through a committee of city, regional, and state staff and with input from the [Oregon Modeling Steering Committee](#).

The 2018 TPR Performance Measures were not adopted during the 2018 rulemaking process and will be re-evaluated in this rulemaking to account for better data sources and methods and consistency with the RAC's Equitable Outcomes. These performance measures are provided in the table 1 below for RAC members to review.

Category	2018 TPR Recommended Performance Measures		
Bicycle	Choose one	Both	Linear feet of all bike projects implemented
			Linear feet of high quality bike facilities constructed
		Bike Level of Traffic Stress ¹	
Land Use	Both	% of households in mixed use or transit-oriented development areas ²	
		% of employment in mixed use or transit-oriented development areas	
Pedestrian	Choose one	% of streets with sidewalks on both sides	
		Linear feet of sidewalks built or repaired	
TDM	Number of Transportation Options staff per capita		
Transit	Both	Households within ¼ mile walk to priority transit corridor	
		Transit revenue hours per capita	
Streets	Choose one	Lane miles of managed lanes	
		Street reconfigurations prioritizing non-auto modes	

Table 1 2018 TPR Proposed Performance Measures

1. Linkage between Local Performance Measure and Greenhouse Gas Reductions in the Statewide Transportation Strategy and Metropolitan Targets

The Statewide Transportation Strategy (STS) Vision contains metropolitan-level assumptions for various local actions as part of the scenario to meet the state’s overall greenhouse gas reduction goals. These regional goals will be used as the basis to develop and set regional goals for actions that if taken, achieve greenhouse gas emission targets. Some translation will be needed to convert these regional goals into the action-based local performance measures, and adjust for financial constraints. These regional goal areas are discussed further in the regional planning memo (Item 6 in the RAC 3 packet).

¹ Level of traffic stress is a way of measuring how comfortable it is to travel; usually via walking or biking. For example, biking on a narrow bike lane next to 40 mph traffic has a higher level of stress than biking on a low-speed, low-traffic neighborhood street.

² Mixed-use development refers to having multiple uses in close proximity, sometimes within the same building – such as residential, commercial, and office. It results in fewer and shorter car trips, as people can walk to multiple destinations. Transit-oriented development refers to development closely connected to transit service, so people can easily take transit to or from destinations, such as their home, work, or retail. Specific technical definitions of these would be defined in rule or guidance.

2. Implementation

Local and state governments already collect a large amount of data about land use and the transportation system, and so some performance measures can be easily reported. For other performance measures, data gathering for developing and reporting will require technical assistance and funding for local jurisdictions. There could be an initial cost to gather any data not currently collected by either local jurisdictions or the state. Additional resources could be needed to develop consistent methodologies to translate the local measures to track against the STS regional goal areas.

DLCD and ODOT identified the needs for local governments to report on the performance measure requirements identified in the LCDC charge in the [Scenario Planning Policy Options Memo](#). Additional resources will be needed to develop methods for consistent data sources and reporting methods for each of the proposed local measures. When the rules are adopted, affected local governments may need staff assistance and consultant support from the state to collect and report on the performance measures not readily available from existing data sources.

Based on the commission charge and the Rules Advisory Committee guidance, staff expect the rules will include provisions for cities within regions to conduct an equity assessment to identify places where historically marginalized communities and gaps in service match. The state would then expect restorative investments in underserved communities accordingly.

In addition to the performance measures and equity framework presented in this memo, staff are asking RAC members to provide guidance on programmatic and guidance recommendations. Programmatic recommendations include actions that Every Mile Counts partners including DLCDC and ODOT can take to ensure that the technical assistance and financial support are delivered in a way that achieves equitable outcomes. Guidance recommendations include actions that Every Mile Counts staff can take to provide guidance to cities and counties on creating climate friendly and equitable communities.

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee MEETING 3



TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Cody Meyer, DLCD Land Use and Transportation Planner
Bill Holmstrom, DLCD Land Use and Transportation Coordinator
Matt Crall, DLCD Planning Services Division Manager
SUBJECT: **Proposed amendments to Division 44**
DATE: January 15, 2020

Summary of Proposed Changes: We suggest that advisory committee members focus on the new rules listed below. The draft rules also includes minor amendments in other rules, with the changes shown in underline and ~~striketrough~~.

- 0000 – New purpose statement
- 0015 – Deadlines for cities and counties to do scenario planning
- 0100 – Work programs for scenario planning
- 0110 – Required contents of a scenario plan
- 0120 – Department and commission review
- 0130 – Local plan amendments to implement the scenario plan

If you would like to propose specific revisions to the text, we can provide a file in Microsoft Word format so that you can use the track changes feature to show your proposal. Please send an email to DLCD.CFEC@state.or.us to request the file.

Oregon Administrative Rules
Chapter 660 – Land Conservation and Development Commission
Division 44 – Metropolitan Greenhouse Gas Reduction Targets

1 *[This is a **new purpose statement** to entirely replace the existing purpose statement.]*

2 0000 Purpose

- 3 (1) This division implements Statewide Planning Goal 12 (Transportation), and the state goal in
4 ORS 468A.205 to reduce greenhouse gas emissions. The overriding purpose is to
5 significantly reduce the pollution that is causing global climate disruption as rapidly as
-

1 possible. Cities, counties, metropolitan planning organizations, and Metro are encouraged
2 to take actions beyond the minimum requirements of this division to make large reductions
3 in pollution rapidly.

4
5 (2) Specifically this division requires cities, counties, and Metro to make changes to
6 transportation and land use plans so that future pollution from light vehicles is significantly
7 reduced. This division places specific requirements on Metro in recognition of its unique
8 status in the Portland region. This division requires cities and counties within other
9 metropolitan regions to work together to prepare a preferred land use and transportation
10 scenario that describes a future set of transportation facilities and future land use patterns
11 that will reduce greenhouse gas pollution from light vehicles.

12
13 (3) It is also the purpose of this division to reduce inequities for historically marginalized
14 populations. The land use and transportation scenario planning process and the local
15 implementation process must prioritize historically marginalized populations so that the
16 actions that reduce pollution also reduce the historic inequities that prior transportation
17 and land use plans have created.

18 *[Several **new definitions** added and small changes to some existing definitions. New text is*
19 *underlined. Removed text is marked with ~~strikethrough~~.]*

20 0005 Definitions

21 For the purposes of this division, the definitions in ORS 197.015 and the statewide planning
22 goals apply. In addition, the following definitions shall apply:

23
24 (#) “Community-based conversations” means accessible and inclusive community meetings
25 held in areas with above-average populations of historically marginalized community members.

26
27 (1) “Design type” means the conceptual areas described in the Metro Growth Concept text and
28 map in Metro’s regional framework plan, including central city, regional centers, town centers,
29 station communities, corridors, main streets, neighborhoods, industrial areas and employment
30 areas.

31
32 (#) “Equitable outcomes” means outcomes including:

33 (a) More inclusive, complete communities

34 (b) Increased stability of historically marginalized communities, lowering the likelihood of
35 displacement due to gentrification through public and private investments

36 (c) Reversal of historic patterns that disadvantage historically marginalized communities

37 (d) Improved information with which communities can prioritize investments to address
38 inequitable outcomes

39 (e) Better and more racially equitable health outcomes, particularly connected to
40 transportation choices, air pollution, and food

1 (f) More accessible, safe, affordable and equitable transportation choices with better
2 connectivity to destinations people want to reach (e.g. education, jobs, services,
3 shopping, places of worship, and community centers)

4 (g) Improvements to provide adequate housing with access to employment, education, and
5 culturally appropriate food, goods, services, recreational and cultural opportunities, and
6 social spaces

7 (h) Increased safety for people in vulnerable conditions or communities in public spaces,
8 transportation and community development

9 (i) Fairly-distributed benefits to residents and local governments across cities and counties
10 within metropolitan areas

11 (j) Equitable access to quality nature, parks, open spaces and public spaces

12
13 (2) “Framework plan” or “regional framework plan” means the plan adopted by Metro as
14 defined by ORS 197.015(16).

15
16 (3) “Functional plan” or “regional functional plan” means an ordinance adopted by Metro to
17 implement the regional framework plan through city and county comprehensive plans and land
18 use regulations.

19
20 (4) “Greenhouse gas” has the meaning given in ORS 468A.210. Greenhouse gases are measured
21 in terms of carbon dioxide equivalents, which means the quantity of a given greenhouse gas
22 multiplied by a global warming potential factor ~~provided consistent with~~ a state-approved
23 emissions reporting ~~protocol~~method.

24
25 (5) “Greenhouse gas emissions reduction target” or “target” means a reduction from 2005
26 emission levels of per capita greenhouse gas emissions from travel in light vehicles. Targets are
27 the reductions beyond reductions in emissions that are likely to result from the use of improved
28 vehicle technologies and fuels. Travel in light vehicles includes all travel by members of
29 households or university group quarters living within a metropolitan area regardless of where
30 the travel occurs, and local commercial vehicle travel that is a function of household labor or
31 demand regardless of where the travel occurs. Examples include commuting to work, going to
32 school, going shopping, traveling for recreation, delivery vehicles, service vehicles, travel to
33 business meetings, and travel to jobsites.

34
35 (#) “Historically marginalized communities” means the following, with priority on Black,
36 Indigenous and People of Color, with additional consideration of people with these additional
37 characteristics and experiences:

38 (a) Black and African American people

39 (b) Indigenous people (including Native American, Alaskan Native and Native Hawaiian)

40 (c) People of Color (a collection of communities with different burdens and benefits, but all
41 more marginalized than white people – includes but is not limited to Hispanic,
42 Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-
43 race or mixed-ethnicity)

- 1 (d) Immigrants, especially undocumented immigrants
- 2 (e) People with limited English proficiency
- 3 (f) People with disabilities
- 4 (g) People living without homes (homeless)
- 5 (h) Low-income and low-wealth people
- 6 (i) Low- and moderate-income renters and homeowners
- 7 (j) Single parents
- 8 (k) LGBTQIA+ people
- 9 (l) Youth and seniors
- 10 (m) People unfairly excluded from resources due to employment, homeownership, or other
- 11 life status
- 12

13 (6) “Land use and transportation scenario planning” means the preparation and evaluation by
14 local governments of two or more land use and transportation scenarios and the cooperative
15 selection of a preferred land use and transportation scenario that accommodates planned
16 population and employment growth while achieving a reduction in greenhouse gas emissions
17 from light vehicle travel in the metropolitan area. Land use and transportation scenario
18 planning may include preparation and evaluation of alternative scenarios that do not meet
19 targets specified in this division.

20
21 (7) “Light vehicles” means motor vehicles with a gross vehicle weight rating of 10,000 pounds or
22 less.

23
24 (8) “Metro” means the metropolitan service district organized for the Portland metropolitan
25 area under ORS Chapter 268.

26
27 (9) “Metropolitan planning area” or “metropolitan area” means lands within the planning area
28 boundary of a metropolitan planning organization.

29
30 (10) “Metropolitan planning organization” means an organization located wholly within the
31 State of Oregon and designated by the Governor to coordinate transportation planning in an
32 urbanized area of the state pursuant to 49 U.S.C. 5303(c). The Longview-Kelso-Rainier
33 metropolitan planning organization and the Walla Walla Valley metropolitan planning
34 organization are not metropolitan planning organizations for the purposes of this division.

35
36 (11) “Planning period” means the period of time over which the expected outcomes of a
37 scenario plan are estimated, measured from a 2005 base year, to a future year that
38 corresponds with greenhouse gas emission targets set forth in this division.

39
40 (12) “Preferred land use and transportation scenario” means a generalized plan for ~~the~~
41 ~~Portland~~ metropolitan area ~~adopted by Metro through amendments to the regional~~
42 ~~framework plan~~ that achieves the targets for reducing greenhouse gas emissions set forth in
43 OAR 660-044-0020 as provided in 660-044-0040.

1
2 (13) “Statewide Transportation Strategy” means the statewide strategy ~~accepted~~adopted by
3 the Oregon Transportation Commission as part of the state transportation policy to aid in
4 achieving the greenhouse gas emissions reduction goals set forth in ORS 468A.205 as provided
5 in chapter 85, section 2, Oregon Laws 2010.

6
7 *[This is a **new rule** that expands the scenario planning requirement to cities and counties*
8 *beyond the Portland metropolitan area.]*

9 0015 Applicability – Compliance Deadlines

- 10
11 (1) This division applies to Metro (0020 and 0040-0060), and to the cities and counties within
12 Metro (0055)
- 13
14 (2) This division (excluding 0020 and 0040-0060) applies to the cities and counties listed below
15 with the corresponding compliance deadlines.
- 16 (a) Cities and counties within the metropolitan planning area of the Central Lane
17 Metropolitan Planning Organization must:
- 18 (A) prepare a preferred land use and transportation scenario (as described in 0110) and
19 submit it for review by the commission (as described in 0120) by June 30, 2022; and
20 (B) adopt local amendments (as described in 0130) by June 30, 2023.
- 21 (b) Cities and counties within the metropolitan planning area of the Salem-Keizer Area
22 Transportation Study must:
- 23 (A) submit a work program (as described in 0100) to the department by June 30, 2022;
24 (B) prepare a preferred land use and transportation scenario (as described in 0110) and
25 submit it for review by the commission (as described in 0120) by June 30, 2023; and
26 (C) adopt local amendments (as described in 0130) by June 30, 2024.
- 27 (c) Cities and counties listed above may submit a proposed work program (as described in
28 0110) as provided on section (3) with compliance dates that differ from those in this
29 section. If a work program is approved by the director or commission as provided in
30 section (2), the compliance deadlines in that work program shall replace the compliance
31 deadlines in this section.
- 32
33 (3) Cities and counties may request, and the director or commission may approve, applying this
34 division (excluding 0020 and 0040-0060) to the cities and counties within a metropolitan
35 area and establishing compliance deadlines under the following procedures.
- 36 (a) Cities and counties within a metropolitan area may jointly submit a proposed work
37 program (or resubmit a work program with revisions) as described in OAR 660-044-
38 0110.
- 39 (b) The department shall review the proposed work program. The director may approve the
40 work program or refer the work program to the commission with recommended
41 revisions.
- 42 (c) If the director refers a proposed work program to the commission under subsection (b),
43 the commission shall hold a hearing to review the proposed work program and the

1 recommended revisions. The commission may approve the work program based on
2 0100 or remand the work program with requested revisions.

- 3 (d) An order by the director or commission to approve a work plan must include a
4 commitment of state funding in the current budget period and reasonable projections
5 for state funding in future budget periods. If in future periods, the state does not
6 provide state funding as described in the order, the cities and counties may withdraw
7 from the work program, and the compliance deadlines in the work program would no
8 longer apply.
9

- 10 (4) The commission may issue an order applying this division (excluding 0020 and 0040-0060)
11 to cities and counties within a metropolitan area and establishing compliance deadlines
12 using the procedures below.

13 (a) The department will provide a draft order with compliance deadlines to the cities and
14 counties prior to a commission hearing.

15 (b) The commission will hold a hearing and consider any revised or alternate order
16 proposed by cities or counties, and any public testimony.

17 (c) When considering whether to issue an order, the commission shall consider the
18 following factors using the best available data:

19 (A) Greenhouse gas emissions including actual measurements, model estimates, recent
20 trends, and future projections under current adopted plans.

21 (B) Local transportation and land use actions that influence greenhouse gas emissions
22 and more equitable outcomes, including adopted plans, recent actions by cities and
23 counties, and development trends;

24 (C) Population growth including recent trends and future projections

25 (D) Presence or absence of regional cooperation on greenhouse gas emissions reduction

26 (E) Vehicles miles travelled per capita by residents of the metropolitan area, including
27 actual measurements, model estimates, recent trends, and future projections under
28 current adopted plans.
29

30 *[Small specific changes in this rule. New text is underlined. Removed text is marked*
31 *with ~~strikethrough~~.]*

32 0020 Greenhouse Gas Emissions Reduction Target for the Portland 33 Metropolitan Area

34 (1) Metro shall use the greenhouse gas emissions reduction targets in this rule as it develops,
35 reviews, and updates a two or more alternative land use and transportation scenarios that
36 accommodates planned population and employment growth while achieving a reduction in
37 greenhouse gas emissions from light vehicle travel in the metropolitan area as required by OAR
38 660-044-0040 through 660-044-0060.
39

40 (2) This rule only applies to the Portland metropolitan area.
41

42 (3) The greenhouse gas emissions reduction target is a 20 percent reduction in the year 2035.

1
2 (4) Targets for the years 2040 and beyond ~~through 2050~~ are:

- 3 (a) By 2040, a 25 percent reduction.
- 4 (b) By 2041, a 26 percent reduction.
- 5 (c) By 2042, a 27 percent reduction.
- 6 (d) By 2043, a 28 percent reduction.
- 7 (e) By 2044, a 29 percent reduction.
- 8 (f) By 2045, a 30 percent reduction.
- 9 (g) By 2046, a 31 percent reduction.
- 10 (h) By 2047, a 32 percent reduction.
- 11 (i) By 2048, a 33 percent reduction.
- 12 (j) By 2049, a 34 percent reduction.
- 13 (k) By 2050 and beyond, a 35 percent reduction.

15 *[Small specific changes in this rule. New text is underlined. Removed text is marked*
16 *with ~~strikethrough~~.]*

17 0025 Greenhouse Gas Emissions Reduction Targets for Other 18 Metropolitan Areas

19 (1) Purpose and effect of targets

20
21 ~~(a)~~ Local governments in metropolitan planning areas not covered by OAR 660-044-0020 ~~may~~
22 shall use the relevant targets set forth in section (2) of this rule as they conduct land use and
23 transportation scenario planning to reduce greenhouse gas emissions.

24
25 ~~(b) This rule does not require that local governments or metropolitan planning organizations~~
26 ~~conduct land use and transportation scenario planning. This rule does not require that local~~
27 ~~governments or metropolitan planning organizations that choose to conduct land use or~~
28 ~~transportation scenario planning develop or adopt a preferred land use and transportation~~
29 ~~scenario plan to meet targets in section (2) of this rule.~~

30
31 (2) Targets for the years 2040 and beyond through 2050 are:

- 32 (a) By 2040, a 20 percent reduction.
 - 33 (b) By 2041, a 21 percent reduction.
 - 34 (c) By 2042, a 22 percent reduction.
 - 35 (d) By 2043, a 23 percent reduction.
 - 36 (e) By 2044, a 24 percent reduction.
 - 37 (f) By 2045, a 25 percent reduction.
 - 38 (g) By 2046, a 26 percent reduction.
 - 39 (h) By 2047, a 27 percent reduction.
 - 40 (i) By 2048, a 28 percent reduction.
 - 41 (j) By 2049, a 29 percent reduction.
 - 42 (k) By 2050 and beyond, a 30 percent reduction.
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[Small specific changes in this rule. New text is underlined. Removed text is marked with ~~strikethrough~~.]

0030 Methods for Estimating Greenhouse Gas Emissions and Emissions Reductions

(1) Applicability: When ~~if~~ local governments within a metropolitan area are conducting land use and transportation scenario planning to demonstrate that their plans would meet the greenhouse gas emissions reductions targets established in this division, then they shall use the provisions and options in this rule to project future emissions.

(2) Projected Emission Rates: Projections of greenhouse gas emissions must use the emission rates specified in subsection (a) or the flexible option described in subsection (b).

(a) Projections of greenhouse gas emissions may use the emission rates listed below, which are based on the Statewide Transportation Strategy and reflect reductions likely to result by the use of improved vehicle technologies and fuels. Rates are measured in grams of carbon dioxide equivalent per vehicle mile.

- (A) In 2040, 140 grams per mile.
- (B) In 2041, 134 grams per mile.
- (C) In 2042, 128 grams per mile.
- (D) In 2043, 123 grams per mile.
- (E) In 2044, 117 grams per mile.
- (F) In 2045, 112 grams per mile.
- (G) In 2046, 108 grams per mile.
- (H) In 2047, 103 grams per mile.
- (I) In 2048, 99 grams per mile.
- (J) In 2049, 94 grams per mile.
- (K) In 2050, 90 grams per mile.

(b) Projections of greenhouse gas emissions may use emission rates lower than the rates in subsection (a) if local or regional programs or actions can be demonstrated to result in changes to vehicle fleet, technologies, or fuels above and beyond the assumption in the Statewide Transportation Strategy. One example would be a program to add public charging stations that is estimated to result in use of hybrid or electric vehicles greater than the statewide assumption in the Statewide Transportation Strategy.

(3) Actions in the Statewide Transportation Strategy: Projections of greenhouse gas emissions may assume state actions specified in subsection (a), and may use the flexibility for local and regional actions described in subsection (b).

(a) State Actions: Projections of greenhouse gas emissions may include reductions projected to result from state actions, programs, and associated interactions up to, but not exceeding, the levels identified in the Statewide Transportation Strategy.

1 (b) Local and Regional Actions: Projections of greenhouse gas emissions may include local or
2 regional actions similar to actions in the Statewide Transportation Strategy if the local or
3 regional governments have authority to and have adopted plans that would implement the
4 actions.

5
6 *[No changes in this rule.]*

7 0035 Review and Evaluation of Greenhouse Gas Reduction Targets

8 (1) The commission shall by June 1, 2021, and at four year intervals thereafter, conduct a
9 review of the greenhouse gas emissions reduction targets in OAR 660-044-0020 and 660-044-
10 0025.

11
12 (2) The review by the commission shall evaluate whether revisions to the targets established in
13 this division are warranted considering the following factors:

- 14 (a) Results of land use and transportation scenario planning conducted within
- 15 metropolitan planning areas to reduce greenhouse gas emissions from light vehicles;
- 16 (b) New or revised federal and state laws or programs established to reduce greenhouse
- 17 gas emissions from light vehicles;
- 18 (c) State plans or policies establishing or allocating greenhouse gas emissions reduction
- 19 goals to specific sectors or subsectors;
- 20 (d) Policies and recommendations in the Statewide Transportation Strategy adopted by
- 21 the Oregon Transportation Commission;
- 22 (e) Additional studies or analysis conducted by the Oregon Department of
- 23 Transportation, the Department of Environmental Quality, the Oregon Department of
- 24 Energy or other agencies regarding greenhouse gas emissions from light vehicle travel,
- 25 including but not limited to changes to vehicle technologies, fuels and the vehicle fleet;
- 26 (f) Changes in population growth rates, metropolitan planning area boundaries, land use
- 27 or development patterns in metropolitan planning areas that affect light vehicle travel;
- 28 (g) Efforts by local governments in metropolitan areas to reduce greenhouse gas
- 29 emissions from all sources;
- 30 (h) Input from affected local governments and metropolitan planning organizations;
- 31 (i) Land use feasibility and economic studies regarding land use densities; and
- 32 (j) State funding and support for scenario planning and public engagement.

33
34 (3) The department shall, in consultation and collaboration with affected local governments,
35 metropolitan planning organizations and other state agencies, prepare a report addressing
36 factors listed in section (2) of this rule to aid the commission in determining whether revisions
37 to targets established in this division are warranted.
38

1 [Small specific changes in this rule. New text is underlined. Removed text is marked
2 with ~~strikethrough~~.]

3 0040 ~~Cooperative Selection of a~~ Preferred Scenario in the Portland
4 Metropolitan Area; Initial Adoption

5
6 (1) Within one year of adoption or amendment of a preferred scenario, Metro shall amend the
7 regional framework plan and the regional growth concept to select and incorporate a preferred
8 land use and transportation scenario that meets targets in OAR 660-044-0020 consistent with
9 the requirements of this division.

10
11 (2) In preparing, ~~and~~ selecting, or amending a preferred land use and transportation scenario
12 Metro shall:

13 (a) Consult with affected local governments, historically marginalized communities, the
14 Port of Portland, TriMet, and the Oregon Department of Transportation;

15 (b) Consider adopted comprehensive plans and local aspirations for growth in
16 developing and selecting a preferred land use and transportation scenario;

17 (c) Use assumptions about population, housing and employment growth consistent with
18 the coordinated population and employment projections for the metropolitan area for
19 the planning period;

20 (d) Use evaluation methods and analysis tools for estimating greenhouse gas emissions
21 that are:

22 (A) Consistent with the provisions of this division;

23 (B) Reflect best available information and practices; and,

24 (C) Coordinated with the Oregon Department of Transportation.

25 (e) Make assumptions about state and federal policies and programs expected to be in
26 effect over the planning period, including the Statewide Transportation Strategy, in
27 coordination with the responsible state agencies;

28 (f) Evaluate a reference case scenario that reflects implementation of existing adopted
29 comprehensive plans and transportation plans;

30 (g) Evaluate at least two alternative land use and transportation scenarios for meeting
31 greenhouse gas reduction targets and identify types of amendments to comprehensive
32 plans and land use regulations likely to be necessary to implement each alternative
33 scenario;

34 (h) Develop and apply evaluation criteria that assess how alternative land use and
35 transportation scenarios compare with the reference case in achieving important
36 regional goals or outcomes;

37 (i) Evaluate if the preferred scenario relies on new investments or funding sources to
38 achieve the target, the feasibility of the investments or funding sources including:

39 (A) A general estimate of the amount of additional funding needed;

40 (B) Identification of potential/likely funding mechanisms for key actions,
41 including local or regional funding mechanisms; and,

1 (C) Coordination of estimates of potential state and federal funding sources with
2 relevant state agencies (*i.e.* the Oregon Department of Transportation for
3 transportation funding); and,

4 (D) Consider effects of alternative scenarios on development and travel patterns
5 in the surrounding area (*i.e.* whether proposed policies will cause change in
6 development or increased light vehicle travel between metropolitan area and
7 surrounding communities compared to reference case).

8
9 (3) The preferred land use and transportation scenario shall include:

10 (a) A description of the land use and transportation growth concept providing for land
11 use design types;

12 (b) A concept map showing the land use design types;

13 (c) Policies and strategies intended to achieve the target reductions in greenhouse gas
14 emissions in OAR 660-044-0020;

15 (d) Planning assumptions upon which the preferred scenario relies including:

16 (A) Assumptions about state and federal policies and programs;

17 (B) Assumptions about vehicle technology, fleet or fuels, if those are different
18 than those provided in OAR 660-044-0030;

19 (C) Assumptions or estimates of expected housing and employment growth by
20 jurisdiction and land use design type; and

21 (D) Assumptions about proposed regional programs or actions other than those
22 that set requirements for city and county comprehensive plans and land use
23 regulations, such as investments and incentives;

24 (e) Performance measures and targets to monitor and guide implementation of the
25 preferred scenario. Performance measures and targets shall be related to key elements,
26 actions and expected outcomes from the preferred scenario. The performance
27 measures shall include performance measures adopted to meet requirements of OAR
28 660-012-0035(5); and

29 (f) Recommendations for state or federal policies or actions to support the preferred
30 scenario.

31
32 (4) When amending a local Transportation Systems Plan, or comprehensive plan, local
33 governments shall adopt findings demonstrating that implementation of the preferred land use
34 and transportation scenario meets the requirements of this division and can reasonably be
35 expected to achieve the greenhouse gas emission reductions as set forth in the target in OAR
36 660-044-0020. The findings shall:

37 (a) Explain how the expected pattern of land use development in combination with land
38 use and transportation policies, programs, actions set forth in the preferred scenario
39 will result in levels of greenhouse gas emissions from light vehicle travel that achieve
40 the target in OAR 660-044-0025;

41 (b) Advance equitable outcomes for historically marginalized communities

42 ~~(c)~~ Explain how the preferred scenario is or will be made consistent with other
43 applicable statewide planning goals or rules.

1 (5) Guidance on evaluation criteria and performance measures.

2 (a) The purpose of evaluation criteria referred to in subsection (2)(h) is to encourage
3 Metro to select a preferred scenario that achieves greenhouse gas emissions reductions
4 in a way that maximizes attainment of other community goals and benefits. This rule
5 does not require the use of specific evaluation criteria. The following are examples of
6 categories of evaluation criteria that Metro might use:

- 7 (A) Public health;
- 8 (B) Air quality;
- 9 (C) Household spending on energy or transportation;
- 10 (D) Implementation costs;
- 11 (E) Economic development;
- 12 (F) Access to parks and open space; and,
- 13 (G) Equity, specifically impact on historically marginalized communities.

14 (b) The purpose of performance measures and targets referred to in subsection (3)(e) is
15 to enable Metro and area local governments to monitor and assess whether key
16 elements or actions that make up the preferred scenario are being implemented, and
17 whether the preferred scenario is achieving the expected outcomes. This rule does not
18 establish or require use of particular performance measures or targets. The following
19 are examples of types of performance measures that Metro might establish:

- 20 (A) Transit service revenue hours;
- 21 (B) Mode share;
- 22 (C) People per acre by 2040 Growth Concept design type;
- 23 (D) Percent of workforce participating in employee commute options programs;
- 24 and
- 25 (E) Percent of households and jobs within one-quarter mile of transit.

27 *[Small specific changes in this rule. New text is underlined. Removed text is marked*
28 *with ~~strikethrough~~.]*

29 **0045 ~~Adoption of~~ Regional Plans to Implement the Preferred Scenario**
30 **in the Portland Metropolitan Area**

31 (1) Within one year of the commission's order approving Metro's amendments to the regional
32 framework plan to select, ~~and~~ incorporate, or amend a preferred land use and transportation
33 scenario, Metro shall adopt regional functional plan amendments to implement the framework
34 plan amendments.

35
36 (2) Functional plan amendments shall establish requirements, deadlines and compliance
37 procedures for amendments to local comprehensive plans, transportation system plans and
38 land use regulations as necessary to implement the framework plan amendments. The
39 functional plan amendments shall require affected cities and counties to adopt implementing
40 amendments to comprehensive plans and land use regulations within two years of
41 acknowledgement of Metro's functional plan amendments or by a later date specified in the
42 adopted functional plan.

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(3) Functional plan amendments shall include requirements that local governments amend local comprehensive plans, transportation system plans and land use regulations to:

- (a) Use population, housing and employment allocations to specific areas and land use design types that are consistent with estimates in the framework plan including assumptions about densities, infill, and redevelopment;
- (b) Apply comprehensive plan designations and zoning districts that are consistent with land use design type, allowing uses and densities that are consistent with land use design type and limiting uses that would be incompatible with the design type specified in the preferred scenario; and,
- (c) Include other provisions needed to implement the amended framework plan.

(4) As part of its adoption of functional plan amendments under this rule, Metro shall adopt findings demonstrating that actions required by the functional plan amendments are consistent with and adequate to implement the relevant portions of the preferred land use and transportation scenario set forth in the adopted framework plan amendments. The findings shall demonstrate that assumptions or allocations of housing and employment growth to specific areas are consistent with the estimates or assumptions in the framework plan amendments. In the event Metro’s allocations or assumptions vary from those upon which the framework plan amendments are based, Metro shall demonstrate that the revised assumptions or allocations, in combination with other measures adopted as part of the functional plan will meet the GHG reduction target in OAR 660-044-0020.

(5) Those portions of the preferred scenario in the framework plan that Metro chooses to implement by establishing requirements for city and county comprehensive plans and land use regulations shall be set forth in amendments to the functional plan. The amendments shall meet the following minimum planning standards:

- (a) For adoption of amendments to the regional framework plan, the Metro Council shall follow the process set forth in the Metro Charter;
- (b) For adoption of amendments to the functional plan, the Metro Council shall follow the process set forth in the Metro Charter for adoption of ordinances;
- (c) The Metro Council shall strive for flexibility when establishing new requirements for cities and counties, and shall consider offering optional compliance paths to cities and counties, such as adoption of a model ordinance developed by Metro;
- (d) Metro shall make new requirements for cities and counties included in the functional plan amendments adopted under this rule enforceable by Metro pursuant to ORS 268.390(6).

(6) When it adopts an updated regional transportation system plan required by OAR chapter 660, division 12, Metro shall demonstrate that the updated plan is consistent with framework plan amendments adopting a preferred scenario as provided in 660-044-0040(3).

1 *[Small specific changes in this rule. New text is underlined. Removed text is marked*
2 *with ~~strikethrough~~.]*

3 **0050 Commission Review of Regional Plans in the Portland**
4 **Metropolitan Area**

5 (1) The commission shall review Metro’s framework plan amendments adopting or amending a
6 preferred land use and transportation scenario and amendments to functional plans to
7 implement the framework plan amendments in the manner provided for periodic review under
8 ORS 197.628 to 197.650.

9
10 (2) The commission’s review of framework plan amendments adopting a preferred land use and
11 transportation scenario shall determine whether the preferred scenario can reasonably be
12 expected to achieve greenhouse gas emission reductions as set forth in the targets in OAR 660-
13 044-0020, other requirements of this division, and any applicable statewide planning goals.

14
15 (3) The commission’s review of amendments to functional plans shall determine whether the
16 adopted functional plans are consistent with and adequate to carry out relevant portions of the
17 framework plan amendments.

18
19 (4) The commission may conduct review of Metro’s framework plan amendments adopting a
20 preferred scenario in conjunction with review of a UGB update or an update to the regional
21 transportation system plan.

22
23 *[Small specific changes in this rule. New text is underlined. Removed text is marked*
24 *with ~~strikethrough~~.]*

25 **0055 Adoption of Local Plans to Implement the Preferred Scenario in**
26 **the Portland Metropolitan Area**

27 (1) Local governments shall amend comprehensive plans, land use regulations, and
28 transportation system plans to be consistent with and implement relevant portions of the
29 preferred land use and transportation scenario as set forth in Metro’s functional plans or
30 amendments. “Consistent” for the purpose of this section means city and county
31 comprehensive plans and implementing ordinances, on the whole, conforms with the purposes
32 of the performance standards in the functional plan and any failure to meet individual
33 performance standard requirements is technical or minor in nature.

34
35 (2) Beginning one year from Metro’s adoption of a preferred scenario, local governments in the
36 Portland metropolitan area shall, in adopting an amendment to a comprehensive plan or
37 transportation system plan, other than a comprehensive plan or transportation system plan
38 update or amendment to implement the preferred scenario, demonstrate that the proposed
39 amendment is consistent with the preferred land use and transportation scenario.

1 *[Small specific changes in this rule. New text is underlined. Removed text is marked*
2 *with ~~strikethrough~~.]*

3 **0060 Monitoring and Reporting in the Portland Metropolitan Area**

4 (1) Metro shall ~~as part of reports required by ORS 197.301~~ prepare a report monitoring
5 progress in implementing the preferred scenario including status of performance measures and
6 performance targets adopted as part of the preferred scenario as part of regular updates to the
7 Regional Transportation Plan and preparation of Urban Growth Reports.

8
9 (2) Metro's report shall assess whether the region is making satisfactory progress in
10 implementing the preferred scenario; identify reasons for lack of progress, and identify possible
11 corrective actions to make satisfactory progress. Metro may update and revise the preferred
12 scenario as necessary to ensure that performance targets are being met.

13
14 (3) The commission shall review the report and shall either find Metro is making satisfactory
15 progress or provide recommendations for corrective actions to be considered or implemented
16 by Metro prior to or as part of the next update of the preferred scenario.

17
18 *[This is a **new rule** that describes the process for scenario planning in cities and counties beyond*
19 *the Portland metropolitan area.]*

20 **0100 Scenario Planning Work Programs**

21 As used in this division, a work plan must include:

- 22 (1) Governance Structure for Regional Cooperation: A proposed mechanism for regional
23 cooperation. The structure could be an existing metropolitan planning organization, a new
24 regional inter-governmental entity, an intergovernmental agreement for staff collaboration,
25 or other mechanism. The structure must describe how tasks will be completed and how
26 decisions will be made. The structure must at a minimum include cities, counties, and
27 transit operators.
 - 28 (2) Scope of work: List of tasks to develop scenarios, analyze scenarios, select a preferred land
29 use and transportation scenario, and amend local plans consistent with the preferred land
30 use and transportation scenario.
 - 31 (3) Public engagement plan: Focus on outreach and inclusion of historically marginalized
32 communities including community-based conversations.
 - 33 (4) Funding Request: Estimated needs for state funding for regional entities (for developing and
34 selecting scenarios) and for each city and county (for adopting local amendments to
35 implement the selected scenario). A schedule of requested amounts in current and future
36 budget periods.
 - 37 (5) Schedule: Deadlines for submitting the selected a preferred land use and transportation
38 scenario and for adopting local amendments to implement the approved preferred land use
39 and transportation scenario.
- 40

1 *[This is a **new rule** that describes the process for scenario planning in cities and counties beyond*
2 *the Portland metropolitan area.]*

3 **0110 Preferred Land use and Transportation Scenario Contents**

4 As used in this division, a preferred land use and transportation scenario must include:

- 5 (1) A horizon year at least 20 years in the future
- 6 (2) Lists and maps of transportation projects, including:
 - 7 (a) Assessment of transportation needs of historically marginalized communities
 - 8 (b) Projects reasonably likely to be funded through the horizon year
 - 9 (c) Projects that would require additional funding
 - 10 (d) General estimates of the amount of additional funding required
 - 11 (e) Potential sources of additional funding
- 12 (3) Designation of priority transit corridors
- 13 (4) Projections of land uses at the horizon year including:
 - 14 (a) Assessment of housing needs of historically marginalized communities
 - 15 (b) Residential densities
 - 16 (c) Employment densities
 - 17 (d) A minimum of 30% of households living in an area classified as transit oriented
 - 18 development, mixed-high, or mixed under the Oregon Place Types system
 - 19 (e) Total regional population consistent with forecasts under OAR 660-032-0020
- 20 (5) Analysis of local development regulations to identify any changes needed to enable
21 development of the projected land uses, including:
 - 22 (a) Comparison of zoning maps with projected densities
 - 23 (b) Parking requirements
 - 24 (c) Electric vehicle charging requirements
- 25 (6) Projection of future greenhouse gas emissions at the horizon year using methods described
26 in 0030 that demonstrate that the preferred land use and transportation scenario would
27 meet the targets in 0025.
- 28 (7) Assumptions used to project future greenhouse gas emissions including:
 - 29 (a) Assumptions about state and federal policies and programs;
 - 30 (b) Assumptions about vehicle technology, fleet or fuels, if those are different than those
31 provided in OAR 660-044-0030; and
 - 32 (c) Assumptions about proposed regional programs or actions such as investments and
33 incentives not already included in the list of transportation projects and projections of
34 future land uses.
- 35 (8) Performance measures to determine whether implementation of the preferred land use
36 and transportation scenario is on track to achieve the projected reductions in greenhouse
37 gas emissions including:
 - 38 (a) A set of performance measures including methods, details, and assumptions to calculate
39 the value;
 - 40 (b) Baseline current data, or historical data, for each performance measure;
 - 41 (c) A reporting schedule repeating every four or five years through the horizon year; and
 - 42 (d) A target for each performance measure for each reporting point.

- 1 (9) Performance measures to determine whether implementation of the preferred land use
2 and transportation scenario has improved equitable outcomes for historically marginalized
3 communities including:
 - 4 (a) A set of performance measures including methods, details, and assumptions to calculate
5 the value;
 - 6 (b) Baseline current data, or historical data, for each performance measure;
 - 7 (c) A target for each performance measure for each reporting point in section (8).
- 8 (10) Best available demographic information for historically marginalized communities.
- 9 (11) Report on community-based conversations and other efforts to solicit guidance from
10 historically marginalized communities.
- 11 (12) An assessment of benefits and burdens of the scenario on historically marginalized
12 community members compared to the population as a whole;

14 *[This is a **new rule** that describes the process for scenario planning in cities and counties beyond*
15 *the Portland metropolitan area.]*

16 0120 Commission Review of a Preferred Land Use and Transportation 17 Scenario

- 18 (1) Cities and counties shall submit a preferred land use and transportation scenario to the
19 director.
- 20 (2) Upon receipt of a preferred land use and transportation scenario, the director shall
21 determine whether the submittal is complete based on the applicable criteria in this
22 division.
 - 23 (a) If there are any missing items, the director must inform the cities and counties.
 - 24 (A) The cities and counties must supply additional information within 30 days of the
25 director's notification. If the cities and counties do not supply additional
26 information, the director shall consider the original submission complete.
 - 27 (B) If the director does not send a notice of missing items within 30 days of submittal,
28 the submittal shall be deemed complete.
 - 29 (b) Upon completeness, the director shall review the submittal for compliance with the
30 rules within this division and either:
 - 31 (A) Issue an order approving the submittal; or
 - 32 (B) Refer the submittal to the commission for review and action under section (5).
 - 33 (c) If the director does not issue an order approving the submittal or make a referral to the
34 commission within 60 days of completeness, the submittal shall be deemed approved,
35 and an order sent under section (3).
- 36 (3) An approval order must be sent to the cities and counties, posted on a public website using
37 the Internet or a similar electronic method, and provided to the commission at their next
38 regular meeting. The order must include information on the process to appeal the director's
39 order as described in this rule.
- 40 (4) A person may appeal a director's approval order to the commission. An appeal must be
41 submitted within 30 days of the date of the commission meeting(s) at which the

1 commission received the order. An appeal must clearly identify an alleged deficiency in the
2 submittal based the requirements of this division.

3 (5) The commission shall hold a hearing on a submittal referred by the director under section
4 (2), or appealed under section (4). The commission may:

5 (a) Remand the submittal with specific directions for needed changes consistent with the
6 requirements of this division; or

7 (b) Approve the submittal.

8 (6) The director shall issue an order of the commission’s decision to the cities and counties and
9 to all parties that participated in the hearing.

10

11 *[This is a **new rule** that describes the process for scenario planning in cities and counties beyond*
12 *the Portland metropolitan area.]*

13 0130 Local Amendments to Implement Approved Preferred Land use 14 and Transportation Scenario

15 (1) Local governments shall amend comprehensive plans, land use regulations, and
16 transportation system plans to be consistent with and implement relevant portions of the
17 preferred land use and transportation scenario approved by an order under 0120.

18 “Consistent” for the purpose of this section means city and county comprehensive plans
19 and implementing ordinances, on the whole, conforms with the purposes of the
20 performance standards in the approved preferred land use and transportation scenario.

21

22 (2) Cities and counties with an approved preferred land use and transportation scenario under
23 0120 may only adopt amendments to a comprehensive plan, land use regulation, or
24 transportation system plan that is consistent with the approved preferred land use and
25 transportation scenario.

26

27 *[This rule will be drafted for review at the next RAC meeting.]*

28 0140 Reporting and Corrective Actions

29

30 *[This rule will be drafted for review at the next RAC meeting.]*

31 0150 Enforcement

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee

MEETING 2 SUMMARY – DECEMBER 16, 2020



Welcome, Opening Remarks, and Review Agenda

Facilitator Sylvia Ciborowski begins the meeting.

Land Conservation and Development Commission Liaison Nick Lelack welcomes participants. He gave thanks to those attending, and who participated in the first meeting and gave perspectives on equity. He notes that the panel has been chosen based on their unique representations of different perspectives. Commissioner Lelack emphasized the importance of the RAC to help carry out the governor's executive order on reducing GHG pollution.

Sylvia introduces Department of Land Conservation and Development Director, Jim Rue.

Director Rue thanks everyone for being here on the panel and recognizes the effort and inevitable benefit of RAC guidance to the state's work. Director Rue mentions the governor's budget, which has been released on December 1. He notes that the governor has recognized the importance of the work involving transportation and housing for the outcomes of environment, equity, and climate.

Director Rue also mentions the agency's work on climate adaptation measures. Building on the current Climate Change Adaptation Framework update, with the policy option package included in the governor's budget, providing more information on populations who have contributed the least to our ever-warming climate, but unfortunately are the most negatively impacted by climate change.

He mentions that Governor Brown has assembled a racial justice council to provide input on these measures, to begin an ongoing conversation with our state agency enterprise as a whole regarding how to address historic inequities, and to make sure the state is inclusive in policy-making processes. The racial justice council recommends funding to work on a rural transportation initiative as well as a review of the state's comprehensive planning goals for environmental justice, equity and climate.

Sylvia reviews the meeting agenda and notes that in this RAC session we are focusing on two key items: one, review the equitable outcomes for the rulemaking process, and two, regional planning and scenario planning. Deputy Director Kirstin Greene will be reviewing the equitable outcomes process, so we can reflect on all of the input from the first meeting and discuss what we'd like to see on the ground to put this into action. After, we will have an opportunity to discuss regional planning and talk about recommendations for this work. Sylvia takes a moment to review some items in the packet issued before the meeting and references how public comments will be shared with the RAC. Sylvia gives a brief reminder of meeting processes and how to utilize video chat functions during the meeting's duration. Sylvia turns it over to Senior Urban Planner Kevin Young.

Kevin introduces himself and states his area for this project is housing and urban development. Kevin introduces DLCD and ODOT staff supporting this project.

Equitable Outcomes for the Climate-Friendly and Equitable Communities Rulemaking Process

Deputy Director Kirstin Greene restates the goal here for staff and RAC members to develop recommended rules to support the reduction of greenhouse gas emissions in the state, to make rule amendments that direct changes in transportation systems for metro areas in order to reduce GHG emissions, and to identify and implement ways to provide technical and financial assistance to metro areas for amendments to transportation and land use plans that meet their GHG reduction goals while producing equitable outcomes for historically marginalized community members.

In reviewing the draft outcomes, Kirstin acknowledges the demographics of people in Oregon who will be priority populations when making these rules: Black, indigenous and people of color, lower-income households, traditionally under-represented members of the public, those with limited resources, people who speak little-to-no English, people living with disabilities or are homeless. Kirstin notes that Land Conservation and Development Commission (LCDC) members also added additional priority populations, including single parents, undocumented community members, members effected by wildfires, and the LGBTQ+ community.

Kirstin identifies the eight metropolitan regions of the state that will be most affected by our rulemaking efforts: Portland metro, Salem-Keizer, Albany, Corvallis, Central Lane, Bend, Middle Rogue Valley and Rogue Valley.

Kirstin moves on to the equitable outcomes portion of the document. She acknowledges Stacey Goldstein for her work drafting the equitable outcomes statement. “The Climate Friendly and Equitable Outcomes Communities Rules should support state and local decision-making processes that result in these outcomes”. Staff recognizes that green infrastructure (trails, tree canopy, etc) and the importance of community access to culturally appropriate food are not yet on the list.

Kirstin acknowledges the possibility of bringing in other work groups and focus groups as needed to help contribute to the rulemaking effort in the beginning of 2021, as we are all aware of the urgency of this rulemaking as well as the urgency of reversing climate change.

Sylvia then initiates a quick poll to respond to the following question: “How closely does the Draft Equitable Outcomes Statement reflect the discussion at RAC1 and your desired equitable outcomes?”

Poll results were as follows:

Not at all closely -	0% (0 responses)
Not closely -	14% (5)
Adequately -	27% (10)
Relatively closely -	43% (16)
Very closely -	16% (6)

Sylvia shares the polling results and invites members of the advisory committee to provide comments on the equitable outcomes statement. Summary notes follow:

- The importance of not only looking at affordable housing but also adequate housing. Not just looking at how much money people have to pay for their home, but also everything related to the home and its surroundings—such as how close it is to shopping, are necessities within reach, are they suited for people with disabilities? Location, affordability, access to services, accessibility, security, 10-year cultural adequacy, and whether or not it is inhabitable, are the seven standards housing should be held to.
- Age should be referenced on the list. Not only for the elderly but also younger people as well who may not have as many options for living and transportation. Age is often a factor when looking at intersectionality.
- Affordability is a crucial factor. Also, being intentional with our dialogue, and measurements for how these plans are successful.
- The language used in our plans may not be understandable for everyone. We should either explain language and terms used or use language that every person can understand, not just those educated in environmental or transportation planning.
- There is a lack of metrics and measurements of accountability for reporting back to the community. This effort needs to have some form of measurable outcome.
- Agrees with prior comment regarding age justice. Also, free transportation is needed to benefit folks on both ends of the age spectrum. Also, the language in the equitable outcomes draft is perhaps too focused on the outcomes, and not so much on the processes. The importance of community-involvement should be included.
- There is a lack of language involving processes and accountability, and the importance of resources available for the community to feel involved in these processes. There should be mention of the potential hurdles we might face, and how we would work around them when confronted with obstacles.
- The importance of implementing scale into our programs to be truly equitable in our statement.

Kirstin reiterates that discussions regarding processes and measures will be coming later. Sylvia and DLCDC staff organized participants in break out groups. Members reported summary comments which staff will incorporate into the next draft.

Notes from this breakout session are attached at the end of these summary notes.

Following the discussion of the equitable outcomes statement, Kirstin invited members who would like to work with staff to refine the statement to email Ingrid or respond with their willingness in the survey.

Regional Scenario Planning

Land Use and Transportation Planner Cody Meyer walks us through the Regional Scenario Planning for Greenhouse Gas Reductions. In 2018 there was a transportation planning rule rulemaking effort which clarified existing requirements within cities and focused on large technical fixes, performance measures, and additional monitoring and enforcement mechanisms for rulemaking. As we know, the focus needs to shift from automobiles to cycling, walking, transit, etc., but we see a good jumping off point with past work. We need to establish performance measures in this work to comply with the Governor's executive order regarding GHG emissions, make rule amendments that direct change to transportation planning in metro areas, and identify and implement means to provide technical assistance to metro areas to help with these goals.

For the purposes of our rulemaking effort, we are developing recommended actions in two categories: 1. require climate friendly and equitable land use and transportation planning and land use regulations, and 2. require planning for climate pollution reductions in metro areas.

Cody then identifies the eight metropolitan areas in Oregon that will be the focus of scenario planning efforts. He notes that although they fulfill federal requirements for regional transportation planning through Metropolitan Planning Organizations (MPOs), LCDC has no direct authority over work by the MPOs. Consequently, MPOs cannot be required to develop or facilitate regional scenario planning, although they may assist with such efforts if they wish to. Because the local governments within these metropolitan regions already coordinate for regional transportation planning purposes to fulfill federal requirements, the CFEC effort will define the regional boundaries in the same way, but cannot assume that MPOs will lead or be engaged in regional scenario planning efforts.

Cody notes that today we will be talking about scenario planning concepts, our preferred outcomes, and performance measures. We'll continue to dive into these concepts in future meetings to cover all regions, outcomes and alternatives. Moving forward in future months, we'll focus on transportation system planning, housing and climate friendly strategies, and then close the loop on regional scenario planning and performance measures.

Cody pauses for questions, but there are none.

Cody states that in 2011 and 2017 DLCDC updated language with regional versus metro targets for GHG emission reduction to make it clearer. He noted that every ten years the Census determines by population what determines a "metro" area, which will be applicable to our planning. Cody reviews the targets, with benchmarks 2040 and ending in 2050. Regional planning will be needed in order to set and achieve these targets.

Cody notes that Scenario Planning over the last decade has helped to provide insights into what needs to be integrated into cities, including regional planning, and smart land use policies. Driving electric cars, taking the bus, etc. will not solve our issues alone. There's a lot that needs to be done involving city planning and community design in order to reach our goals, including proposing amendments to Division 44; requiring planning for the largest metro areas first; creating an interim requirement to demonstrate compliance with GHG emissions reduction; and a comprehensive program including support and capacity building for performance monitoring, benchmarking, and reporting requirements for all metro areas.

Many of the needed programmatic elements are dependent upon funding, and local governments typically don't have adequate funding for this work. So local efforts have sourced funds from ODOT, and within that, these areas are what we can afford in the near term. Regional scenario planning will also include robust public involvement, which will have a state focused framework, but will allow local areas some flexibility to fit the program to their needs.

After a decade of researching, the best performance measures involve transit, bicycle, pedestrian, Transportation Options/Transportation Demand Management (employer sponsored programs), transportation mode share, land use, streets, parking, transportation pricing, and car and ride share companies. Cody then asks for any questions or comments.

- One RAC member states that although we've mentioned the steps and tools we need to make this happen, we're missing the significant increase in all of these measures that has to happen in order to make any of this work effective. MPOs also don't need to be removed from the discussion, they can be required to adopt our policies because they receive funding from ODOT at a state level and their metrics are measured at a state level. Housing is also missing from discussion on the performance measures side. We must have housing that is adequate and well located. How can cities and counties best work together?—these tools and measure we're talking about are implemented on the ground. On a regional level there's a lot of on the ground coordination, as well as looking at those systems that are of a regional nature (such as transit, TDM).
- Another member asks if regional reduction targets have been established for 2040, and whether there is current baseline data?

Cody refers the member to the DLCDC webpage that identifies the climate targets, but notes that they are based on 1990s emission levels. These links will be shared with the group.

Sylvia asks the members if they have questions or input on information thus far.

- One member notes that their city really collaborates well with surrounding areas when making these kinds of choices and that the reason is because of the flexibility within the procedures. As someone with experience in allocating funds, sourcing money for pedestrian friendly navigation is crucial—rebuilding and maintaining infrastructure in communities will be essential to making sure our plans are successful. In recent meetings sidewalk networks are voiced as being a priority. The Oregon Transportation Commission referenced the Governor's executive order regarding emissions as a reason not to put funding into our city infrastructure and pedestrian networks, which really conflicts with the work we're trying to do in regard to resource allocation. What funding, if any, is available that goes beyond just the planning process?

ODOT Climate Office Director Amanda Pietz answers. Currently there is funding for planning and preparing for the implementation, and if we are conservative with the four million dollars already allocated, we can roll it into creating grant opportunities once we get to the process of application. Also, ODOT is looking across their current investments and seeing if funds could be better utilized.

Kirstin highlights the reliance on legislative funding that could potentially affect this also in future legislative sessions. Additional comments from RAC members are as follows:

- We have a system in place with state government to ensure that no state office that should be responsible for certain parts of this planning process can shirk responsibility onto others.
- As cities go about planning processes they should work with all other governments in their region, and not be allowed to plan by themselves in a vacuum. Also, how can outlying rural cities connect to bigger cities in the expansion process so people can move safely through these systems we're implementing? Safety considerations should be emphasized in order to make cities more resilient.
- We should use metrics and recommendations already established by past planning. Metrics need to be broken out by the priority populations to maximize equity. Also assisting the jurisdictions in finding this data will be important.

- Why are we focusing on regional metrics rather than communities? What would it look like to be tracking how communities and marginalized people are being displaced? When we think broadly, we're not connecting with the actual experiences of people in our communities. We should be looking at how displacement is affecting communities in regard to housing and transit. When we just talk about the system, we lose input from the people whom it directly affects. If we're providing good options for transit in communities, we reduce miles traveled.

Sylvia leads into the next discussion regarding community input and engagement with an emphasis from Kirstin on focusing on what's been successful at the community level while in the breakout.

Breakout begins.

- Group one suggests community engagement via culturally specific areas: newspapers, churches, etc. Also, provide resources for these people so they are able to participate in discussions, such as childcare, bus passes, a way to contribute without public speaking, etc. Clear and concise information so that information does not need to be repeated or translated multiple times, it should all be clearly available. A designated community leader might be identified to convey this information to the public.
- Group two suggests using a variety of tools to engage priority populations. Technology has been great but it's not accessible for everyone, so in person and paper resources need to be available also. A lot of this kind of engagement requires time, which is important to budget. Providing payment and reimbursement for people in order to participate is crucial. Specifically making sure people who are typically left out of these conversations are invited to show up, not assuming they just will.
- Group three suggests acknowledging the effort involved in engaging in these kinds of programs with the community, not just in times of COVID but also in general. One member gave insight on how work like this has been implemented into communities via her organization. They found they were missing older adults and other populations in their engagement process. Ensuring the engagement with all levels of community is crucial to success. And finally echoing the importance of BIPOC and marginalized voices in engagement, stipends or reimbursing people for their time, and encouraging communities to promote projects via word of mouth.
- Group four notes ensuring venues for these discussions with the public are completely and thoroughly accessible to everyone, both physically and to accommodate those who cannot hear, see, speak, or understand English. It is crucial to identify and work with community leaders. Be clear and concise with goals, and don't focus on the "why we can't" points. Also, focus on asking the right questions to engage the community. Perhaps having local political representatives as part of the discussion would help with community involvement as well.
- Group five highlights the example of working with Cherriots to develop I-5 commuter options to bridge the gaps between Portland and Salem. The unpredictability of routes makes it difficult. Perhaps looking at other places like Tokyo and the way they build their transit and cities could be helpful. Also consider utilizing technology in public spaces to gain input from the community (QR codes, online input, etc.). Families with kids and multiple destinations are challenged by transit currently.
- Group six highlights the importance of recognizing rural communities in discussions. They also note and echo the stipend and reimbursement plan, perhaps also labeling these speakers as

“experts” in order to encourage engagement—since they are sharing lived experiences. Building relationships with communities in all periods of time, not just when we need to source data or input. Examining the success of other communities as well. And finally prioritizing building relationships with communities and understanding the traumas they’ve faced, and acknowledging it will take time to work through these issues.

Sylvia thanks everyone for their thoughts and engagement in the meeting.

Kevin notes the survey will be sent to RAC members after the meeting and encourages giving feedback. Kevin gives a brief reminder of what we will cover in future meetings.

Commissioner Lelack thanks everyone for their input and reiterates the importance of the survey, requesting feedback from those who did not get to speak or who wish to provide additional comments.

Sylvia adjourns the meeting.

Regional Planning Breakout Questions

Group Number 1

Discussion Leader - Matt Crall

1. What are some best practices you appreciate around engaging community voice at the local level?

Sometimes community is engaged without constraints. Would be more useful to ask comparative questions, ranked preference. People are listened to, even if don’t get results they want.

With immigrant communities, rely heavily on newspapers in their language. Use those for outreach. Get paper where they shop (example Asian grocery). Also religious organizations.

In smaller communities, school districts are a good outreach outlet. Also non-profits and religious organizations. Provide food, childcare, appropriate time. Language assistance, support for people with disabilities.

Meet people where people already gather, already in community (churches, schools). For people without housing, work with service providers already established in community. Use technology, Facebook etc.

Rely on quantitative and qualitative data. Important to disaggregate data. Example: Police traffic stops that reduce mobility for Black and Brown people, Latinos, Asian Pacific Islanders. Data may show inconvenient truths. Shows reality that is not politically desirable. Use survey, focus groups, and interviews to focus on specific issues. Not everyone comfortable speaking in large group setting.

Reimburse people for time sharing lived experience knowledge. Provide bus pass, gift cards to individuals who show up. Hire consultants in the community.

2. What is needed to support those processes?

Inventory or organizations in community, contact info.

Staff at city that can connect and build relationships. There can be a huge discrepancy in staffing between cities within the region. Role for someone (state?) to bring enough resources to engage wide range. Staff or consultants.

Budget for language, translation, childcare, food, etc.

Comprehensive resource guide for the community. Community members often don't know where to go.

Leaders within communities who have trust are hit many times with the same questions. They are exasperated and overloaded. Do homework before approaching them again. Respectful and productive. Need capacity building in communities.

Need training in spotting biases when dealing with population who has a different mindset. Culturally sensitive engagement.

Group Number 2

Discussion Leader – Kirstin Greene

1. What are some best practices you appreciate around engaging community voice at the local level?

- Needs a variety of tools [virtual open houses, surveys, in person at library, grocery stores in specific neighborhoods, e.g., low income]
- Needs more TIME
- Also need to get out and about [Deschutes County]
- Paying essential (e.g., Equity Panels at Eugene)
- Lane County climate action examples of allowing people to participate in their interest areas [structures]
- Need to be invited in – culture where that is possible [planners role]

Showing and pointing, getting out and about – in the space we are talking about (McMinnville), or video tours, examples digital “vignette”

More virtual open houses and surveys [access to reliable Internet]; helped address old model issues of people needing to come to city hall; leaving open for a month or longer if need to. Can come and go at time of day.

Events at the library log in.

Pop up tabling at community centers, grocery stores in lower income neighborhood; paper surveys and/or table or dialog for rich input

Staff more presentations at community organizations and neighborhood

At Deschutes County – going to communities around the county – roundtable IN their communities.

How many people we can reach through FB Live, Zoom, so many other people engaged. Covers geographic barriers and/or can watch after dinner/kids to bed/ own schedule.

Need to do so many different things. All traditional plus FB live, story mapping, survey.

For climate action plan 2.0 – standing Equity Panel with paid participants from front line representing organizations [either direct representation or funds to go out to their own communities]; e.g. low income access to bike and commuter share

Want to do more: engage people about what challenges they face rather than on such specific plans.

Addressing historically excluded community members at Lane Climate Action Plan Equity Task Force convening community members to provide input and inform BCC and Climate Advisory Committee

Groups around these specific areas (working groups on housing, transportation, communications, policy); putting people where they feel most powerful.

2. What is needed to support those processes?

A lot more TIME. Need to spend an hour with smaller groups (10-15); more staff intensive

Each local could have stakeholder committee w/ working group consisting of community members BIPOC, low income etc. payment is essential – compensation for community members' time. Connecting people wants and needs in policy – facilitating better connection between policy and planning

[yes to the above...and...] need to be invited into the community.

Group Number 3

Discussion Leader – Bill Holmstrom

1. What are some best practices you appreciate around engaging community voice at the local level?

City of Salem – Our Salem update of comprehensive plan. Planner has been going everywhere to meet with any group. Takes energy and resources. Outreach to each group does not have to look the same. Different groups may need different approaches. Need to make connections and find out what works for them.

Transit – some requirements by FTA, different than what MPOs have or cities have. Developed transit master plan, used as a model in Bend and Eugene-Springfield. Identified transit supportive areas using PlaceTypes tool, where could ridership be supported. Looked at census and demographic info, low-income, 0-car households, Transit service beyond ¼ mile. Use TPAU model to look at outputs for VMT reduction, used parking and service frequency and span to see what VMT reductions would happen. Looked at future land uses based on RPS plan. Who is missing at service buildout? Missing out on 30% of households, especially older adults, how are we missing households? Planning of residential areas not at transit viable density levels. Don't have O/D data. Difficult to get lived experience information for

transit. Difficult to meet performance metric. Title VI analysis required by FTA every 4 years and with service changes. STIF committees do not represent BIPOC communities, same with other committees.

Community-led engagement processes. Addresses trust issues. Use existing community leaders, organizations, relationships. Can get richer information. Need to be able to resource organizations and build capacity. Going to community is essential. Agencies receiving information need to treat it with value that they would value other information. Feedback loop and reporting back is important.

Difficult time to get people to come out and engage with TSP updates. Challenges with long-term big-picture things. People react to immediacy.

Frustrated to get people excited about a long-term plan, they get disappointed when actions not seen quickly. False expectations.

Giving stipends to community members is a good way to get engagement.

- Outreach to each group doesn't need to look the same. Different engagement for Micronesian community versus Neighborhood associate for example. Learn what works best for them.
- Rogue Valley Transit Agency developed transit master plan. Identified transit supported areas that would be higher density (4 dwelling units/acre or 6 employees/acre) as a way to understand where in the community transit service could be supported from a fiscally responsible and rider perspective. And looked at census and other information to find low income areas that are not supported by transit service. Used this to map the system for the future. And used the Geminar model to look at the outputs for VMC reduction and used levers like parking and other types of transit service to see what kind of reduction we might see in VMT. And looked at future land uses to see where are we missing the mark as we build out system until 2040, who are we not serving? We found we were still missing 34% of households, especially older populations.
 - o We don't have origin destination data. Don't know where passengers are going to and coming from. Did surveys on buses and talked to non-passengers. It is very difficult to get that lived experience data
- Title 6 analysis too
- Have the community lead engage the community: let them do the community engagement and give them resources to do so (people may be more willing to do surveys led by CBOs versus governments, for example)
 - o And agencies should value this CBO-gathered input just as much as input gathered by a planner or some internal entity
 - o And report back to community on how the input was used
- Did outreach for TSP. People have not wanted to engage.
- FTIS communities did not represent BIPOC communities. Could require that they include BIPOC communities. And TSP communities be required to have good representation
- Stipends for community members

Group Number 4

Discussion Leader – Cody Meyer

1. What are some best practices you appreciate around engaging community voice at the local level?

- Venues should be fully accessible (physical and communication accessibility – brail, sign language, ect.)
- Planning should identify and engage and collaborate with local community leaders.
- Be clear about the endpoints, what are the goals, how much change will be needed.
- Lack of resources/funding message from agencies can be discouraging.
- Has to be a sense of achieving the plan/goals.
- Focus on investments and policies in implementation.
- Asking the right questions, engage the right community.
- Don't just do outreach for outreach's sake. Engage and direct benefits to the community.
- Communicating with district and state representatives who have relationships with community members.
- Be mindful of how to communicate to the community

2. What is needed to support those processes?

Going to where people are instead of having them come to the process.

Providing childcare and food at meetings.

Follow up email from member who didn't have a chance to speak:

We've had a really hard time getting good public involvement when the issue we're asking for input on is "too" big. As an example, when we advertise for input into a TSP update we get the same 50 politically active residents we at virtually every open house. But when the issue/question is more specific we tend to get really good input and a lot of it. As an example, we were trying to choose between 3 different treatments for a specific intersection. We put a poll on our website that included a description of each option along with the pro's and con's, and received hundreds of responses. My suggestion would be to ask a lot of small targeted questions tailored to various stakeholder/interest groups.

Group Number 5

Discussion Leader – Kevin Young

1. What are some best practices you appreciate around engaging community voice at the local level?

Example of I-5 corridor dialogue with cities in Salem – Woodburn region and Cherriots Transit. Many commuters to Salem and Portland. Lack of predictability makes transit usage hard. Metro's app. Helps.

Tokyo could teach us a lot about how to make transit work. Systems need to work together. Mode switch is where you lose people. Asian planning plans transit first, then builds cities on top of that, so that people learn to use transit first. How make that work here?

“Co-Urbanize” (company) designed to get input from non-typical participants, with things like QR code, online input opportunities. While visiting locations in question. Deploying tech can help, in the right locations, for the right populations. Families with kids and multiple destinations challenged by transit.

Port of Portland uses focus groups in planning, targeted demographics.

In other countries, areas near transit stations are most desirable. Not the case in US, generally. How put multiple services near stations?

Regular planning processes need to refine engagement continually. LTD does comprehensive analysis. But every two decades is not frequent enough. Need more frequent feedback loops.

Springfield using “People Speak” – IDs meeting content first, enables people to prioritize. Also City Link – recruits participation by underrepresented folks and builds capacity.

Youth Commission at Multnomah Co.

Spectrum of Engagement model.

Group Number 6

Discussion Leader – Evan Manvel

1. What are some best practices you appreciate around engaging community voice at the local level?

Look at Minneapolis public engagement process re: allowing duplexes, triplexes in exclusionary single-family housing zones. Other good work has happened in Berkeley (some criticize CA) – explore the models.

Go beyond the question: what is a meeting? Engage people at outdoor fairs, neighborhood meetings, etc.

Go to people’s existing meetings – so folks don’t have to attend another meeting. Introduce land use planning into the agenda and work to build the relationship so additional follow-up conversations can happen.

Don’t just always communicate/present each draft plan but continue conversations outside the plans.

Don’t rely on who comes to Planning Commission/City Council meetings to be representative

Education - Don’t take funds away from community engagement. Much of the community doesn’t even know about racial disparities, history, etc. – must start with education and explanation of this and how people can impact the underlying decisions. Provide three to six hours of community engagement with same set of people to crack through the layers and hear from people.

Community -We have a lot of existing trauma that needs to be worked through – it takes a lot to think like a community

Allyship – It takes a lot of work to get everyone to think through everyone’s needs

Pay stipends is best practice – define expertise beyond technical degrees but highlight lived experience

Visuals, videos, accessible wording in packets and materials is really important (think about language translation)

For engagement about transportation think about giving bus passes (San Francisco did an engagement model – follow-up with LeeAnn).

Send out e-newsletters every two weeks to engage community members (offer materials for people to include in e-newsletters).

Offer urban/rural spaces can be community building spaces to build community with each other in current climate politically.

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee



MEETING 2 KEY QUESTIONS RESPONSES – DECEMBER 16, 2020

TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Bill Holmstrom and Kevin Young, DLCD Rulemaking Lead Staff
SUBJECT: RAC Meeting 2 Key Questions Responses
DATE: January 15, 2020

Question 1

Staff worked to reflect the RAC members' advice on equitable outcomes into the draft Equitable Outcomes document included in the packet. Thank you. Are we generally on the right track? Wrong track? If wrong, what needs to be changed or strengthened?

1. Yes, generally on the right track. One thing I would improve is to make sure that equitable outcomes includes giving disadvantaged/frontline communities a strong role in the engagement process.
2. Age needs to be added to the list of priority groups list, in the vision statement (we are building a future...) section, would like to see specific mention of "communities that are livable and friendly for people of all ages, abilities, races, incomes and backgrounds." Yes, generally the document is on the right track, though as was discussed at the meeting, the outcomes section needs to be fine-tuned and narrowed. Possibly by categorizing/grouping things. Eg. Outcomes could be grouped around housing, transportation, GHG reduction. Outcomes need to be SMART. Would like to see the addition of parks and public spaces. Also, there needs to be a specific statement/outcome around the process itself.
3. It is generally on the right track. I think it needs to be more explicit about process and not just outcomes. Decision-making processes should be conducted in a way that ensures people of historically marginalized communities have an influence over the direction of policy and funding decisions that affect them.
4. Yes, generally you are on the right track. How does staff intend to use the Equity Outcome Statement? Answers to this question could include staff will use it in its findings and recommendations to LCDC for rulemaking language; the RAC will use it as it advises staff/LCDC; it will be incorporated into the rulemaking language providing direction to the metropolitan and other jurisdictions that will be required to implement the rulemaking. Address process in the Equity Outcome Statement. This collection of words has little meaning if these outcomes are not part of a process that ensures this outcome both during the rulemaking and at the local level. The sentence on p. 10 that starts with "The Climate Friendly ... " should be edited to strike should and replace it with will. What are examples of "Build community capacity" (bullet h) on p. 11? In terms of the list of marginalized communities (p. 10) it should be articulated that "people of color" is not a community of itself but rather a collection of communities which will have different burdens and benefits in measuring an equitable outcome. I would also suggest adding the following communities: Arabic or North African and Middle Eastern. Consider replacing "Black" with "Black or African American"; replacing "Pacific Islander" with "Native Hawaiian or Pacific Islander". Consider adding "Mixed-race or mixed ethnicity". Consider adding "Other identities, ethnicities or races as identified

by rule, considering existing and historical disparities in homeownership rates and socioeconomic outcomes.” More needs to be done to identify how current plans and policies are failing to achieve these outcomes or are a barrier to achieving the outcomes. I have sent staff a pdf of American Planning Association (APA) PAS MEMO from March/April 2020 titled: Equity-Oriented Performance Measures in Transportation Planning. I suggest that it be provided to the RAC (for the next meeting) and to LCDC. It details a number of performance measures that could be used in the rulemaking and its implementation. Examples include: defining Transportation Equity as classified into three different types based on how fairness is assessed: Procedural equity, which is focused on the degree of involvement of diverse public stakeholders in the processes by which transportation decisions are made; Geographic equity, which is focused on the distribution of impacts across geography and space and Social equity, which is focused on the distribution across population groups that can be equal or differ by income, social class, and mobility ability. It describes criteria in the context of burdens and benefits regarding location, impacts, access to destinations, and user.

5. The "track" is actually not defined here. The document captures the desired equitable outcomes well enough, but it does not connect where we (meaning the MPO cities) are now regarding reducing GHG emissions from the transportation sector and just how far we need to go - and how to get there, leading with equity and justice - to reach those targets. DLCD and ODOT should overtly recognize here and now this fact: State agencies and local governments have done a poor job of addressing the transportation needs of historically under-served, low income, and marginalized communities; our transportation plans favor mobility for autos and through traffic over needs of people for safe, walkable streets. Now, what are the policy and funding tools needed to change that?
6. I think that it needs to be clear what outcomes can be tied to rulemaking. What is listed is very broad and may be beyond the scope of rulemaking. Also, terminology should be readily understood. Avoid the use of jargon. There was comment at the 2nd meeting that we may need "education" to all be speaking the same language. I think that we should be using language that is approachable and doesn't require special education.
7. The Equitable Outcomes need to include age (youth and older adults), as well as affordability and accessibility when it comes to both transportation and housing. More needs to be done to indicate how success will be identified and measured. Specify changes to local plans that will achieve the outcomes, such as code changes, updates to TSPs, etc., that will ensure historically excluded communities' transportation needs are addressed, with a focus on mitigation through affordable transportation such as transit, walking, and biking infrastructure. Provide example language if there are changes local government will need to make. Other specific changes: add: prioritize VMT reduction as an outcome b) add: Assess, document, acknowledge *and address* e) move up to be the first point in this list.
8. I would say that the staff is on the right track. Drafting equitable outcomes is always an ongoing process. The document does need a bit more strengthening in regards to making outcomes measurable and attainable. We are at a moment in which we could set a precedent for the future and therefore cannot be rushed to finalize an Equitable Outcomes document.
9. Generally on the right track, but very unclear about what metrics will be used and how assumptions about feasibility and funding of strategies such as increased transit will be substantiated.
10. Yes. Several of the outcomes have repetitive language.
11. 1) Please add something to f) and/or g) to ensure we're aiming towards realistic expectations and outcomes given LCDC's authority, the roles of local governments, and constraints of the RAC process
2) we should do better than "reliable" transportation... safe, convenient, affordable, accessible, etc.
3) Include youth and elderly 4) Incorporate health outcomes into vision bullet points (perhaps #4?).

12. The list reflects the topics discussed in the first RAC. It's unclear how these outcomes will be used and operationalized. The connection between the equitable outcomes and regional scenario planning is vague.
13. I concur with the comments about reformatting and operationalizing the outcome statements for clarity, accountability, and measurability: 1. Sections by process and outcome statements (goals/objectives); 2. Separate housing and transportation into sections, (bunch them) when possible, for clarity and visibility; 3. Consider writing statements as objectives (achievable, measurable, timeline - the who, what, by when); and 4. Consider a larger vision statement about creating health communities where....
14. Feedback during the meeting generally covered my thoughts on this topic.
15. Right track!
16. I just don't understand how we are actually going to implement these things. We discuss how governments may not have enough funding for the changes that we are discussing, and I know there will be political pushback. Where is the money coming from to fund community members' participation, campaigns/messaging, infrastructure, etc. Maybe this has been answered somewhere and I'm missing it.
17. Need discussion on technical assistance workshops to understand terms and metrics to be standardized on, including equity metrics and environmental targets (YoY). Need an accountability / transparency process requirement for local governments to maintain community feedback.
18. There should be a clear focus on intersectionality. as the issue of definitions came up on the call, we will need to explain what intersectionality means, I'd say an intersectional analysis is a way of looking at how multiple forms of discrimination (such as racism, sexism, ableism, classism, heterosexism, etc) combine and overlap thereby causing certain subsets of the population to have less access to resources and opportunities; 2. the term "ability" should not be used as a proxy for "disability. if we say "persons of all abilities", for example, that implies that persons with disabilities are inherently less able than non-disabled persons. the reality is that because persons with disabilities experience various forms of discrimination they/we often are excluded and thus are perceived as less able. The Lane Livability Consortium link (that was provided in the previous packet - see previous Q4. comment 7) notes an issue that I think should be flagged - namely it states that people were not able to gain employment "due to disability" and "disability is a barrier to getting a job" but that perspective blames the individual rather than looking at the discrimination that persons with disabilities experience. we would not say "women cannot get jobs because of their gender" or "persons of color cannot get jobs because of their race," Rather we'd recognize that institutional racism and sexism stand in the way. Likewise, discrimination on the basis of disability needs to be understood as a primary barrier, not someone's particular impairment. 3. Let's broaden the scope from "affordable" to "adequate housing" - which provides a frame that looks not only at the cost of the unit but also how/where it is situated, the availability of services, etc. 4. Let's recognize that persons with disabilities often, but not always, have extra transportation and housing costs, as well as additional costs associated with their disability. Given the correlation between disability and poverty, disability and race, and disability and age, it is important for local jurisdictions to understand these dimensions and to make plans to ensure no one is left out or behind.

Question 2

How can cities and counties best work together to develop and select a regional scenario plan without a regional government?

1. Let them agree on high level vision/scenario but give them flexibility to implement at local level in a way that makes sense.

2. Create a shared vision, value, and goals - work together to create shared accountability to each other and a way to reward those that are doing - share resources, expertise and best practices - share regional data - recognize that people are mobile and decisions made in one jurisdiction impacts surrounding cities and communities - the state government can provide incentives to support this.
3. Oregon needs a lead agency charged with coordination and monitoring of GHG plans, tied to financial incentives. Rural Areas outside the MPOs all participate now in ODOT-chartered Area Commissions, which represent several counties that share common character. The ACTs are a good tool and are supported by rural areas. Oregon however has had awkward implementation of GHG standards, when reduction strategies or scenarios only apply to urban areas or selective MPOs. The Rule should incentivize coordination between MPOs and all adjacent ACTs so they are mutually bound to support State GHG reductions, when they are making decisions to invest state and federal transportation funds. All regions of the State should have scenario plans, (as in California) at varied levels, since they are all involved in recommending investment decisions of Oregon and federal Transportation funds that impact emissions.
4. As suggested by this question only Metro is a regional government. The staff report noted that Eugene-Springfield “has undertaken a large part of the work”. As there is no regional government involved what worked or what was the mechanism that allowed for “assessing adopted local plans for carbon pollution and selecting a preferred scenario”? Would the answers to this inform this question? Can the rulemaking require the Metropolitan areas to enter into Intergovernmental Agreements with all the jurisdictions within the metropolitan boundary and with DLCD and ODOT? The IGA’s would need to identify the necessary elements of the regional planning and specified timelines to implement. Here are some questions that if answered could help in answering this question. What distinguishes the outcomes of Regional Scenario Planning (2 on page 13) from the outcomes of Land Use & Transportation Planning and Land Use Regulations (1 on p. 13)? It is my understanding that category 1 will involve regulations that jurisdictions will need to begin implementing (perhaps with phasing) proceeding at the end of the this rulemaking. What is it, then, that will need to be done by regional planning? It is more centered on Regional Transportation Plans such as major transit routes, regional TDM measures or funding for regional transportation facilities? Why is the regional scenario planning “time-consuming and resource extensive”? Are there alternatives to regional scenario planning that are quicker and less expensive? Does the “1” rulemaking lessen or help streamline “2”? What are the “findings of the past ten years” (p. 13)? Do those findings provide lessons that can be make regional planning either quicker and less complex or unnecessary? Can the RAC be given that information for Meeting 3? Can a the rulemaking provide an option for allowing a region (especially the five smaller regions) to opt instead for individual jurisdiction scenario plans except for those elements that need to be on a regional level?
5. Determine (quickly) the baseline status of current TSPs and land use plans and how far they need to move to meet the general performance standards in the STS. This does not need to be precise - it is the magnitude and type of changes that is important to understand. - Conduct scenario planning. Actually, it is really one SP and it is the various elements and levers within it that are tinkered with to suit the local city - e.g., more emphasis on EV charging stations, TDM, charging for parking, transit, etc... - DLCD should direct that scenario planning (SP) be much more specific than the general words used in these documents to describe SP. Rather, DLCD’s rules (and this RAC’s recommendations) should require that the SP identify, evaluate and select specific changes to land use and transportation plans that are needed to implement key STS strategies and outcomes, and other performance standards that might be in the rules, such as:
 - Specific processes and outcomes that lead with BIPOC, older, less-abled, lower income communities.
 - Specific tools that are likely to reduce VMT per capita by 15-20%. (the likely amount that will be required to meet GHG targets)
 - Plan changes to achieve about 40-50% of new jobs and housing in walkable, compact, mixed use

- neighborhoods and in areas with frequent transit service • Plan changes to provide for significant affordable housing that in walkable, compact, mixed-use neighborhoods with frequent transit service • Identify actions to implement frequent transit network • Identify needed actions to build out walk/bike infrastructure • Provide TDM tools • Limit/eliminate offstreet parking requirements.
6. Consider looking to the Regional Solutions process for models of how this can be done. The MPO's provide a format where transportation coordination occurs, but the scope of the regional scenario plans seem broader than just transportation.
 7. Allow for some flexibility, e.g. if a city already has a climate plan in place that could be considered for use. Whether or not a regional table exists for decision making purposes, or cities and counties work together, - funding and technical support must be made available to cities and counties for planning development and selection - development and selection process must include historically marginalized/excluded community members, and support and stipends must be made available if needed for participation - the rules need to ensure certain minimum standards are met in all metropolitan areas.
 8. In my opinion, for cities and counties to best work together, there must be transparent and clear communication about goals and values from each individual entity. Additionally, a state facilitator/representative in each region will be useful in bridging the gap between cities and between counties and the state.
 9. Either legislation authorizing MPO's, or use the Eugene-Springfield Metro Plan triumvirate model. Legislatively authorize the Commission to arbitrate in case of deadlocks, as happened informally when UGBs were established for Bear Creek Valley cities in the 1970s.
 10. Require cities, counties, and tribal entities to have a representative at scenario planning table.
 11. Building in flexibility for each jurisdiction to implement tangible actions in a way that aligns with their community visions and values. The State should focus on the why/what and the local jurisdictions (cities/counties) should have flexibility to determine the how. Incentivize desired behaviors.
 12. Use incentives / disincentives to compel collaboration and engagement in the process. Provide incentives for infrastructure construction or old back state funding for cities that do not participate.
 13. Identify/explore other regional efforts and review to see how these efforts were initiated, undertaken, and with what results. Look to existing efforts to inform and help guide new efforts, as well as to identify possible organizational and community champions. Be sure the right people are at the table and all are engaged. Find common ground in existing plans. Define the purpose, rationale, and benefit of a regional approach. Oregon has multiple examples (e.g, central Oregon, southwestern Oregon, and metro). Again, who would be the accountable/responsible entity(ies)? Attention to county autonomy, mutual satisfaction and ownership of all processes and outcomes should be front and center at all times. Transparency, with no surprises, no hidden agendas.
 14. The key word in this question is "develop". A separate committee could be formed under the facilitation of a consultant or staff through DLCD using the funds you described during the meeting. Cities would be able to coordinate together on outcomes. The more difficult question is how can cities and counties work together to implement a regional and who would ensure they are being held to the plans preferred scenario? Who adopts the preferred plan? I also am curious if/how LUBA could be used to oversee region's or cities that are not complying?
 15. The requirements have to be very clear, as well as the deadlines, since not every government official will agree on the need to address climate change.
 16. I think the state needs to be coordinating these efforts. Yes, local communities need to be consulted at every step of the way, and we need to listen to communities that are most impacted, but I think the urgency of these multiple crises means that the state has to help coordinate all these efforts in order to meet our goals. Isn't that a role state government should help facilitate, at the very least?

17. Need to coordinate multi-modal forms of transportation including user application to make the system easy to use through full system monitoring of all modes in the transportation plan.
18. We need common standards and indicators so progress can be tracked; 2. we need clarity around domains and scopes, and 3. we need to find opportunities for members of affected communities advocate state elected officials so that sufficient pressure is placed on them to allocate funding for this work to progress; 4. we need to take into account the need for transportation to be accessible; for communication to be accessible (so all people have access to information that affects them); and for outreach to be accessible; 5. need to have some community-driven accountability mechanisms in place so cities and counties are held to account for what they do (or don't do).

Question 3

As local governments collaborate on a regional scenario planning project, do you see opportunities for equity benefits? Do you see potential for negative impacts for equity or to disadvantaged populations? Do you have suggestions for maximizing the benefits or minimizing negative impacts?

1. Need to ensure that infrastructure and other investments benefit disadvantaged/frontline communities.
2. An opportunity for equity would be in identifying bike, pedestrian and transit improvements and services to meet transportation needs in disadvantaged communities. A potential negative impact would be anything that increases the cost of driving and parking. This can be avoided through policies that make it faster, cheaper and more convenient to travel by bus, bike, or foot than driving, rather than focusing on increasing the cost of driving.
3. Understanding the extent of community equity burdens in tandem with geography could provide equity benefits. Some local jurisdictions may not know of or understand the burden faced communities within the region nor understand how the form of their jurisdictions, decisions that are made about funding transportation infrastructure and transit, etc. has inequitable impacts on those in the regional. As I noted in an earlier answer to a question I recommend reviewing an American Planning Association (APA) PAS MEMO from March/April 2020 titled: Equity-Oriented Performance Measures in Transportation Planning. I have sent a copy of it to staff. Mapping and analyzing it's equity-oriented performance measure in the context of a region is a possible value. I also agree with others to include a Health Impact assessment similar to what Metro did.
4. The regional scenario planning process must be inclusive, lead with equity, be transparent, provide stipends and other support for community-based organizations to participate, and be accomplished relatively quickly. It will be hard to sustain public participation if this the Regional SP devolves into a drawn-out wonky process.
5. Regional scenario planning will have to be implemented to individual jurisdictions. Jurisdictions have differing priorities, populations, and available resources. I think there is a risk that these differences will be overlooked when viewed through a regional planning project. I think it will be important to have a range of tools available for different jurisdictions to use for implementation. A small city within a larger MPO is going to have different priorities and resources as compared to a larger City.
6. Scenario plans should explicitly address housing and transportation needs and prioritize historically excluded populations. The plans should not only identify bike, pedestrian and transit improvements and services to meet transportation needs, but also identify how to fund those needs. Local governments have an opportunity to purchase land or utilize land-banking in order to build affordable housing adjacent to accessible, affordable transportation. Possible negative impacts from gentrification -- planning must include building majority affordable mixed use housing in accessible, walkable neighborhoods that is adjacent to frequent transit. Funding and support should be provided to CBOs in areas that will be developed, in order to create community-driven processes

that ensure people can stay in existing affordable housing and have a voice for their needs around housing and transportation changes.

7. I do think that the regional scenario planning project will provide local governments with opportunities for equity benefits. Additionally as well, this project could bring forth negative impacts to disadvantaged populations. For this project to maximize the benefits and/or minimize negative impacts, the active participation of populations considered to be disadvantaged, is needed. The project team must engage them repeatedly throughout the whole process, incorporating their concerns and issues.
8. Definitely. Cities and counties are already required to coordinate their housing planning under the Housing and Transportation Goals. The Housing Goal has its own strong equity and coordination requirements, which have been enforced in cases like *Seaman v. Durham*, 1 LCDC 283 (1978) and *Creswell Court v. City of Creswell*, 35 Or LUBA 234 (1998).
9. There are opportunities for equity benefits. Potential negative impacts are less environmental protections due to financial inequalities of both disadvantaged populations and local governments. Affordable housing or low-income housing should not only be located near increased levels of pollution, i.e. factories, industrial areas, but available city/county wide.
10. Highlighting and incorporating maps to show historical disinvestments and underserved areas to inform prioritizing investments.
11. Absolutely - housing, jobs and transportation are regional issues. There is often a jobs and housing imbalance among communities that causes inequitable outcomes for disadvantaged populations. In terms of potential negatives, investing in transit and transportation infrastructure as well as dense development has led to gentrification and displacement because of the scarce supply of desirable and accessible neighborhoods. To minimize these impacts, pair infrastructure with permanently preserving affordable housing to prevent displacement. Spread investments more widely so it's not a scarce commodity.
12. Share lessons learned from relevant collaborative efforts. Define issues and populations that are supported with data (qualitative and quantitative). Keep focus on population health approaches and strategies rather than individual, (which can take a blaming approach to inequities). Again, as discussed in the meetings, do "with" not "to" others.
13. Linking equity and GHG reduction has been challenging. What is helpful is to remind myself that while traditionally marginalized communities have lower drive-alone rates (especially very low income, older adults, youth) they would benefit perhaps the greatest from the improvements we are discussing. Mobility would improve for these groups if they were able to access it easily. The barrier is the affordability of housing in close to urban centers where the facilities and transit service exists. So I keep coming back to affordable housing as an equity benefit. And for those in these groups who are car owners, they can reduce the need to own a car by being near services and it will make their HH expenditures more agile. One idea is to unbundle parking from some units so that residents who do not own a car do not pay for parking and their rent is lower. Negative impacts would be inducing gentrification by identifying specific projects that developers could leverage. Or, if not correctly the new housing would not have the regulations put on them to minimize gentrification. I am not sure what those tactics are to mitigate gentrification are but I am sure they exist.
14. Any mechanism that does not both resource and empower the most marginalized communities is going to fall short. And we can't just accept answers that are considered "mainstream." We have to be willing to accept answers that speak to the incredible and difficult ways we need to shift our economy, our paradigms and beliefs, and all of our lives in a very short amount of time.
15. Transportation system needs to be designed to service low, middle, and upper income users in the region. If only designed for disadvantaged population, the system will not be sustainable financially. If a well planned system for region is implemented usable by all members, the system can then

cover all community members to augment and support the argument to fund the system's creation and sustainability.

16. There are potential negative impacts - absolutely. Ultimately, while its nice that DLCD has made this process more inclusive than past planning processes, the proof is in the final outcome documents. If we do not see an uptick in budgets for programs specifically focused on realizing equity for various groups that have been underserved and excluded in the past, then there will be no building of trust and no reduction in disparities. Many suggestions for maximizing benefits were included in the responses that were collected after the first RAC meeting. we need to further elaborate those.

Question 4

Do you have any suggestions for specific actions for cities and counties to take that would both reduce climate pollution and improve equitable outcomes?

1. Electric vehicle charging at affordable housing developments. Subsidies for low income people to ride transit including micro-mobility.
2. Research and develop best practices that support equitable growth and development near transit without displacement, including strategies that provide for the retention and creation of businesses and affordable housing near transit. Support reduced fares and service improvements for low-income families and individuals, youth, older adults and people with disabilities.
3. Providing greater access to areas that provide more and more affordable transportation options to driving GHG emitting vehicles can be done to both address climate pollution and improve equitable-outcome. Metropolitan areas should ensure that at least half of all new housing in located in mixed-use districts that have transit-supportive density requirements. Supporting walking and biking infrastructure. Supporting enhanced transit facilities, making sure that transit goes to employment areas and minimizes commute times. Not requiring expensive and needed parking. Prioritizing funding projects that create safe and convenient sidewalks and bike ways and safe and comfortable transit stops. Ensuring that priorities are established based on factual data on for climate justice and environmental justice actions that are needed to reduce GHG emissions by passenger vehicles. Ensuring that historically underrepresented communities are part of and centered in project and policy decision making.
4. Significantly increase housing in compact mixed use areas. Significantly increase affordable housing in these same areas. Significantly increase spending on non-road modes: separated bikeways and sidewalks; an interconnected system of sidewalks and bikeways to get people where they need to go for shopping school, work, and to reach transit. Actually, PRIORITIZE dollars for these non-auto projects until GHG reduction targets are met. Eliminate offstreet parking requirements. Charge for most parking. Eliminate sprawling "business parks" and commercial malls with too much pavement and 1-story structures.
5. Invest in sidewalk infrastructure.
6. Cities and counties should implement key actions that the Statewide Transportation Strategy (STS) says are necessary to meet GHG reduction goals, prioritizing substantially expanding transportation options, especially accessible transit AND also reducing VMT per capita by at least 20%, including related policies such as reducing parking.
7. Yes, cities and counties can update their zoning code to allow for middle housing, similar to what the City of Portland did. Land use planning should be more pedestrian oriented and incorporate alternative modes of transportation. Additionally, there must be a shift from focusing on mobility towards prioritizing accessibility when it comes to transportation planning. That means that goods and opportunities are more easier to reach for people using alternative modes of transportation and completely reduces the reliance on motor-vehicles.

8. Eliminate or reduce transportation infrastructure concurrency requirements that deter redevelopment of parking lots, shopping centers, etc. Recognize that Urban Growth Boundary expansions based on Housing Needs Analyses can only be justified if they are tailored to meet the identified need. This means changing past lax enforcement of the Urbanization Goal's "economic, environmental, and social" impact factor to follow Bend's example in favoring properties whose owners volunteer to accept deed restrictions and other conditions assuring that the housing developed in expansion areas provides needed housing consistent with the HNA and, as required by LCDC's Statewide Housing Goal, "at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for the flexibility of housing location, type, and density."
9. Land use actions: 1) Unbundle parking from housing units to provide variable rent structures 2) Change zoning to encourage more neighborhood commercial and job opportunities 3) Integrate electric vehicle charging (car and e-bike/e-scooter) and adequate bike parking that accommodates oversized and adaptive bicycles into development code requirements for multi-unit residential 4) Establish parking management programs in downtowns / higher use areas that are appropriate for a given community's needs Investments: 1) Support corner market/neighborhood destination stores and services to have high quality, modern bike parking facilities that are safe and secure (potential code changes and funding needed to implement) 2) Fill in sidewalk gaps and construct safer crossings, focusing in neighborhoods with high populations of historically marginalized communities and improving walking access to Title I schools and transit stops 3) Advocate for increasing statewide public transportation funding (i.e. STIF, off-street paths, sidewalks, etc.) 4) Increase transit service, switch public transit and school bus fleets to electric vehicles (transit district and school district actions), and implement transit network changes based on comprehensive operations analysis outcomes to prioritize ridership and equity outcomes 5) provide bike share in all metro areas statewide that has a connected membership/payment system that ties into other modes of transportation (i.e. passenger rail, e-bike lockers, transit, etc.)
10. Build affordable housing near transit and bike infrastructure. This reduces reliance on automobile while promoting access to jobs. Invest in high frequency transit that offers access to jobs, services and housing.
11. Frame key issues and strategies that appeal to values and beliefs of persons engaged/impacted. Develop an overall mission statement that defines the goal and value to reduce climate emissions to create healthy communities (e.g., where people live, work, learn, play, and worship) and a healthy Oregon for all and to reduce health disparities and inequities.
12. TSP's do not have an equity analysis as part of their development and I think this should be part of the TPR amendment to require that they do. Examples would be RVTD's work with layering current and future transit routes on top of the maps with census information. Cities could do the same with bike/ped projects, green streets, complete streets, etc. Then cities should use a larger portion of funds investing in these projects than they currently do. The TSP should identify the percentage of investments and by type that would benefit traditionally marginalized communities. Cities with transportation commissions, bike/ped committees, etc. and transit agencies should ensure they have adequate representation on review committees. Work should be done within the communities so they are helping to design the projects. Funding will continue to be a major obstacle. I believe cities are willing and some are excited about making improvements for bike/ped/transit, however they have competing priorities and funding is scarcer than the need. So some funding ideas are the following: parking lots should have stricter management and tax liability. Parking lots are virtually tax free, why? This could be a good revenue source and would de-incentivize building larger than needed parking lots. Funding is also the issue around sustainable transit services. If transit providers are being asked to commit to a certain level of service along corridors with mixed-use, affordable housing, etc. they will be put into a tricky situation. Again, it's not a lack of interest its funds that are

reliable. So, what about a differential tax rate along these corridors specific to that corridor's transit service. RVTD has this ability but we have not used it, yet. Could certain land uses also have a higher fee/tax structure that would be generated for projects and transit service with a reduction of parking and promise of transit service. Finally, public works and specifically councils have the ability to charge a public works fee (similar to City of Corvallis for transit). This is sustainable and nominal (only \$4 per month) that can be used in cities to quickly generate funds for these projects. Finally, trip reduction ordinances that require TDM programs along certain corridors and at sites of certain trip generators helps to get benefits into the hands of everyone. Carshare, bikeshare, transit passes, travel training, carpool matching, etc. are low cost benefits that support a car free lifestyle.

13. Require cities to eliminate parking mandates near transit corridors.
14. More transit. More transit. "Free" transit that is funded by continuous taxing mechanisms. I included many answers to this in my last response.
15. Use more than just rider counts and plan areas around a mass transit station to have businesses within walking distance so each user trip can be multi-purpose. Do not create stations that require stairs, elevators, closed areas, or busy street crossing. Design stations with multi-modal commuter use model in mind.
16. Moratorium on freeway expansion; 2. promote electric vehicles and rideshare options; 3. free public transportation within cities; 4. install new sidewalks where needed, and ensure existing sidewalk infrastructure is accessible; 5. right of way for buses and lightrail so they move more quickly from stop to stop; 6. consider more accessible buses / bus stop infrastructure - as done in Capetown SA. 7. more bike lanes and improving bike lane connections so lanes don't suddenly disappear 8. remove onstreet parking in strategic locations and use those spaces for creating bike lanes (look at examples from places like the Netherlands where bike infrastructure is fantastic; or even in places like NYC where tremendous progress has been made in recent years; 9. create some pedestrian only zones -not only in city centers but also in some neighborhood hubs so as to attract more businesses, foot and bike traffic and to revitalize neighborhoods.; 10. assess energy efficiency of houses and apartments, and require owners to gradually upgrade to improve their efficiency (this is done in the Netherlands) - for lower income households provide credits / incentivizes for this to be done; 11. provide support to businesses that engage in equitable hiring practices, and publicize those efforts (as best or good practice); 12. education employers about the obligation to provide reasonable accommodation and monitor implementation of reasonable accommodation procedures; highlight good practices; and sanction those who don't comply; 13. support transition to renewable jobs; 14. eliminate free parking; 15. mandate universal design for new construction; 16. promote more local sourcing of materials.

Question 5

While cities and counties are implementing their regional scenario plans, what should they measure to know if they are succeeding at improving climate and equitable outcomes?

1. Survey their populations. This may not be as expensive as it would seem. Don't rely on American Community Survey for transportation info as it only looks at commute trips.
2. Where possible, metrics should be coordinated with those in the Statewide Transportation Strategy. There are useful existing metrics in Metro's Climate Smart Strategy that could be applied to other jurisdictions as well. However, metrics should be broken down by the priority populations we identified, so jurisdictions understand where the disparities are and where progress is or isn't being made. For instance, Metro's strategy looks at estimated households within ¼-mile of frequent transit service; scenario plans could look at proximity to frequent transit for African American,

Latino, and Indigenous households, renters, people living with disabilities etc. DLCD can assist jurisdictions in identifying where to find these data.

3. Again I want to reference an American Planning Association (APA) PAS MEMO from March/April 2020 titled: Equity-Oriented Performance Measures in Transportation Planning. I have sent a copy of it to staff. Mapping and analyzing it's equity-oriented performance measure in the context of a region is a possible value. Also use the performance measures in the STS.
4. VMT and GHG reduction Changes to zoning such that @ 50% of all new housing and development could go in mixed use, walkable, compact areas. \$ and % of \$ spent on non-auto modes Whether public engagement programs of local governments are leading with equity Transit investments Degree to which higher density housing and affordable housing is within walking distance of transit, and is located in walkable neighborhoods.
5. Percentage of households within walking distance to frequent transit. Investment in sidewalk network analyzed by Census Tracts with higher than average minority population/lower income.
6. Historically excluded communities are involved in the process Increase in number of new affordable housing units built Decline on H&T affordability index, especially for historically excluded community members in a region Increased miles and % of walking/biking network built Increase in number of people using walking/biking/transit Decrease in VMT Increase in number of jobs accessible by transit, walking, or biking Decrease in traffic fatalities Reduction in air pollution/increased air quality.
7. Share of household income towards housing/utilities - share of household income towards transportation related costs - Heat Island effects - tree canopy cover - public transit travel time.
8. Changes in housing type and affordability mix by neighborhood, community, and region. 2. Changes in vehicle usage including public and private school-shopping-commuting patterns, e.g. fuel mix and vehicle types--rail, bus, bike, walk, EV, hybrid, gas, diesel, SUV, light truck, diesel, mileage.
9. Providing true data of all demographics in detail.
10. Look to 2018 RAC measures as starting place. It is important to measure people's access/outcomes experienced by individual community members. Other ideas include:
 - *walking and biking network completeness
 - *bike share access
 - *effective transportation demand management (TDM) program implementation/management focused along frequent transit corridors
 - *access to bus passes
 - *bus service hours provided and ridership data
 - *%household income spent on transportation
 - *collaboration
 - *local revenue generated to support building CF+E communities.
11. The response to this question should be linked to the equitable outcomes document produced by staff after RAC 1. Some ideas: Share of development in compact mixed use neighborhoods Share of housing affordable and available at various income levels within compact mixed use neighborhoods Mode split broken into key demographic categories (in alignment with equitable goals) Access to jobs (of a variety of skill levels) without needing a car Access to housing choices (including affordable housing) in transit and amenity rich communities.
12. Defined health and health-related indicators, e.g. from DEQ, LCDC, ODOT, Metro. Defined engagement and contributions of identified populations, community organizations, and agencies.
13. The Taskar Center for Accessible Technology has some innovative ways of approaching accessibility for various types of people who walk or use mobility devices that functions like open Streets where the base layer is for the average able bodied pedestrians and their safe connected paths, with other layers for people using manual wheelchairs, and for those using electric wheelchairs. have paths and how connected. Could goals and metrics be centered around this type of mobility map, but with layers for how people from historically oppressed communities are able to access key services and areas where employers are? Transportation and other projects could also be scored and prioritized by equity inputs so that money is spent to benefit folks who have received the least amount of benefits from our transportation system get the benefits of any new monies spent. Could look at historical spending in certain neighborhoods and reallocate or impact.

14. I still support the 2018 RAC list of performance measures. However I want to add one for transit revenue service hours (as discussed in 2018) and equity based measures. Ideas are the percentage of investment into certain communities that have higher than average traditionally marginalized populations. The percentage of the total budget invested in bike/ped/transit projects.
15. They should do a GHG inventory every few years, and measure percent of new households and jobs within walking distance of frequent transit, and percent of dollars spent on streets that go to bike/ped improvements.
16. Beyond the things that are typically mentioned, we need to have measures for heat islands. The Portland metro area has some of the biggest disparities in the country. We need to reduce concrete and increase canopy coverage. We also need to focus on health and wealth outcome disparities, particularly for Black and Indigenous communities.
17. Air Quality index; 2. many of the indicators listed in the notes from the first RAC can be used or adapted; 3. reduction in VMT; 4. money allocated for mitigation efforts; 5. funds expended specifically for historically disenfranchised communities.

Question 6

If you have any examples or thoughts of how a regional planning process can expand stakeholder engagement to center voices of vulnerable populations and engage in meaningful culturally specific ways, please share them here.

1. Encourage, incentivize, or support reimbursement for people and organizations who participate. They are offering a valuable service that assists in improving local plans and policies and, where possible, this should be compensated for. This could range from hiring organizations as consultants to offering gift cards and transit passes to community members who show up at events.
2. I previously provided staff links to two documents which I suggest as a resource: Altshuyler, Beth, Lauren Grabowski, Erik Yurkovich and Tina Yuen. May 2017. "guide to Equitable Community Driven Climate Preparedness Planning". Urban Sustainability Directors Network. https://www.usdn.org/uploads/cms/documents/usdn_guide_to_equitable_community-driven_climate_preparedness-high_res.pdf Gonzalez, Rosa. May 2017. "Community-Driven Climate Resilience Planning: A Framework, Version 2.0". National Association of Climate Resilience Planners. https://kresge.org/sites/default/files/library/community_drive_resilience_planning_from_movement_strategy_center.pdf
3. Need to ensure transit agencies have a voice in the process, and to ensure those agencies are actually prioritizing the needs of transit-dependent riders.
4. Consider using non-traditional avenues and methods in engaging various stakeholders. Moreover, understand that engagement must be relational rather than transactional. Be genuine with the ask and do it so in their prefer way of receiving information. When at the table, value their lived experience in the same manner as you wish for them to value your academic/professional experience.
5. I have found that story-based outreach is the best way to engage culturally specific populations. Readers are more open to listen and participate when they can relate to the issue in a personal way.
6. Springfield CityLink program example. Build conduits for vulnerable populations to engage (focus groups with support services such as captioning, translation/preferred language facilitators, stipends/incentives for participants, etc.). Shift further right on the Spectrum of Community Engagement: <https://movementstrategy.org/b/wp-content/uploads/2019/09/Spectrum-2-1-1.pdf> Establish more youth commissions throughout the state (i.e. Multnomah Co Youth Commission).

7. Pay vulnerable populations to participate in focus groups and stakeholder engagement. Deploy resources to invest in transit, biking and walking in alignment with desires and goals of vulnerable populations.
8. For all stakeholder engagement processes, there must be a purpose, benefit, and defined goal. Is the "voice" integrated into the planning process, or is it to be advisory? Define/identify the incentives for participation.
9. Regional planning processes should not take an extractive approach to relationship building -- consider work that has already been done around mobility equity frameworks like the Greenlining Institute https://greenlining.org/wp-content/uploads/2019/01/MobilityEquityFramework_8.5x11_v_GLI_Print_Endnotes-march-2018.pdf and community based transportation planning e.g. <https://www.sfmta.com/projects/bayview-community-based-transportation-plan>
10. I lean on data, although I know that is not the holistic picture. But the TSP and scenario projects are not examined through an equitable lens. Using census data and mapping it would be a quick exercise to understand where there are gaps in investments. Once these areas have been identified, I think the community engagement within that community should occur to understand their needs. Specific to transit, all transit providers in areas above 50,000 population are required to do this analysis work already. We have Title VI plans updated every 3 years and Coordinated Human Services Public Transportation plans updated every 4 years. Both of these documents require analysis of transit investments on an equitable scale and assist transit planner with improving service without adversely affecting the marginalized populations. RVTD went further in the 2040 Transit Master Plan and looked at service over the next 25 years and identified areas that were defined as "transit supportive areas". Service has been targeted to these areas and the marginalized populations throughout the region. lastly, The United Way Alice Report is a good source and the AARP Livability Index.
11. Let communities actually LEAD the process. Don't just ask us to engage. Let us build the process from the ground up, support us with your resources and time and labor. Trust THAT process, not the ones that make you feel comfortable.
12. The best way to expand housing inventory is to design the area with public transportation first, then let the area grow using community design control (commercial/high density housing) near the station and employment centers a bus ride or walking distance away. It is easier to lay a community on top of public transportation infrastructure than it is to lay new public transportation on top of an existing community.
13. 1. Provide information in alternative formats and using new technologies (screen readers, for example), and ensure communication accessibility during meetings; 2. Contact and build relationships with organizations that represent those communities (whether race, gender, sexual orientation, minority faiths, disability, etc.) 3. Provide support for their participation -have a clear purpose (ask) and find ways to involve them in decision-making (i.e. not just to meet them once and then forget about them).

Question 7

Additional comments or suggestions.

1. As understand the staff report Metro would not be required to do additional work regarding Scenario planning. Their climate smart project (I was on an advisory committee) did not specifically address equitable outcomes. Should the Portland Metro region be expected to address equitable outcomes of the rulemaking? Similarly what of Eugene-Springfield which would be required to implement what the scenario plan already decided — would they be required to address the equitable outcomes of the rulemaking. For the coming RAC meeting(s) it would be very helpful in

understanding regional scenario planning if staff would lay out what they would recommend of the specific elements that scenario planning, for the purposes of this rulemaking to reduce emissions for passenger vehicles, will need to be included. The same some of suggestion would be made for laying out what are the critical elements of “strategic assessments” (p. 18) and how they fit into both regional scenario planning and transportation and land use regulation rulemaking. Also the Rogue Valley MPO (p. 18) assessment descriptions say “the assessment identified over 200 combinations of actions that could achieve the reductions target”. What are those actions and how valuable it is to making actual change that will result in actual emission reductions to have process that provides 200 combinations?

2. The project team needs to be clear about the scope of this rulemaking with a focus on what can be implemented. In addition it is important to recognize trade-offs.
3. This RAC also needs more transit agency representation.
4. The connection between equitable outcomes and the regional scenario planning aspects of this process feels vague at this point. It also feels useful to start to unpack the various policies, regulations, investments, and incentives that can be deployed to change behavior. What is the outcomes we are trying to achieve from this process and how can we work backwards to achieve those outcomes?
5. It's unclear what specific decisions are yet to be made given the existing Metro and Lane County plans beyond vetting the current work/plans and getting community input and engagement as the work moves into implementation.
6. Yes, we started the Dec. 16th meeting, really, at 9:25am. It was frustrating when we had so much to discuss. Please try to take no more than 10 minutes to do introductions and review of agenda. Attendance of alternates or other housekeeping items could be done in chat with staff. A slide that covers the zoom meeting rules would be more efficient... and while it's up you can cover introductions for example.
7. Eliminate driving in certain high traffic areas (e.g. downtown Portland) to encourage other modes of transportation. Better city planning that allows people to walk/bike/etc. to nearby jobs, groceries, community centers... We need more buses and more people on the buses -- a statewide educational campaign about investing in transit through taxing and encouraging folks to get on transit more often (transit days?). Working with the Governor's office of appointments to appoint TriMet Directors who will eliminate fares and other barriers to entry, such as policing, to encourage more people to ride. Reduce Uber and Lyft, support taxi drivers and their unions. Programs for low income folks to get electric vehicles and policy that encourages or promotes new cars coming into the state to meet stricter regulations (without this burden falling on everyday people). Moratorium on freeway expansion. More dedicated bus lanes. Greater taxing of wealthy individuals and large businesses for public transportation infrastructure and education. Transportation bill of rights that declares transportation as a human right, discusses limits on environmental impacts and outcomes, and outlines access and equity goals. Funding for groups already doing this work!! Let us help you by growing our capacity to engage stakeholders. Connect rural, suburban, urban and tribal lands through buses. Partner with largest businesses and labor unions to promote remote work consistently in a post-pandemic world. Appoint community backed TriMet Directors. Partnering with leaders in other states and the White House to share resources and ideas, to be more ambitious. Better emissions standards for large trucks passing through Oregon. Tax Amazon for package delivery, miles traveled, etc. Sidewalks (please, can we prioritize sidewalks in low-income communities) and protective bike infrastructure Socialize public utilities.
8. 1. Curious about the example of Corvallis transportation example that was provided in the 1st RAC meeting notes (see comment 14 on page 41). Why is it ok to offer free transportation for everyone except for persons who use wheelchairs, who are charged 2.50 per ride? Especially when we have very good evidence on the correlation of poverty and disability. That practice serves to disincentives

use of transportation by persons with disabilities, lower participation rates, and thereby further disparities between persons who use wheelchairs and the rest of the population. 2. You don't need to say "people living with disabilities" - rather just "people with disabilities." 3. For the population of people who are houseless - we need to recognize that many houseless people are disabled or acquire disabilities as a result of being houseless. This illustrates why an intersectional lens is needed as we consider and develop rules.

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee

MEETING 3



TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Kevin Young, DLCD Senior Urban Planner
Bill Holmstrom, DLCD Land Use and Transportation Coordinator
SUBJECT: **Public Comments Received**
DATE: January 15, 2021

DLCD has received two public comment items since the last set of packet materials were distributed to the RAC. Those items are as follows:

1. An email from Susan Crowley, received on December 15, 2020 (public comment received less than 72 hours prior to a RAC meeting will be distributed at the next RAC meeting)
2. An email from RAC Alternate Al Johnson, received on January 11, 2021

Copies of the emails are attached below.

From: Susan Crowley [<mailto:crowley.susan.g@gmail.com>]

Sent: Tuesday, December 15, 2020 8:37 PM

To: DLCD CFEC <dlcdcfec@dlcd.state.or.us>; Taylor, Casaria <ctaylor@dlcd.state.or.us>; Vivek Shandas <vshandas@pdx.edu>

Cc: McArthur, Robin <rmcarthur@dlcd.state.or.us>; Zack Geary <ZackGeary@Hotmail.com>

Subject: Green infrastructure issues: Climate-Friendly and Equitable Communities RAC

Casaria and Dr. Shandas, I provided public comment recently to LCDC on the importance of green infrastructure in urban communities to counter the impacts of urban heating in an age of increasing global warming. This is an issue of particular importance to less economically privileged communities, as I believe Dr. Shandas' work demonstrates.

This is a note to express some concern about tomorrow morning's Climate-Friendly and Equitable Communities RAC meeting. I looked through the materials, and was a bit dismayed to see minimal if any reference in the notes to the importance of urban green infrastructure and parks.

After my recent public comment, as I recall, staff emphasized that this issue would not be forgotten but would be integrated into the basic work of the RAC. If the RAC could please make

an effort to keep the issue alive for discussion and consideration in your materials it would be much appreciated.

If you could communicate my concerns during tomorrow's meeting I would much appreciate it. I hope the RAC will not neglect including specific and mandatory provisions for green infrastructure and parks in its rulemaking work. You would do a great service to citizens of all Oregon communities, whether large or small.

With thanks for your work, and very best regards,

Susan Crowley

crowley.susan.g@gmail.com

PO Box 963, Hood River, OR 97031

541-386-2686 (text and phone)

From: Al Johnson [<mailto:alj250@gmail.com>]

Sent: Monday, January 11, 2021 8:19 AM

To: Sarah Adams-Schoen <saschoen@uoregon.edu>; Greene, Kirstin <kgreene@dlcd.state.or.us>; Caudel, Ingrid <icaudel@dlcd.state.or.us>

Subject: Equity mapping in Washington State

This story, the draft HEAL Act, and the report should be included in the materials for the next RAC.

<https://www.knkx.org/post/push-climate-reparations-environmental-justice-continues-session-heal-act>