Climate-Friendly and Equitable Communities Rulemaking Advisory Committee

MEETING 4

TO:	Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM:	Bill Holmstrom and Kevin Young, DLCD Rulemaking Lead Staff
SUBJECT:	RAC 4 Item 1: **RAC Meeting 4 Packet**
DATE:	February 12, 2020

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members,

Thank you for your ongoing contributions to the Climate-Friendly and Equitable Communities rulemaking effort. Your comments and questions are helping us to build policies that will help shape the future of our state for decades to come. For our part, we are going continue to try to make our materials and meetings more understandable. Please let us know how we are doing.

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At this meeting, we will take a final review of the Equitable Outcomes Statement as a lens for our rulemaking work. We will continue our discussion on performance measures, and introduce a framework for monitoring and reporting. There are five key documents for your review ahead of this 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**: Based on feedback we've heard, we have created a Definition of Terms for your reference. We acknowledge that the topics we are working with can be confusing and full of jargon and acronyms. Please let us know if there are terms you have heard that are missing, or you need any other assistance in understanding.

- **Item 5**: The Equitable Outcomes Statement has steadily improved over the past few months, thanks to your insights as well as feedback from LCDC commissioners.

- **Item 6**: The Measuring Performance memo provides information about the state, regional, and local context for performance measures. The memo also describes what we heard from you at the RAC 3 meeting. The memo concludes with our next steps to move forward with ensuring we develop performance measures that help us understand our progress toward meeting our climate and equity goals. As a focal-point of our meeting, we will look to hear from you as a community member: what is important to you? We will be doing this in small groups and will ask for RAC members to report out. Your voices are invaluable to this work of the state.

- **Item 7**: The Monitoring and Reporting memo is an introduction to the proposal for requiring ongoing reporting and monitoring to ensure we are making progress toward our climate and equity goals. The memo includes background about existing requirements, work done on reporting in the 2018 rulemaking effort, and a summary of a proposal. We will flesh out and incorporate this into our rules with your help. That discussion will continue at RAC 5 in March.

By way of follow-up we thank you for your guidance and questions on Division 44: Greenhouse Gas Reduction Targets at our last meeting. While we have not included updated changes to the Division 44 rules in this packet, we are continuing to develop these amendments based on guidance we have and continue to receive. We will be returning for discussion on an updated draft at RAC 5 in March.

As a reminder, "we are here" with the red line indicated below. We are making progress! We are scheduling community conversations for April and May in the metropolitan areas subject to these new rules. With our after-meeting survey, we will list all those dates and times for you. They will be by Zoom webinar. We welcome your attendance at those meetings.
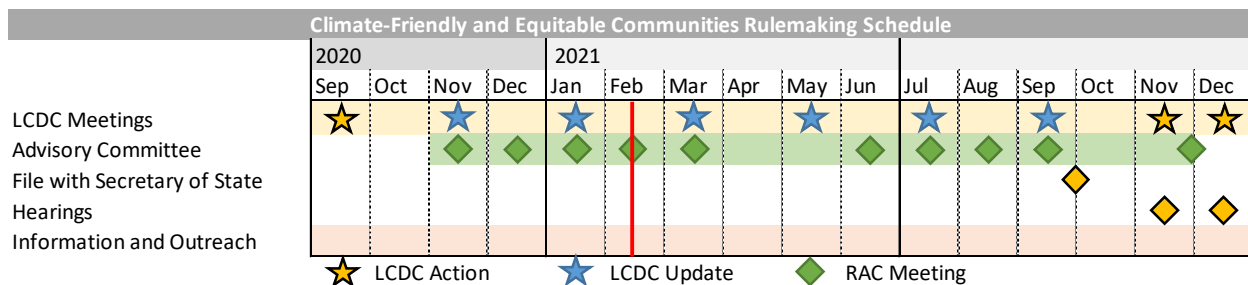
There are some other resources that have come up in our discussions that we want to be sure you have available for your information:

- Information on Transportation Options (also known as Transportation Demand Management or TDM): what is it, and what are the benefits?
- Background on Bicycle Level of Traffic Stress
- Recently adopted Housing Production Strategy rules

As always, there will be a livestream of this RAC meeting on YouTube, which will be available for later viewing as well.

Please remember that the Project Website has many related materials available. You can find the packet from RAC Meeting 3 there as well as a video recording of the last meeting and prior meetings.

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. Emails to this address go to several of our project team, including those 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 4
February 22, 2021; 1:00 pm – 4:00pm

This meeting will be available for livestreaming on the internet.
We will record this meeting and post it to the DLCD CFEC rulemaking web page.

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. We will also share comments with members of the Land Conservation and Development Commission.

AGENDA

Time	Topic	Who
12:45 – 1:00 pm	*Arrive and Settle In*	RAC members
1:00 – 1:15 pm	**Welcome, Opening Remarks, and Review Agenda**	Commissioner Nick Lelack, Commissioner Liaison Sylvia Ciborowski, Meeting Facilitator
1:15 – 1:35 pm	**Provide Context: Shared Terms and Understanding for Rulemaking**	Kevin Young, DLCD Staff Bill Holmstrom, DLCD Staff Sylvia Ciborowski RAC members
1:35 – 1:55 pm	**Equitable Outcomes for the Climate-Friendly and Equitable Communities Rulemaking Process** • Present Version 5 of the Equitable Outcomes Statement	Evan Manvel, DLCD Staff Sylvia Ciborowski RAC members
1:55 – 3:10 pm	**Performance Measures** • Discussion on performance measures and equity framework	Cody Meyer, DLCD Staff Sylvia Ciborowski RAC members
3:10-3:20pm	***BREAK***	

		Bill Holmstrom
3:20 – 3:50 pm	**Monitoring and Reporting**	Cody Meyer Sylvia Ciborowski RAC members
3:50 – 4:00pm	**Next Steps and Wrap Up**	Sylvia Ciborowski Kevin Young Commissioner Stuart Warren, Commission Liaison

Upcoming Meetings	
Date/Time	**Meeting**
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 4

TO:	Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM:	Kevin Young and Bill Holmstrom, DLCD Rulemaking Lead Staff
SUBJECT:	RAC 4 Item 3: **RAC Meeting 4 Key Questions Worksheet**
DATE:	February 12, 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 **February 22, 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. We will send committee members and alternates 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: Definition of Terms

1. A Definition of Terms document is included in your RAC 4 meeting packet to help us to build a shared understanding of key concepts and terms in the rulemaking effort. Are there any additional terms that should be included? If so, is there a particular definition that we should use?

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RAC Meeting Discussion Items: Equitable Outcomes Statement

2. Based on feedback from RAC members and Commissioners, we clarified language and split the equity outcomes into those most directly impacted by this rulemaking and additional outcomes to work towards as we develop rules, guidance, and technical assistance. Do you have additional comments as we work to operationalize these outcomes? If so, please share them at the meeting or in the post-meeting survey.

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RAC Meeting Discussion Items: Measuring Performance

3. Within the policy areas to reduce climate pollution (walkable mixed-use neighborhoods, increasing walking and biking, increased transit service and availability, managing parking, and supporting transportation options), what outcomes are most important to you?
    a. As a community member in your day to day life?

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b. As a professional in your area of expertise?

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RAC Meeting Discussion Items: Monitoring and Reporting

4. The proposed monitoring and reporting framework includes the potential for broader qualitative reporting in addition to demonstrating progress toward particular targets. What kinds of information do you think would be useful in a regular report from local jurisdictions in order to show advancement toward our climate and equity goals?

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5. The proposed monitoring and reporting framework described in your packet calls for reporting somewhere between annually (every year), to every five (5) years in some places. What do you think is the right balance between reporting too infrequently and requirements that are too burdensome? What other suggestions do you have for monitoring and reporting?

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General Questions

6. Additional comments or suggestions – meeting format, substance or other:

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_____

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_____

Thank You!

Climate-Friendly and Equitable Communities
Rulemaking Advisory Committee
MEETING 4

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:	RAC 4 Item 4: **Definition of Terms**
DATE:	February 12, 2021

A. INTRODUCTION

This memorandum is provided to facilitate a shared understanding of terms from our Climate-Friendly and Equitable Communities rulemaking. Based on survey comments following our last meeting, there remains some confusion regarding some of the terms and concepts that are being discussed. This is understandable, given the broad and diverse membership on the committee. Members have expertise in a variety of areas, including lived experience; diversity, equity, and inclusion; and transportation and land use planning.

B. DEFINITION OF TERMS

2018 Rulemaking - The department worked with a rulemaking advisory committee in 2017 and 2018 to update and clarify transportation planning requirements for cities and counties in the state's metropolitan areas. The rule amendments would have allowed cities and counties to meet the requirements on their own or jointly, provided options to demonstrate how they have planned for increasing transportation choices and reducing reliance on the automobile, set requirements for regular reporting on performance measures, set consequences for failing to report or failing to take corrective actions if actual performance misses a target, and included three options that would require reporting on greenhouse gas emissions data. The commission and DLCD leadership paused the rulemaking in order to respond to climate policy resulting from the 2019 legislative session.

ADA – *see Americans with Disabilities Act*

Americans with Disabilities Act (ADA) – The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.

In 2008, the Americans with Disabilities Act Amendments Act (ADAAA) was signed into law and became effective on January 1, 2009. The ADAAA made a number of significant changes to the definition of "disability."

Adequate housing – In 1991, the United Nations Committee on Economic, Social, and Cultural Rights adopted a statement regarding the human right to adequate housing. The statement defines "adequate housing" as containing the following key elements: legal security of tenure; availability of services, materials, facilities, and infrastructure; affordability; habitability; accessibility; location; and cultural adequacy.

Affordable housing – In general, housing is considered affordable if occupant(s) is/are paying no more than 30 percent of their income for gross housing costs, including utilities. In general terms, the US Dept. of Housing and Urban Development (HUD) subsidizes affordable housing that is priced to accommodate households with incomes at or below 80 percent of the median household income (MHI) for the area, such that housing costs do not exceed 30 percent of low (80-50% MHI), very low (50-30% MHI), or extremely low (<30% MHI) household incomes.

Bicycle Level of Traffic Stress (BLTS) – A system of bicycle infrastructure classification that identifies areas where bicyclists are likely to feel more or less safe in relation to vehicle traffic based on identified roadway characteristics like traffic speed and volume, shoulder widths, etc. There are also pedestrian level of stress measures, and multi-modal level of stress classifications.

BIPOC – *see Black, Indigenous, and People of Color*

Black, Indigenous, and People of Color (BIPOC) – BIPOC is meant to be more inclusive than the term "people of color" or POC. The additional two letters highlight the specific experiences and struggles of Black and Indigenous people, which can go unacknowledged in conversations about race.

BLTS – see Bicycle Level of Traffic Stress

Capital Improvement Program (CIP) – A capital improvement plan or program is a program developed and used by municipalities or government organizations to designate the financing and prioritization of upcoming improvement projects, including transportation improvement projects.

CFA – *see Climate-Friendly Areas*

Charge – The rulemaking charge to the RAC and department for the Climate-Friendly and Equitable Communities rulemaking. The charge describes the elements that are expected to be included in the rulemaking, and principles for developing the rules.

CIP – *see Capital Improvements Program*

Climate-Friendly and Equitable Communities – Climate-Friendly and Equitable Communities is the name of this rulemaking effort. The rulemaking will result in amendments to several rules, including divisions 7, 8, 12, and 44.

Climate-Friendly Areas (CFAs) – Climate-Friendly Areas are a proposed element of the Climate-Friendly and Equitable Communities rulemaking effort. As proposed in the rulemaking charge, these areas will require jurisdictions to allow high levels of development, with pedestrian-oriented design, and investments focused on walking, cycling, and transit.

Commission – *see Land Conservation and Development Commission*

Department of Land Conservation and Development (DLCD) – DLCD is the state's land use planning agency. DLCD operates the state's land use planning program in cooperation with local governments. DLCD is staffed by professionals, and supports the volunteers on the Land Conservation and Development Commission (LCDC).

Division 7 – A section of Oregon Administrative Rules more formally referenced as OAR Chapter 660, Division 7. This section of rules governs how local governments, including Metro, plan for housing within the Portland Metropolitan area (area under the jurisdiction of the regional government known as "Metro").

Division 8 – A section of Oregon Administrative Rules more formally referenced as OAR Chapter 660, Division 8. This section of rules governs how local governments outside the Portland Metropolitan area plan for housing.

Division 12 – A section of Oregon Administrative Rules called the Transportation Planning Rules, or "TPR," more formally referenced as OAR Chapter 660, Division 12. The TPR guides how local jurisdictions comprehensively make plans for transportation coordinated with land use plans. This includes requirements for local Transportation System Plans. The TPR also sets out requirements for ensuring transportation systems are adequate when making changes to land use regulations or comprehensive plans; and how transportation facilities in rural areas are regulated.

Division 44 – A section of Oregon Administrative Rules called the Metropolitan Greenhouse Gas Reduction Targets, more formally referenced as OAR Chapter 660, Division 44. This section of rules sets targets for greenhouse gas emissions from light vehicle travel; and governs how metropolitan areas plan for greenhouse gas reductions.

DLCD – *see Department of Land Conservation and Development*

EMC – *see Every Mile Counts*

EO 20-04 – see Governor's Executive Order No. 20-04

Equitable Outcomes Statement – A document developed by the Climate-Friendly and Equitable Communities Rulemaking Advisory Committee that defines equitable processes and outcomes that will result from the rulemaking effort to benefit all Oregon residents and especially identified priority populations.

The identified priority populations include: Black and African American people: Indigenous people: people of color; immigrants; people with limited English proficiency; people with disabilities; people without homes; people with low-incomes or low-wealth; renters and homeowners of low and moderate income; single parents; people who identify as LGBTQIA+; youth and seniors; and people unfairly excluded from resources due to employment, homeownership, experience with the justice system, or life status.

Equity Lens – a process for analyzing or diagnosing the impact of the design and implementation of policies on under-served and marginalized individuals and groups, and to identify and eliminate barriers and negative impacts to those populations.

Every Mile Counts (EMC) – Every Mile Counts is a four-agency effort to reduce Oregon's climate pollution from the transportation system. In 2019, Governor Brown directed the Oregon Department of Transportation, Department of Land Conservation and Development, Department of Environmental Quality, and Department of Energy to collaborate and identify specific actions to help the state get back on track with the *Oregon Statewide Transportation Strategy: A 2050 Vision For Greenhouse Gas Reduction* vision. In 2020, the Governor boosted Oregon's goals in Executive Order 20-04 to reduce pollution to at least 45 percent below 1990 emissions levels by 2035 and to at least 80 percent below 1990 emissions by 2050.

Executive Order No. 20-04 – On March 10, 2020, Governor Brown issued Executive Order 20-04, directing state agencies to take actions to reduce and regulate greenhouse gas emissions. The Executive Order establishes new science-based emissions reduction goals for Oregon. The executive order directs certain state agencies to take specific actions to reduce emissions and mitigate the impacts of climate change; and provides overarching direction to state agencies to exercise their statutory authority to help achieve Oregon's climate goals.

Historically and currently marginalized communities - Those 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. Some prefer not to lead with this term, as it emphasizes the past and current disempowerment. This rulemaking will generally refer to priority populations.

Interim Requirements for Regional Scenario Planning – Interim requirements that will apply to metropolitan areas prior to completing a regional scenario plan to meet the greenhouse gas reduction targets. The requirements will use a gap analysis to measure the difference between the region's adopted plans and the Statewide Transportation Strategy.

Intersectionality - Refers to the way many people are part of multiple communities, and experience multiple forms of discrimination and disadvantage based on their identity. 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 result in reduced access to resources and opportunities, and make achieving outcomes at the same level of privileged community members much more difficult.

Land Conservation and Development Commission (LCDC) – The Land Conservation and Development Commission is a seven-member volunteer board that gives policy guidance to the Department of Land Conservation and Development. The commission adopts administrative rules. The Governor appoints the commissioners, and the Oregon Senate confirms them for up to two four-year terms. There are some requirements about representation on the commission.

LCDC – *see Land Conservation and Development Commission*

Local Performance Measures - Local performance measures will be used to guide cities and counties as they work towards reaching the regional goals in a scenario plan or the Statewide Transportation Strategy. These local performance measures for cities and counties should be constrained by the actions that local governments have control over, sometimes referred to as institutional influence.

Mobility Measures – *see Transportation System Performance Standards*

Metro – Metro is the regional government for the Portland Metropolitan Area. Metro is unique in Oregon as it is a separate municipal entity from cities and counties, and has independent land use authority. Metro has the ability to set rules for how local planning is coordinated across the metropolitan area.

Metropolitan Area – Federal designation for urbanized areas with a population over 50,000. For purposes of this rulemaking the department is working with Oregon's eight metropolitan areas wholly within the state: the Albany, Bend, Corvallis, Eugene-Springfield, Grants Pass, Portland, Rogue Valley, and Salem-Keizer metropolitan areas.

Metropolitan Planning Organization (MPO) – A Metropolitan Planning Organization is an intergovernmental entity dedicated to meeting federal transportation planning requirements in metropolitan areas. The main task of an MPO is to regularly prepare a Regional Transportation Plan (RTP) every 4 or 5 years. MPOs annually prepare a work program, and undertake other federally-required activities, including air quality planning. Metropolitan Planning Organizations themselves, outside of Metro, do not have any sort of land use authority or jurisdiction under the Oregon land use planning system and do not have acknowledged comprehensive plans.

MPO – *see Metropolitan Planning Organization*

OAR – *see Oregon Administrative Rules*

Oregon Administrative Rules (OAR) – The Oregon Administrative Rules are the state laws set by administrative agencies, under the authority granted to them under laws set by the state legislature. The Land Conservation and Development Commission has the authority to make rules within a limited scope having to do with land use planning. All of the Commission's rules are within Chapter 660 of the Oregon Administrative Rules.

Oregon Revised Statutes (ORS) – The Oregon Revised Statutes are a compiled set of state laws made by the state legislature. The statutes have precedence over administrative rules. Statutes having to do with land use planning are found in a variety of ORS Chapters, but primarily Chapters 197 and 197A.

ORS – *see Oregon Revised Statutes*

Performance Measures – Performance measures evaluate various aspects of an organization's performance towards stated goals. Performance measures use indicators in order to measure progress, so the types of performance measures used by an agency depends upon agency goals and available data. Because performance measures determine the actions that must be taken to accomplish a goal, the measures should be carefully selected.

Priority Populations – Groups of people highlighted for prioritization in rulemaking efforts. The list started at the Governor's office and the Commission and RAC subsequently revised it. The current list is in the Equitable Outcomes Statement.

RAC – *see Rulemaking Advisory Committee*

Regional Goals - Regional policies and corresponding level of ambition that if taken would achieve the region's greenhouse gas reduction targets. The Statewide Transportation Strategy also identified regional strategies and levels of ambition for the metropolitan areas that can be used in lieu of a regional scenario plan. Regional goals are largely outcomes based and are

used to guide local governments on what local actions and levels of ambition need to be taken to meet the climate pollution reduction goals.

Regional Scenario Planning – Scenario planning is a method for exploring an area's long-term future - in other words, "where is the area heading", and "is that where we want to go?" Regional scenario planning allows local governments, service providers, interest groups, stakeholders, and residents of a region to work together to consider statewide, regional, and local needs and issues, such as economic development, fiscal impacts, resource use, greenhouse gas emissions, and the effects of different choices on the state, region, community or household.

In the context of rulemaking for Climate-Friendly and Equitable Communities, regional scenario planning will be used to evaluate actions that may be taken to reduce greenhouse gas emissions in an equitable manner that will result in improved circumstances for Priority Populations.

Regional Transportation Plan (RTP) – A Regional Transportation Plan is a federally-required document that guides regional transportation investments in metropolitan areas. Metropolitan Planning Organizations prepare and adopt the RTP, and update them every 4 or 5 years.

Regional Transportation System Plan (RTSP) – Under the existing rules, cities and counties in metropolitan areas are required to work together to prepare and adopt a Regional Transportation System Plan designed to either achieve a 5 percent reduction in vehicle miles travelled over the planning period or a set of locally-defined performance measures. The RTSP is a state-required document that is intended to work together with the federally-required Regional Transportation Plan adopted by the MPO.

RTP – *see Regional Transportation Plan*

RTSP – *see Regional Transportation System Plan*

Rulemaking Advisory Committee – The Rulemaking Advisory Committee is the group of people from across Oregon helping the department to craft rules in the Climate-Friendly and Equitable Communities rulemaking.

Spatial Equity Mapping – A tool that may be used to identify the location of priority populations within a region to support transportation and land use decisions that would minimally avoid harm, but optimally provide benefits to priority populations.

Statewide Transportation Improvement Program (STIP) – The Statewide Transportation Improvement Program is the Oregon Department of Transportation's capital improvement plan for state and federally-funded transportation projects.

Statewide Transportation Strategy (STS) – The Oregon Statewide Transportation Strategy, or STS, is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas emissions. The STS identifies a variety of effective pollution reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns.

STIP – see *Statewide Transportation Improvement Program*

STS – *see Statewide Transportation Strategy*

STS Trajectories – The trajectory or level of effort that would be required for each strategy identified in the STS to substantially reduce greenhouse gas emissions to approach the state's 2050 greenhouse gas emission reduction goal.

TDM – *see Transportation Demand Management*

TPR – *see Division 12*

Transportation Demand Management (TDM) – Commonly called Transportation Options or TO, TDM is a broad term that encompasses measures aimed at guiding our travel choices so that they reduce the "demand" on transportation infrastructure. Examples include vanpool or subsidized transit service.

Transportation Planning Rules – *See Division 12*

Transportation System Performance Standards – (also sometimes described as "Mobility Measures.") Transportation System Performance Standards are measurement systems used by transportation system planners and other transportation professionals to evaluate how well a particular component of the transportation system is functioning. Examples of traditional measures include volume to capacity ratio (v/c) and level of service (LOS). Traditional standards have focused on the ability of motor vehicles to move on streets and highways and through intersections. However there is a growing body of work to evaluate multimodal transportation systems in terms of both mobility and accessibility.

Transportation System Plan (TSP) –The Transportation Planning Rules are transportation planning requirements that are applicable to all cities and counties, directing local governments to develop Transportation System Plans (TSPs). Cities and counties develop these plans and govern planning within the jurisdiction. A Transportation System Plan is a component of an acknowledged comprehensive plan and is considered a land use action.

TSP – *see Transportation System Plan*

Vehicle Miles Travelled (VMT) – A vehicle mile traveled, or VMT, represents one vehicle traveling on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway generates one VMT for each mile it travels. VMT is a primary (though not perfect) indicator used by policymakers and transportation professionals when looking at the performance of our transportation system.

VMT – *see Vehicle Miles Travelled*

Universal Design – Universal design is the design of buildings, products or environments to make them accessible to all people, regardless of age, disability or other factors.

Climate-Friendly and Equitable Communities Rulemaking
Equitable Outcomes Statement
Version 5

Context and Purpose

Governor Brown's [Executive Order 20-04](#) directed the Department of Land Conservation and Development and the Land Conservation and Development Commission to reduce greenhouse gas emissions and improve equitable outcomes for priority populations. This Climate-Friendly and Equitable Communities rulemaking initiative aims to do just that – provide rules to support a program to reduce climate pollution and improve outcomes for Oregonians as a whole, and for specific priority populations. These populations are described in this document below.

To successfully develop these rules, staff and the Commission are relying heavily on the thoughtful, informed guidance from Rulemaking Advisory Committee (RAC) members, including members of these priority populations.

This statement has been developed to guide development of the rules, guidance documents, and technical assistance the Department provides as local governments implement these rules over time.

Future Vision

We are building a future where:

- All Oregonians live in safe, livable, and healthy neighborhoods
- All Oregonians have access to clean air and water, stable 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
- Priority populations no longer bear the largest burdens of pollution, environmental and natural hazards, and environmental degradation
- Local decision-making ensures priority populations 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 rules, guidance and technical assistance will create and further state and local decision-making processes that:

1. Prioritize community-led engagement and decision-making, with specific attention to communities most impacted by climate pollution[1]
2. Center the voices of people and organizations representing priority populations

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

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 priority populations
6. Are in languages and formats that can be used by everyone
7. Are accessible to people with disabilities[2]
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

Priority Populations

Climate pollution reduction efforts will prioritize actions that result in more just and equitable outcomes for all Oregonians, with a focus on historically and currently marginalized communities,[3] using an intersectional approach that leads with race.[4]

Members of these communities include:

- Black and African American people
- Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native)
- People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations)
- Immigrants, including undocumented immigrants
- People with limited English proficiency
- People with disabilities
- People experiencing homelessness
- Low-income and low-wealth community members
- Low- and moderate-income renters and homeowners
- Single parents
- LGBTQIA+ community members
- Youth and seniors

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[2] Different populations will need different solutions for accessibility. This goes far beyond ramps and includes issues such as providing information in alternative formats (Braille, accessible Word/PDF documents, accessible websites, etc.), provision of sign language interpreters, the need for simplified texts, and so on.

[3] Historically and currently marginalized communities are those 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.

[4] 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, experience with the justice system, or other life status.

- People unfairly excluded from resources due to employment, homeownership, experience with the justice system, or other life status

These priority populations should not just be considered in isolation, but with consideration of intersecting or compounding harms and disadvantages. *Intersectionality* refers to the way many people are part of multiple communities, and experience multiple forms of discrimination and disadvantage based on their identity. For example, one person could have compounded disadvantages based on their gender, disability, and socio-economic class, as well as their racial and ethnic background. These disadvantages result in reduced access to resources and opportunities, and make achieving outcomes at the same level of privileged community members much more difficult.

Outcomes

The core of this work aims to *both* reduce climate pollution and increase equity by reducing driving, improving transportation choices, and creating communities where daily needs can be met by walking, biking, remote access, or taking transit.

Climate Outcomes

This work aims to further these climate outcomes:

1. Achieving Oregon's transportation-related greenhouse gas pollution reduction targets
2. Increased resilience to the effects of climate disruption
3. Healthy air quality and increased carbon sequestration, particularly through tree canopy and parks in urban areas

Equity Outcomes

This work aims to further more inclusive communities, and these principal equity outcomes:

1. Increased stability of priority populations, lowering the likelihood of displacement due to gentrification from public and private investments
2. 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, parks and open spaces, and community centers)
3. Adequate housing with access to employment, education, and culturally appropriate food, goods, services, recreational and cultural opportunities, and social spaces[5]

The effort also aims to further these equity outcomes:

4. Increased safety for people put in vulnerable conditions in public spaces, transportation and community development
5. Equitable access to welcoming parks, nature, open spaces and public spaces[6]

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[5] *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.

[6] This outcome is meant to include not merely reaching the destination, but safety, comfort and design, so people who want to enjoy these spaces use them.

6. Better and more racially equitable health outcomes, particularly those connected to transportation choices, air pollution, and food
7. Recognizing and remedying impacts of past practices such as redlining, displacement, exclusionary zoning, and roadway and other public infrastructure locating that harmed priority populations
8. Fairly-distributed benefits to residents and local governments across cities and counties within metropolitan areas

Action and Accountability

The staff and Commission will work towards these outcomes using administrative rules, agency guidance documents, and technical assistance. A few implementation guidelines follow. :

- **Success requires resources.** Achieving these more equitable process and outcomes will require allocation of significant resources at the state and local level.

- **Information must be improved.** The State and its partners must work to improve quantitative and qualitative information so communities can prioritize investments to address inequitable outcomes.

- **Investment is critical.** Budgets and spending are clear statements of priorities, and increased investment in communities of priority populations is a required step to achieve the desired long-term outcomes.

- **Outcomes must be measured, and the Commission and Department must develop a clear system for implementation and accountability.** Staff will discuss performance measures, timelines, and responsible parties for these outcomes in rulemaking and associated guidance documents. Some elements of the listed outcomes are outside the scope of the rulemaking and LCDC/DLCD's statutory authority, but are important to describe our desired future.

Climate-Friendly and Equitable Communities Rulemaking Advisory Committee
## MEETING 4

TO:	Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM:	Bill Holmstrom and Kevin Young, DLCD Rulemaking Lead Staff
	Cody Meyer, DLCD Land Use and Transportation Planner
	Tara Weidner, ODOT Climate Impact Analysis Program Manager
	Brian Hurley, ODOT Climate Mitigation Program Manager
SUBJECT:	RAC 4 Item 6: **Measuring Performance**
DATE:	February 12, 2021

At our January meeting (RAC 3), staff presented policy concepts for interim regional scenario planning, local performance measures and equity screen to aid local governments in investing in the actions that reduce climate pollution while prioritizing benefits to priority populations. This memo includes a recap of these concepts and reflects back what staff heard from RAC members from the January meeting. Additionally, this memo includes more detail on the process developing a decision making support tool to support the equitable outcomes and identifying priority populations. We will be convening a work group to dig into the details of local performance measure and bring back a refined proposal to the RAC. We need a mix of experiences on the group, so please let us know if you will participate.

A.   RECAPPING

1.   State and Regional Greenhouse Gas Reduction Goals
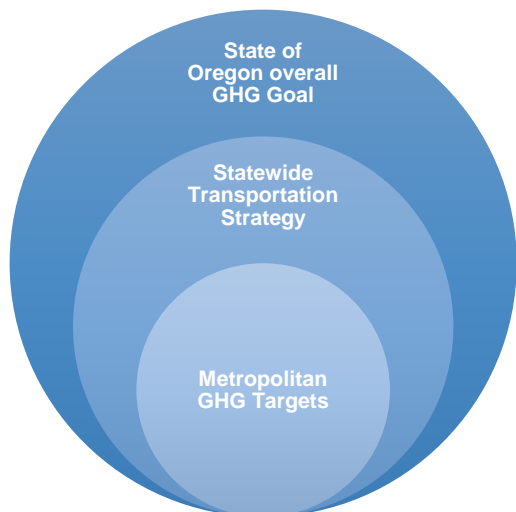
In 2007, the legislature adopted an overall greenhouse gas reduction goal for the state to reduce emissions to 75% below 1990 levels by 2050 for all sectors. In 2013 the Oregon Department of Transportation developed the Statewide Transportation Strategy, defining a path to meet the overall state reduction goal through the transportation sector. In 2011, the Land Conservation and Development adopted the Metropolitan Greenhouse Gas Reduction Target rules. These targets describe how much household transportation emissions would have to decrease to meet the state's reduction goal.

Within this framework, regional scenario planning and the interim regional scenario planning will provide regional goals that guide the city and county actions needed to meet the overall climate goal.

As cities and counties develop a regionally preferred scenario, they will use that planning process to identify a customized set of regional goals. Other cities and counties will use a gap analysis to measures the difference between currently adopted plans and the regional policy goals identified in the Statewide Transportation Strategy.

The results of either a regional scenario plan or interim regional monitoring report will be used to identify the actions and level of ambition that will be required to meet climate goals. Implementation will be guided by local performance measures for local actions that are informed by the regional planning process.

2. Local Actions and Outcomes

Since the state has an existing climate pollution reduction framework developed over the last ten years that will be applied at the regional level, the primary work of the RAC is to figure out how to translate these state and regional goals to apply to the work of local governments. The work of the RAC also includes how to ensure that cities and counties are reducing climate pollution in ways that results in the equitable outcomes identified in the Equitable Outcomes Statement.

Local performance measures will be used to guide implementation towards the regional goals in a scenario plan or the Statewide Transportation Strategy and to set standards for updates to land use and transportation plans to achieve those goals. These local performance measures for cities and counties will be constrained by the actions that local governments have control over, sometimes referred to as institutional influence. In other words, the local performance measures should measures the policies and actions that cities and counties can take.

B. RAC FEEDBACK

The RAC guidance at the January meeting and survey responses have been very welcome and helpful. Thank you for providing your feedback and guidance. A summary of the feedback is below.

1. Regional Planning

RAC members generally think that the regional planning framework for monitoring and reporting on greenhouse gas reductions is headed in the right direction. There was support for a strong state role in setting regional performance measures and in providing support reporting and monitoring. There was some concern over the deadlines in the proposed rules and the ability of local governments to meet that timeline.

2. More focus on equitable outcomes

RAC members had mixed responses on the local performance monitoring framework where actions to reduce climate pollution would be prioritized by the benefits to priority populations. There was a strong desire to tie performance measures to equitable outcomes because the performance measures from 2018 did not address equity concerns. There was a desire to report

on disaggregated data by race and other demographics to understand how priority populations are impacted.

3. More engagement on performance measures

Staff heard a need for clarification from the performance measures concept provided to the RAC in January. There was also a desire for a smaller working group to work through ideas and details and bring back a refined proposal to the RAC. Staff heard a need to communicate the goals and performance measures in a way that informs and engages people and organizations to partner with government.

C. NEXT STEPS

1. Performance Measures Work Group

Based on the guidance from the RAC, staff will be convening a work group to dig into the details of local performance measure and bring back a refined proposal to the RAC. This work group will meet over the course of the next three months as needed. The regional conversations over the next three months will also be used to inform the development of the performance measures. We need a mix of experiences on the group, so please let us know if you will participate.

2. Equitable Outcomes

Cities and counties need demographic data to identify the priority populations in the Equitable Outcome statement, including maps of race, ethnicity, disability, income, age, and other key demographic factors. This information is a foundation for measuring and advancing equitable outcomes and understanding the impacts of policies and investments on priority populations. Building the tools and data will likely be an iterative process that will be improved over time.

Providing this demographic information will allow cities and counties to inventory and score projects and investments for benefits to priority populations. The information will also be used to add an equity lens to the local climate pollution reduction performance measures.

Staff will be working with both the RAC and Interagency Technical Support Team to develop demographic tools and data to support the outcomes in the Equitable Outcomes statement and bring that work back to the RAC for review.

Climate-Friendly and Equitable Communities

Rulemaking Advisory Committee
MEETING 4

TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Bill Holmstrom and Kevin Young, DLCD Rulemaking Lead Staff
SUBJECT: RAC 4 Item 7: **Monitoring and Reporting**
DATE: February 12, 2020

The department is proposing rules that will require some cities and counties to monitor progress reducing climate pollution and improving equity, and to make regular, public reports to the Land Conservation and Development Commission.

Cities and counties will monitor, and reports will include, progress toward meeting targets against a set of performance measures. These performance measures will be determined as part of the rulemaking process. Reports may also include qualitative information.

The rules will require cities and counties to submit reports, and the state to review them. Reporting will require ongoing programmatic work on the part of the department as well as local governments to ensure that they continue and are useful for monitoring progress toward our goals.

Monitoring and reporting is included in the rules for the following reasons:

- Meeting our goals requires a shift in the way we do things. Continual monitoring will let us know if the changes are moving in the right direction.
- We do not always know how our communities are progressing on certain measures. Clearly keeping track of our progress and publically reporting them helps us understand where we are.
- Regular public reports help keep us accountable toward meeting our goals.
- Cities and counties will use the information to determine if they need to take corrective actions to meet targets.
- Cities and counties can compare how they are doing with comparable jurisdictions, and learn what works.
- The state will use the information to get the larger statewide picture.
- The state will use the information to determine if there need to be changes in rules, programs, or funding to meet the goals.

Existing Requirements

OAR 660-012-0035(5)(e) requires cities and counties in metropolitan areas to evaluate progress towards increasing transportation choices and reducing reliance on the automobile. This evaluation must occur at four- or five-year intervals, depending on the federal planning requirements in place in each

metropolitan area. This subsection also requires monitoring and reporting of vehicle miles traveled (VMT) per capita.

The subsection reads:

> *(e) Metropolitan areas shall adopt TSP policies to evaluate progress towards achieving the standard or standards adopted and approved pursuant to this rule. Such evaluation shall occur at regular intervals corresponding with federally-required updates of the regional transportation plan. This shall include monitoring and reporting of VMT per capita.*

The current requirement has led to confusion. First, it is not entirely clear who is responsible for this work. The rules define the term "metropolitan area" as local governments within a metropolitan planning organization (MPO) boundary. However this is not always immediately understood. And even then, how are the local governments supposed to accomplish this? The rule contemplates them working together, but in reality this has not always worked.

Second, the requirement calls for evaluation at four- to five-year intervals. However, the monitoring and reporting clause is separate and only talks about VMT per capita. It is not clear what the report must include.

Third, the requirements do not specify the mechanism for how cities and counties report, or even where they send a report. The requirements are silent about the commission or department's responsibilities to review reports.

The requirements do not clearly describe the responsibility for reporting, the contents of reports, nor how to report. The result is that reporting has been rare and sporadic.

2018 Rulemaking Proposal

The department undertook a rulemaking effort in 2017-2018 intended to make amendments to the rules about planning metropolitan areas. In particular, the process focused on clarifying rules for the seven metropolitan areas outside of the Portland metropolitan area. In the Portland metropolitan area, Metro has land use planning authority to ensure that plans across the region are consistent.

Outside of the Portland metropolitan area, individual cities and counties have land use planning authority, but the metropolitan planning organizations operating at a regional scale do not. These organizations are primarily set up to meet federal transportation planning requirements.

The proposed rules would have clarified that the rules applied to the local governments, as they have land use authority, and the commission may set rules for how they exercise that authority. The rules also clarified how to accomplish monitoring and reporting. The draft rules specified how to submit reports:

- Reports were to be made by cities and counties in metropolitan areas;
- Reporting frequency of four or five years, coordinated with other jurisdictions, depending on applicable federal timelines in each metropolitan area;
- The department would receive reports, determine if they are complete, and either approve a complete submittal or refer it to the commission for remand or approval;

- The approval of a report by the department could be appealed to the commission; and
- Cities that had overdue reports could not expand their urban growth boundary until the report is submitted, and had an additional finding to make when changing land use regulations or comprehensive plans;

The proposed rules would have required reports to include:

- Performance against adopted targets for a set of performance measures;
- A proposal to meet any target that was not met;
- A description of how the local TSP and Regional Transportation Plan are consistent;
- A proposal to resolve any reported inconsistencies;
- How actions in any previous proposals were completed;
- How the jurisdiction complies with a variety of other land use and transportation planning requirements; and
- Any other information the jurisdiction wished to include that demonstrated efforts to increase transportation choices and reduce reliance on the automobile.

The commission did not adopt the proposed rules developed in the 2018 rulemaking process. The Climate-Friendly and Equitable Rulemaking has a much broader charge. The Governor's Executive Order 20-04 and the multi-agency Every Mile Counts initiative also support the Climate-Friendly and Equitable Rulemaking.

Proposed Framework for Reporting and Monitoring

Who is responsible?

The requirements will apply to cities and counties in metropolitan areas. This is essentially the current requirement. Cities and counties with very small populations could be exempt or have reduced reporting requirements.

What is required in a report?

The rules will require local governments to report on progress toward meeting targets against a set of performance measures. A separate memo for this meeting addresses these performance measures and targets.

Those cities and counties that have an approved scenario plan would report on progress implementing the approved scenario plan.

How often is reporting required?

One option would be that reporting is required every four or five years to align with the schedule of federally required planning done by the metropolitan planning organization (MPO) in each metropolitan area.

Another option would be annual reports. The commission recently implemented an annual reporting period as part of the rulemaking to implement legislation related to housing

production. All cities with populations over 10,000 must submit these reports. The legislation requires this frequency.

The rules should balance the need for frequent reporting to keep on track to meet goals; and avoiding overly burdensome requirements for cities and counties.

What happens if reported data does not meet a target?

The rules would require the cities and counties to describe the corrective actions they will take to improve performance for any performance measure that does not meet the target. The rules would also require cities and counties to describe the corrective actions if they have not fully implemented an approved scenario plan.

The department and commission would review the corrective actions. If the corrective actions are adequate, then the department or commission would approve the report. If the commission judges that the corrective actions are inadequate, then the commission could hold a compliance hearing and begin enforcement actions.

Climate-Friendly and Equitable Communities
Rulemaking Advisory Committee
MEETING 4

TO:	Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM:	Kevin Young and Bill Holmstrom, DLCD Rulemaking Lead Staff
SUBJECT:	RAC 4 Item 8: **RAC Meeting 3 Meeting Summary**
DATE:	February 12, 2021

Welcome and review of meeting agenda begins with **Land Conservation and Development Commissioners Lelack and Warren**.

Facilitator Sylvia Ciborowski outlines the meeting agenda and discusses what we will be talking about; also, do these topics and conversations make sense?

Land Use and Transportation Planning Coordinator Bill Holmstrom delivers the process overview.
- Advisory committee roadmap, where we're going
- Reviews Charge
- How we are using the RAC

January: Interim regional planning requirements, local performance measures, and drafting rules.

February: Performance monitoring and reporting, performance measures, and drafting rules including the interim requirements.

March to November: Transportation system and land use planning, housing and other climate strategies, and closing the loop on regional scenario planning and performance measures.

During the break for the Legislative Session from March to June, staff will conduct community conversations in all metropolitan areas, conduct workshops and possibly focus groups, and draft concepts and administrative rules for RAC review beginning again in June.

The focus later in the summer will be on climate-friendly and equitable transportation planning requirements, (climate-friendly areas allowing mixed-use development focused on transportation investments; planning for high-quality pedestrian, cycling, and transit infrastructure; limiting off-street minimum parking mandates; considering different motor vehicle congestion standards; prioritizing transportation projects to meet climate and equity goals, supporting electric vehicle charging infrastructure statewide).

Senior Urban Planner Kevin Young discusses how the advisory committee's guidance will be used: through administrative rules that will establish legal requirements; through technical assistance to help local governments meet these requirements; and by providing guidance to local governments.

Sylvia opens for questions.

"Is the regional scenario planning sequential (as in commission would adopt the rule and then the planning would begin) or is it concurrent? [citing Eugene]"

- The rules will guide how the local government will do regional scenario planning. We have to get them adopted first. The city of Eugene has a leg up in developing this plan, but they haven't reached the adoption phase.

Sylvia closes questions.

Review of Revised Equitable Outcomes Statement

DLCD Deputy Director Kirstin Greene references the different versions of meeting packets and goes over feedback from previous meetings. She suggests outlining the desired outcomes of our RAC. Kirstin addresses a race-forward approach with investments. "Historically marginalized communities mean the following: emphasis on black and indigenous people of color with additional focus on people with these characteristics and experiences. An intersectional approach." She noted that during the commission's recent review of the Equitable Outcomes Statement, Commissioner Jacobson suggested adding people aging out of foster care to our list. Another suggestion was that people with disabilities no longer bare the burdens of pollution and environmental degradation. Commissioner Sandoval, a professor at the University of Oregon, stated this will be difficult from an academic standpoint. His suggestion is to map institutional influence—which would be a great task for our digital support team. We know this effort involves not just DLCD, but also OHA, ODOT, ODOE, etc. We should plan on exploring and getting an elaboration on this suggestion.

Sylvia opens for questions.

Sylvia noted that the working group that revised the Equitable Outcomes Statement included three people, but was not a diverse or large group of volunteers.

"Looking at the list of different groups: are some of them there from more of an intersectionality perspective? For example, youth and seniors. Or would they on their own meet this description that we're looking at in terms of who is most impacted?"

-**Kirstin-** What we propose to the commission would be to prioritize with that intersectional lens, youth and seniors who are BIPOC. We can clarify this in the next iteration.

"I feel as though we are lacking in the tools to do this across Oregon and achieve all of these equitable outcomes."

-**Kirstin-** Commissions suggestion is to diagram what we can measure, and technical support team is working on data and measurement in regard to equity. Technical support will be working on this the whole way.

"I think there is a misrepresentation of what intersectionality means. The term was coined in 1989 by a professor to look specifically at race and gender disparities. She noted there was a severe increase in discrimination by people who possesses more than one marginalized characteristic. That said, she left the door open in terms of understanding what the compounded effects of multiple discrimination are. I believe fully we need to lead with race, but it should not be considered a necessary dimension for

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intersectional work to occur. For example, if you are a woman who is disabled you may experience discrimination regardless of your race. Or if you are LGTBQ+ and you are a woman, you may be experiencing multiple discrimination."

"In the historically marginalized communities section, I wanted to comment on the section regarding indigenous people. In meetings with OHA staff, specifically when referring to tribes in Oregon, they say tribes and tribal communities. There's also mention of American Indian and Alaskan Native through OHA, so another option would be to include tribes specifically."

"Rural populations may also need to be included due to intersections between them and BIPOC communities."
-**Kirstin-** The reason rural is not on here is because we are focusing on the eight metro areas. For these metro rules, we are not specifically addressing requirements for rural areas. However, the needs of rural communities are important, so please provide your thoughts in the post-meeting survey.

"I strongly believe the performance measures should be driven by the outcomes that we want and not the data we are referencing that is available. The data needs improvement, so I encourage this way of thinking as we continue to outline our goals."

"It might be helpful to differentiate when speaking about financial considerations to differentiate between lower income and lower wealth. You can have someone who has median family income but who has debt because of student loans. Someone in this generation may have a baseline income, but they're paying off $50,000 in loans. Whereas someone from past generations has the same wealth, but not the same financial responsibility, due to them never having to pay for school. Wealth is different than income and should be reflected in the rules."

"It seems like from what Bill showed, it called out that investments in cycling would be more fairly allocated to marginalized communities. I'm not really seeing that in this document. I'm not seeing funding or investments in this document. It should be front and center."

Sylvia moves to next topic, passes to Land Use and Transportation Planner Cody Meyer.

Interim Regional Planning Requirements

Cody references item 6 in the packet. This section will be about interim regional planning. The reason this is being discussed now and first is that we will not be able to support regional scenario planning in all metropolitan regions at the same time, due to limitations in staffing, financing, and technical support. Consequently, interim measures are anticipated for those regions that are not yet able to begin the scenario planning process. The purpose is to talk about regional goals and actions that link to the Statewide Transportation Strategy which will reduce greenhouse gases. They serve as guideposts for the areas regions need to work on. These regional goals will be used to determine the suite of actions that will be needed to be implemented at the local level. The Statewide Transportation Strategy will be used to define all regional actions. Some actions are not locally based; some are broader and are outcomes of a local action. We have trajectories for moving people to light non-motorized vehicles (bikes, scooters, etc.) and we should be continuing this progress. These interim requirements would apply to Albany, Bend, Corvallis, Grants Pass, and the Rogue Valley.

Questions

"This still seems incomplete to me. I personally don't see numbers and data. So is what we're proposing a more completed chart, that would actually say what the local and STS performance outcome is, and then the local actions? The graph only seems like it's providing half of the information."
- **Cody-** Yes, we're only seeing part of it. What we're trying to do is go step by step. Right now we're talking about categories of actions. We do have numbers that we can use for setting benchmarks. These are actions.

"But eventually, there will be STS numbers and performance outcomes, and who the LCDC will fill in, or something such as that. Who does what when? It seems amorphous. Who is setting these?"
- **Cody -**In the regional section we're discussing we have a finite list. What you see on page 20 is the list from STS. Those are the regional goals. The problem is we haven't determined who is responsible as a region outside of metro. We're coming up with action-based performance measures local level. The regional piece is, we're going to be using these as guideposts to set the level of ambition for those local performance measures. For example, if we know we have to increase our mode shift from 10 to 20%, we know that's a goal. What we need to do is translate is how many miles of bike lane, etc., will lead to that jump.
"Please clarify how this is going to be specified."
-**Cody -**Monitoring and reporting will be discussed later on when we talk about scheduling.

"These interim rules will not apply to Salem-Keizer?"
-**Cody -**The intent is for the other five metro areas that will not be the first to begin the scenario planning process to follow this track. And then the other ones will follow with their own track of performance measures that will be customized for them through the scenario planning process.

"When you were referring to bikes and scooters, you called them light vehicles? Because in ODOT terms that refers to passenger cars."
-**Cody -** Yes, in this work light vehicle refers to things like that. We will need to modify that term because ODOT applies this term to passenger vehicles.

"Looking back on the trajectories laid out in the STS and seeing where we are now, that we haven't made the progress we need, I'm wondering what has been proposed and how it's different from what you're proposing now. Benchmarks seems like a good way moving forward. What is being proposed that's different here that's not already part of the STS goals before?"
-**Cody -** Certainly, we've been losing pace, so I think we realize not only do we need to do more to pick up the slack, but also stay motivated and committed. We need to act with a sense of urgency. We are aware of the hard work we'll need to do to reach even these benchmarks. More will come in the second part of the rulemaking.

Sylvia points out the survey is available for comments on change.

"In terms of the interim requirements, I'm wondering what accountability measures are here? Performance gaps come with policy implementation through the world. We know that's where we're headed. Is there any way we can increase accountability?"

"It seems like this is a light version of scenario planning. Is it being depicted in this way so it's more acceptable to these smaller MPOs? I'm concerned that it's just scenario planning. Is this work happening

in tandem at the same time over the next 1-3 years, and if so it seems pretty ambitious to do both at once. I am concerned smaller MPOs will need to adopt multiple sets of rules as we work this out with larger MPOs, when we've been doing our part already."

-**Cody-** This is essentially a reporting framework. We have goals and support to help start measuring where we are and where our plans will take us. We're proposing to update the current performance measures so they can be adopted into an accountability mechanism. This is the first step.

-**Kirstin-** It's the ODOT bucket of resources we're pulling from.

"When will this work be done? It's a lot of work to pull this together. Start thinking about who is doing what now, and provide resources for procurement to handle."

-**Brian-** Here at ODOT we've identified the approximate cost to make this happen. However, we haven't identified all of the resources yet. More information on this was provided in the first meeting pack.

-**Cody-** That was part of the scoping of this rulemaking. It was a memo the two agencies put forth to LCDC in September. We identified this as an option we'd like to pursue. When we looked at what this would take, we looked at a spectrum. This ranges from how I would pan out in a large metro area like Portland, to a more the strategic assessment for work in places like Corvallis. What we wanted to do was not get ahead of this work. Our thought is we can do no more than two areas at a time. Even if we did the lowest effort possible, we couldn't be doing everything simultaneously. In regards to changes: the existing plan can help get us closer to greenhouse gas reduction targets. We all know existing plans don't have the money they need to implement. This will be our biggest challenge. But it highlights what we need to discuss and what will be palatable to them. Every jurisdiction will be different.

-**Kirstin**- in addition to these resources we're glad the Governor's budget proposes extra resources**.** It The amount is approximately $1 million. However, all the work will require a multi-year funding effort. My advice for the smaller MPOs in our ongoing work is to look for integration with other efforts.

-**Cody-** To clarify we aren't talking about requirements for MPOs, they're referring to cities and counties in metropolitan areas. In regard to that, we looked into it in 2018 and found that we were not going to bring it forward for this effort.

"On the issue of scale and funding: the city of Portland alone needs to have over a billion dollars in new housing every year to keep up with the need. Are we looking into private funding? Can we incentivize this at all? Just a reminder of the large need for money here. The numbers get way beyond our scope of funding."

-**Cody**- I do think making the case for funding by private investors would make a lot of headway.

Sylvia introduces the presentation for Performance Monitoring. Cody starts,

-**Cody-** An important part of this effort is developing performance measures to monitor our progress towards our greenhouse gas reduction and equity goals. One way to bring those two issues together would be to analyze the equity implications of land use and transportation investments, and prioritize benefits of public investments to historically marginalized communities. We want to provide local governments with performance measurements for monitoring and managing carbon pollution reduction actions, develop a mapping tool for an equity screen to be used with the measures, and provide technical support to assist with implementation. The first step is identifying historically marginalized

groups. Secondly, what are the actions we can take to reduce greenhouse gas emissions and improve equitable outcomes? It will be key to find the overlap of these benefits. Our 2018 plan did not get adopted but we did work with other groups to develop a set of performance measures, which provide a good starting place to work from. Today we want to look at what we're measuring and see what is missing. For now, we want to identify definitions for the performance measures. [Refers to 2018 TPR chart].

Questions

"Can you remind people what the bicycle level of stress is? And why that applies here?"
-The bicycle level of traffic stress is essentially how comfortable it is to ride a bike, etc. It identifies levels of traffic and road safety based on user experience.
"Is this something ODOT would do analysis for? Or locals?"
-In 2018 it was optional. But we've noted a lot of larger agencies have already done this with ODOT. And there's a lot of ways we can turn this into data. But we know this won't work everywhere.

"Will this still be an option?"
-Yes. We'll bring it up in discussion and see how the group feels about it."

"Are there standard definitions for these stress levels?"
-I believe they are standard, but this is not my area of expertise. ODOT staff would have more information.
-Some guidance has been provided for how to apply the bike level of traffic stress in a consistent way. The idea behind a lot of these would be figuring out how much can be done independently, versus state level supported efforts.

"Linear feet of bikes lanes, etc., is not a good measure. In my city we have a high density of people in certain areas, but that's where we have the least amount of biking. You can build miles and miles of bike lanes, but this alone isn't going to encourage people to ride. In my experience, even with specified methods of application we had a disagreement around which streets were being designated for children of all ages. Measuring pedestrian and bike lanes is not an accurate reflection of usage. We need to see how much more effective bikes lanes are in dense and not dense areas, how many people can access essential services, etc. A key question is, can we get to our services and destinations without having a disconnected bike or pedestrian route?"

"I feel like between the TPR and STS trajectory, and the inputs during the scenario planning work, as well as the strategic assessment; the flux of hours traveled, etc. they're kind of all melding together. Given the way the computer model required inputs for the percent of households in mixed used areas, I don't think it was a good fit for Eugene. There's high density housing by the college, but it's not considered to be a mixed used area because it's zoned residential, even though there's a very high degree of walking and biking. It was considered transit oriented. If there was some way to customize this in the modeling process, that would be helpful."

"Cody mentioned there would be an opportunity for clarification: but are these measures tied to getting the GHG admission levels we want? Is there evidence to support them? Will they be modified, and how will they be used?"
-Cody- the categories themselves are tied to our work over 10 years. They're found in the STS. However,

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we will have to figure out how to translate local performance measures into the needed inputs for the regional performance model. However, these are the right categories of actions, which are based on a decade or more work to do this. How high for each measure will be hard to determine, but that's the work we have to do to set the benchmarks."

"I think the institutional influence comments are a good place to look. I'd like to see these measures embedded with what these local jurisdictions have control over. A local city could do everything they can realistically do and still not meet these needs. It would be nice to have them aligned."

-**Cody-** When we're projecting in the future we're relying on transportation and land use plans. They're all reliant on the zoning code allowances.

Clarification: Transportation Demand Management (TDM) is like preventative health. It's trying to address transportation needs in a way that results in fewer trips by single occupant vehicles. TDM does the same thing as taking care of your health does. They're interested in changing travel behaviors to help GHG reductions.

"I think measuring pedestrian connectivity to neighboring pods and rural areas where BIPOC people are moving to. Whatever we can do to increase walkability for short trips regarding safety and transportation. There needs to be more enforcing and support at a walkable level."

"Was the community consulted in coming up with these measurements?"

-**Cody-** They were developed with state and local staff, which is why we're seeking broader input.
"It sounds like a lot of these measures are coming from people who don't have necessarily a ton of experience using public transit. I think something missing is how we prevent gentrification of these measures moving forward. It's all based on the thoughts of white folks living in Portland, not necessarily the experiences regarding safety of other marginalized people. How do we make sure these things don't cause harm more than help? And where do we get the community feedback? How do we build in a more human element?"
"A stronger connection between what we're seeing in the Transportation Planning Rule (TPR) recommendations to what we want from the outcomes would be helpful."

-**Kirstin-** These are process goals that will be addressed.

"Do we have any ability to change the speed limits on a street, or say if it's a limit of a certain level say they need bike lanes? Do we have that ability?"
-**Cody-** Yes, cities plan for transportation and establish street standards. They can develop context sensitive solutions, adjustable by speeds and bike lanes.

"This has been presented with a lot of technical language, but I try and look at it from the average person's perspective. Looking at the graph (page 26) it does a good job of showing housing, and the way we get there, but one thing it ignores is schools. That's another major destination as a single parent, I don't have a way to get kids to school. Busses are notoriously diesel, and they aren't good for the environment. We have to look at an analysis of a day-to-day life… housing, school, work. Looking at this graph, I'd suggest you use more common language and examples to make it more accessible."

"I think the importance of connectivity and density is crucial. Even in a place like Portland, bike lanes abruptly end. I also want to say as we're looking at pedestrians, it's important that the sidewalks are completely accessible. Curb cuts are important for people with mobility issues. Also, in regard to transit, the transportation infrastructure has to be accessible as well as buses."

"I think what we're trying to get at here is will the measures reduce GHG emissions? Therefore, echoing others, linear miles of bike projects and sidewalks aren't going to get us there. The quality and experience are also a factor. I think these need to be reworded. Also considering the housing in a mixed-use area that is affordable, but also implementing anti-displacement measures. There is a lot we can borrow from other legislation to make these areas affordable."

"Cities and DLCD and stakeholders did a lot of work recently that we can borrow from. Are we in alignment with the work on housing production strategies, and is there an option for them to lend us technical assistance to aid with our goals and equitable outcomes?"

-Kirstin- we can send those out with next packet.

"When we were trying to make a set of measures, we obtained as much as we could. But of course, everything can be improved. One of the main things missing from transportation planning is that we typically don't overlay improvement plans with demographic data. We have an agnostic look at bike plans, etc., and modernization projects. For these performance measures, we're missing an equity element. How do we get to that? The percentage of investments that are in historically marginalized communities is important. A city's investment could be measured as part of this. In regard to mixed use transit, that's a difficult thing to define. Perhaps landing on zoning as the indicator is not the best approach? I am very concerned about gentrification as well. When we make these investments, it often ends up causing gentrification. We need to remind ourselves of that."

"I still feel like I'm not understanding the differences in what we're discussing here and strategic planning. How do costs get allocated in the community? I would hope we'd have methods to prioritize funding."

"Within the priority transit corridor, I think we need to be careful. Often this is a higher air pollution area, and there's a tendency to site higher density; we might be incentivizing the continuation of that pattern. I think this rulemaking advisory committee is inclusive, but I also think listening to the effected community is most important. As quickly as possible. How do we show up for them instead of asking them to show up for us?"

-Kirstin- The best place to try and engage, pandemic granted, is digitally. It's difficult to gather now. Right now, we're at the beginning levels, planning is going to be difficult and reliant on phone and internet. But we can possibly reach out for personal experiences.

-Kevin- I agree, community conversations will be very important. We're talking about rules mostly today, but the technical assistance work will need to build in inclusive opportunities for public engagement and comment.

"The reason why I raise the potential for a committee, is a lot of us have different representations and populations, but we can start inclusion earlier to not be straining. There's historically been so much harm from regulations, so my push is that we do early inclusion for trust building. Even though we're

doing state level rules, it strikes me that now is the time to talk to people so we don't leave anyone out. I would volunteer."

 -Kirstin- A lot of what we're planning to do is at this table as we're still dealing with wildfires, the pandemic, etc., but we definitely would like to take you up on that. Let us know in the surveys.

"Travel benefits surveys might be useful. What are people's actual experiences, because if we aren't clear then this will misfire. Hopefully, the data isn't too focused on commutes because that's just one piece of the transportation puzzle. I'd like to see more conversations on the quality of sidewalks and accessibility. Funding of sidewalks for private homeowners could be an incentive. If we're going to have public streets funded by the public, but sidewalks privately funded, we need to have that worked out. Also, how can we actually build in durability? How do we have plans that are based on good performance measures during an active year, but might suffer during a time like now where transportation is limited?"

Sylvia introduces discussion of the draft Division 44 administrative rules, and introduces Planning Services Division Manager Matt Crall.

-Matt- Turns to Casaria for rules breakdown, language explanation.

-Casaria- What you're going to be looking at is OAR-660-044-0000. DLCD's administrative rules are all located within Chapter 660. You're all going to be working on the 044 portion, which currently relates to metropolitan greenhouse gas reduction targets. Basically, think of each rule as a statement of policy. [Brief breakdown of structure].

-Matt- What we're looking at here and, in the packets, is a draft. Please provide us with corrections as we go. It's a process, so please don't be shy about speaking up. Do you think the proposed rules are on the right track? What this rule is doing, is taking the scenario planning process which currently applies to the Portland metropolitan region, and applying it to all of the metropolitan areas within the state. Within this division, we state what we're trying to accomplish. This draft of the rules includes amendments to definitions, compliance deadlines, greenhouse gas emissions reduction targets, the commission review process, and other changes. There are blank areas, we aren't focusing on this now, but they will be added later. We'll be addressing enforcement in future meetings.

Questions

"What process does the approval authority go through?"
-The general outline is in the rule, but it will be up to cities and counties to work together to define the local approval process.
"And once amended or changed, would the plan have to go through this process again?"
-We're still working on that so we would appreciate suggestions.

"I'm noticing a time crunch; we aren't set to finish this work until winter 2021-22, but on the document, it is stating this needs to be adopted by June 2022. Is that enough time? Should we presuppose a time like this when we have so much to do in this allotted time?"
-Matt- This draft was made assuming we could use previous work within the region, but if you need more time we can discuss later.

"But we did not use state land development information for that. We need to talk more about what that means from a process perspective."

Bill H. goes over survey deadline.

Kirstin gives thanks to everyone working on equitable outcomes.

Commissioner Lelack gives closing remarks.

RAC Meeting 3 Attendees
Staff
Amanda Pietz - ODOT
Bianca Valdez – Kearns & West
Bill Holmstrom
Brian Hurley - ODOT
Casaria Taylor
Cody Meyer
Evan Manvel
Ingrid Caudel
Jon Dunsmore
Kevin Young
Kirstin Greene
Matt Crall
Samuel De Perio Garcia
Stacey Goldstein
Sylvia Ciborowski – Kearns & West

LCDC Commissioner
Nick Lelack
Stuart Warren

RAC Members
Aimee Okotie-Oyekan
Alex Georgevitch
Ariel Nelson
Bill Graupp
Candice Jimenez
Cassie Lacy
Ellen Miller
Emma Newman
Francisco Ibarra
Jairaj Singh
Jana Jarvis
Julie Warncke
Kaitlin La Bonte
Kari Schlosshauer
Ken Anderton
Kyle Macadam
LaQuida Landford

Lee Helfend
LeeAnn O'Neill
Mallorie Roberts
Margi Bradway
Mari Valencia
Mary Kyle McCurdy
Michael Szporluk
Nancy Evenson
Noel Johnson
Oriana Magnera
Paige West
Paul Bilotta
Rebecca Descombes
Rob Inerfeld
Ron Irish
Sara Wright
Sarah Adams-Schoen
Shane Witham
Simeon Jacob
Vivek Shandaz

RAC Alternates
Al Johnson
Alexander Phan
Chelsea Clinton
Jacen Greene
Jonathan Harker
Joshua Skov
Lisa Anderson-Ogilvie
Patricia Selinger for Bandana Shrestha
Paul Thompson
Rebecca Lewis
Sushmita Poddar
Tyler Deke
Wade Elliott for Bradley Clark

Oregon Health Authority
Emily York

Office of Governor Brown
Steve Lee

Climate-Friendly and Equitable Communities
Rulemaking Advisory Committee
MEETING 4

TO: Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM: Bill Holmstrom and Kevin Young, DLCD Rulemaking Lead Staff
SUBJECT: RAC 4 Item 9: **RAC Meeting 3 Key Questions Responses**
DATE: February 12, 2020

Question 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?

1. We have "equity driven process", and I'm wondering if "climate driven process" is important to include? Or can a climate driven process and climate outcomes not be separated like it can for equity? Have you heard this from anyone else?
2. The construction of #8 under equity outcomes seems awkward still. On quick read, it seems to make sense, but when you start to look at it closer, I think the structure of the sentence could lead to confusion. A few thoughts: 1. Are these concepts already contained within the other 9 equity outcomes or is there some sort of new element being added with this (because the legal assumption will be that this is something different than the other 9). Safety is a concept that runs through a lot of the other outcomes, but the way this is structured it is hard to say whether it is referring to safety in the sense of access to good, safe, transportation, public spaces and community development, or are we talking about some sort of operational issue where we want additional safety provisions for individuals. The word "vulnerable" also raises the question as to whether this is intending to apply to a different group of people or whether it is short hand for the list in Historically Marginalized Communities, which is defined. Also, does the vulnerable only apply to the conditions or does it also apply to the word "communities" and is "communities" referring to the Historically Marginalized Communities or is it referring to a different definition of "communities" or "vulnerable communities". I'm not opposed to the concepts, just think the words could be cleaned up a bit to avoid confusion.
3. The current draft of the Equitable Outcomes Statement is a great starting point. I would like to see further inclusion of historically underrepresented and underserved communities.
4. I don't think we've got a very good basis for any legal rulemaking yet--it seems that much of what the committee has done is either vaguely aspirational or veering outside of our allotted territory. There is no acknowledgement of constraints or framework for understanding what we as a committee can and cannot do. Further, we do need more grounding in the science behind our opportunities to move on from GHG and other climate related issues. Presumably, some of this will begin to be pulled together soon.
5. I think it looks pretty good.

6. None that I can think of now.
7. I have no further suggestions.
8. I like how this list was divided into the different categories (i.e. equity-driven processes, climate outcomes, etc.). I do think it should be simplified quite a bit and maybe narrowed down to the points that are most relevant to the scope of this rulemaking effort. Someone on our last call said it seemed like this was creating an overall equity vision for Oregon rather than for just this process and I agree with that. Depending on how this will ultimately be used, that may be fine or it may be better to narrow it. Will we evaluate the final rules against their ability to achieve these outcomes? If so, this list should be narrowed to outcomes that can be achieved by the rules and/or measured by our proposed performance measures. This vision should be in sync with what we're actually measuring (i.e. performance measures).
9. The list of historically marginalized communities looks good and comprehensive. However, I thought there was mention during the RAC 3 discussion that BIPOC populations is the overarching population of focus. This could be viewed as putting race and ethnicity as the sole denominator with other listed populations (e.g. persons with disabilities, youth, seniors, etc.) as subsets of BIPOC communities. I don't think is the intent. It might be stated informally as BIPOC and other population historically marginalized to truly reflect the list, as described in the paragraph that references "intersectionality" on page 13 of RAC #3 Packet. Regarding rural communities: Please keep in mind that there are areas of metro counties that feel "rural" in nature, with regard to access and services (e.g. east Multnomah county, and western Washington County).
10. I think that the Equitable Outcomes Statement is a strong start and I don't have any fixes to suggest at this point. I would advise to not think in terms of "final fixes" but instead as a work in progress. This is new experience for all of those involved: DLCD staff; subject experts who traditionally are RAC members; and those who are historically under or not at all represented. I think all should recognize and embrace that this is an ongoing learning experience and accept that what equitable outcomes entail will change as we all become more experienced. This effort is important not just for equitable outcomes associated with reducing GHG emissions from passenger vehicles but as lessons learned for how government — State and local —engage in decision making throughout Oregon.
11. I felt like the outcomes for climate were limited to three vs 10+ on equity. Also it focused only on transportation.
12. Equitable outcomes need to be tied to outcomes that are within the purview/control of this rulemaking.
13. No.
14. I am generally supportive of this document but do have some suggested changes. One suggestion is for the first bullet under Future Vision. Consider replacing "friendly" with "strong community fabric" or something similar: "All Oregonians live in safe, livable, and healthy neighborhoods with a strong community fabric." Under Climate Outcomes, #3, consider changing "Good air quality" to "Health air quality." I agree with all of the Equity Outcomes but feel that they are an overreach for this process. Maybe that's okay but they could raise people's expectations about what will be accomplished through this program and rulemaking. These could apply more broadly to all planning work done in Oregon communities. One example is the last bullet: Equitable access to quality nature, parks, open spaces and public spaces. I don't see how this is something that we will be addressing through this process.
15. This goal needs to be more clearly stated so that those who haven't participated in the process can read and clearly identify what this goal is trying to accomplish. As a participant in the process, I am confused at what we are trying to agree on and trying to accomplish.
16. I look forward to seeing the revised version that integrates the Commission's direction to narrow the equity outcomes through an institutional influence filter and incorporate the power for local

decision making. I think this will address my concern about not seeing the current draft ensuring flexibility for each community and avoiding the "cookie cutter approach" that many of us commented on during the first meeting. Bullet point 1 - what does "complete community" mean?

17. No.
18. The statement largely represents what we understand to be the outcomes of prior barriers to fair and just decisions impacting historically marginalized communities. However, it lacks a straightforward vision that identifies fair investments being part of our future. Fair being realized through the quality of the investments and that they provide greater access, connectivity and mobility for historically marginalized communities. Digging deeper there is an obvious discrepancy that should be brought to the surface. This goal to decrease VMT will not be achieved to greatest level in areas that have zero car HH or who are largely dependent on non-auto modes. These same areas, known to be low income, are often the same areas that are historically marginalized communities. So...what we are really saying is: even though we have a goal to decrease VMT, we will not prioritize or only invest in areas that have the highest possible ability to meet this goal. We choose from the outset to be equitable, we choose to invest in solutions fairly because decreasing VMT is not the only goal of this effort. Health, upward mobility, accessibility and neighborhood vitality are rights that need to be upheld.
19. Unsure as it appeared that the committee only had three members show up.
20. Your representation of intersectionality is inaccurate. While Crenshaw studied the intersection of race and gender she did not make the argument that intersectionality applied only to race and one other characteristic. Rather she specifically on multiple occasions said it can and should be understood as applying to persons who experience discrimination due to any identity markers or attributes. Intersectionality is just a fancy word for "double" or "multiple discrimination." women with disabilities face double discrimination due to gender and disability. African American women with disabilities experience discrimination due to race, gender and disability. The point that Crenshaw and others make is that there are compounding effects of discrimination. so, we need to look at an African American woman with a disability not just through a race lens, rather through all three lenses. That hypothetical woman experiences discrimination within the black community because of her gender and disability; experiences discrimination in the disability community because of her race and gender; and experiences discrimination among women because of her race and disability. And, most importantly, she experiences discrimination due to all three characteristics from the white male non-disabled patriarchy. those experiences of discrimination put our hypothetical woman in a vulnerable position and in isolation, where she will be afforded far fewer chances to access resources and opportunities than she otherwise would have had she only had two or one of those attributes. That's the point of intersectionality. the "theory" of intersectionality absolutely applies and has to apply to all groups who experience discrimination on any basis. to preference any one group (race) defeats the whole point - which is that we need to document and understand the discrepancies, do the analysis, and design programs and services in a way to provide a more level playing field. Please let me be clear - I fully support and embrace the charge of the RAC in terms of leading with race - and my comments in no way should be construed as anything but that. One concern I have is how this will be interpreted and rolled out in a way that will not cause confusion or resistance. (if you only want to focus on race + one other, then you need to find another term, not use "intersectionality").
21. Please consider fixing the confused use/inclusion of income & wealth as factors; they are not the same and have substantially different implications depending on goals.
22. The definition of intersectionality should be discussed further and clarified. While Black, Indigenous, People of Color should be at the forefront of the equity outcomes, the way it is written it could mean that only BIPOC can have intersectional identities. If I understand correctly, the intent is to

prioritize BIPOC folks with intersectional identities and then another tier of consideration should be made around people from other historically marginalized communities who may also have intersectional identities.

Question 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?

1. N/A
2. I think that this charge is going to be huge for many local governments, so the DLCD must be able to provide professional planners with skills in implementing the framework.
3. Incentives are useful, and not on the list
4. I think these are appropriate. I don't know that "guidance" will be all that helpful in actually moving the needle on climate change issues. Administrative Rules and techncial assistance will be more effective to achieve results.
5. None that I can think of now.
6. I have no suggestions.
7. Establishing and maintaining communication between state/local organizations and communities: How does/will DLCD maintain communication that informs and engages local communities, and partners in climate change efforts from planning to implementation in a way that promotes transparency, accountability, respect, and mutual goals?
8. A comment would be it would be helpful in understanding how the guidance from RAC will be used to understand the context of the rulemaking regarding its relationship to the Statewide planning goals e.g. Planning Goal 12: Transportation and Planning Goal 10 Housing or any other Planning Goal DLCD feels may be addressed the rulemaking. I would suggest that the framework acknowledge that it is the rule-making aspect for which LCDC has the most control of outcomes. For example the ability of DLCD/ODOT to provide technical and guidance will be constrained by available funding, agency expertise, and the willingness of local governments to partner with the agencies. The staff report (page 10 of 77) notes "Currently, sufficient funding is available over the next few years to support some of this planning work." This, of course, implies that some of the work won't have the funding to supported. Perhaps the RAC could provide prioritization advice on what technical assistance is provided if the RAC could be provided a more detailed listing of what staff feels needs technical assistance and what staff feels can be supported. On the same page staff provides an example of how RAC guidance might be incorporated "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." Does this mean that DLCD has the capacity to collect and map such data or that it would tie any funding for technical assistance to "identify and engage"? Does DLCD have the capacity to provide assistance for other necessary data collection and mapping, both to identify baselines and needed changes, such as areas zoned for mixed-use areas; frequent transit routes; missing sidewalk links; parking minimum standards and the like? It seems that technical assistance to map and analyze critical land use and transportation elements that will need to be changed in order to reduce GHG emissions from passenger vehicles should be identified as a need. What are some examples of guidance that would address practices that will be needed to reduce GHG emissions for passenger vehicles? Could DLCD develop a model code for such practices what are the forms of mixed-use (such as residential units with ground floor retail/office); what density (residential and commercial) is needed to be

transit supportive; or what is the code language and where does it apply to eliminate parking minimum and to establish parking maximums. "F" on page 11 of 77 describes that DLCD expects to receive suggestions that they may not be able to be addressed in this rulemaking process. Given the intentional inclusion of many RAC members that are not traditionally represented on LCDC RAC's staff should make it clear that this it not be perceived as restricting the suggestions that RAC members make or that suggestions that may be unconventional or not normally the kind of advice DLCD typically receives can't be considered.

9. No.
10. Framework seems to be in a good place and within the committee's charge.
11. No, but I am concerned about two things 1) to make sure this does not become an unfunded mandate, ensuring there is sufficient initial support (technical but especially funding) to cities and counties to do this planning work; and 2) future funding needs to be tied to and affected by benchmarks and progress toward targets -- an example could be, if regions do not meet a 5-year reduction target (set by the state, not by themselves), they would not be eligible for ODOT highway expansion funding.
12. Will there be clearly defined action strategies that local communities can adopt to be in compliance or work toward compliance? Will those activities be in conjunction with their economic development goals or will they create conflict between these goals?
13. There is a logical progression to this that it seems would be beneficial to RAC members if it was made clearer. First, it seems the top level of this regional framework is already set by: the state's overall GHG reduction goals; LCDC's transportation GHG reduction targets for the MPOs; and the STS benchmarks. The RAC, and thus DLCD, should focus on rulemaking that translates how these apply to local governments. From that it should follow what types of technical assistance and guidelines are needed. Finally, we should focus on monitoring & reporting, funding/withholding of funds, and enforcement; some elements of these latter categories would also be reflected in rules.
14. No.
15. Governance and authorization to approve or amend scenario plans is not clear. How and whether plans such as TSP, comprehensive plans, UGB will need to be amended. What is the timeline and for which regions is not clear. What is required in scenario plans versus interim plans, described as a spectrum please provide specific tasks or outcomes under each type. What actions need to be taken to reduce VMT and how much of each action? The state needs to provide clear and direct procedures throughout. The more ambiguity DLCD leaves region's with, the longer it will take to get to the outcomes. Also, there seems to be a willingness to use what the state provides in rules and procedures, more so than 10 year ago. The attitude is,
"Okay we will do it, just tell us what we need to do". It's up to DLCD to be stronger than in years past and take this opportunity to lay out the ideal situation and allow region's to react instead of vice versa.
16. I think that the metrics for Planning Equity are far from defined and usable for equitable outcomes. The framework will need to change to allow for equity metrics and the technical assistance grants to allow for the change in data requirements.
17. I really appreciated the comments of Steve Lee and others regarding the need to link the measures with equity outcomes, and to view the changes from the perspective of community members (in addition to broad measures of carbon reduction and climate goals, always ask: what difference will this work make for members of the community? how are we quantifying that community piece?)
18. No.
19. The DLCD should ensure that the actions should (1) be connected to ODOT funding and (2) set statewide performance measures with the ability for local government to apply for variances. Without support and funding, local governments and City staff will not be able to meet any vision

that comes out of this RAC. Allowing local governments to set their own performance measures will also result in more of the same incremental change that will not meet climate action goals. For example, in Bend, the recently adopted TSP was the result of a huge amount of compromise and has uninspiring performance measures like doubling the total bike/ped/transit trips taken from 5.5% to 11% in 2040. City governments like Bend need strong state leadership as well as resources from the state. We have seen in the past that setting ambitious goals and delegating performance measures and implementation to local governments without financial sticks and carrots will fail. The DLCD and ODOT should also be the ones monitoring the progress of local governments (rather than relying of self-monitoring).

20. Introduce the work of the Interagency Technical Support Team and the spatial data equity tools.

Question 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 headed in the right direction? What are some of your concerns? What do you think could be improved?
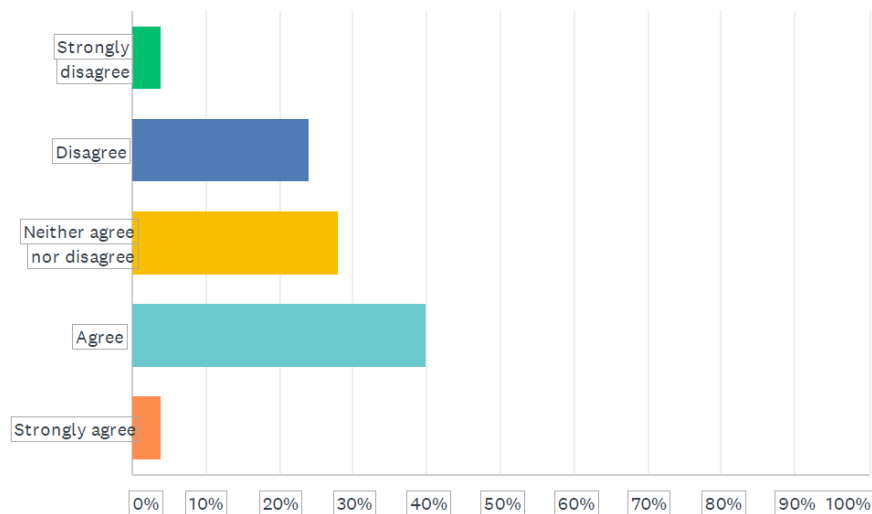
ANSWER CHOICES	RESPONSES	
Strongly disagree	4.00%	1
Disagree	24.00%	6
Neither agree nor disagree	28.00%	7
Agree	40.00%	10
Strongly agree	4.00%	1
TOTAL		25

Comments:
1. More reporting and interaction.
2. I think it will depend greatly on data collection capabilities and ongoing monitoring of that data. I am concerned that many cities will not have the capacity to perform those functions.

3. I asked our Planning Dept. about the rule, there is concerns about timing of reporting and how it lines up with HB 2001 & 2003. Also need clarity on how this will work within the MPO.
4. It sounds like the proposal is to have local jurisdictions develop and set their own performance measures and then monitor those themselves. I think DLCD/ ODOT should play a more central role in setting and monitoring performance so as to have some consistency across the board and lift some of the burden off local jurisdictions.
5. We are interested in clarity of roles and responsibilities for certain elements of this proposal. For example – who does the gap analysis? Is that something DLCD has resources to do or will the City be expected to do that themselves with guidance? If it's the City's responsibility, what kind of resources will we be provided to achieve this? - The reporting requirements are vague or unclear to me – how does reporting occur and how cumbersome is it? Can it be rolled into an existing planning process or does it need to be a separate effort? - What is the enforcement or incentive to comply? - What is "regional" for Bend area? We are the only city in the MPO.
6. Is there a communication plan for state and local agencies to share plans, goals, progress, successes and outcomes (over time)with local partners, communities and organizations (to support accountability and local engagement)?
7. This section left me with more questions than understanding. What is meant by "interim" that is what would the "interim regional planning" that the five smaller regions would do be interim to? I wasn't sure what Figure 1 was trying to indicate — what are the arrows implying? I think that it is critical that the rulemaking does not lead to the expectation that it is up to local governments to adopt their own performance measures and to develop plans to achieve these but rather that LCDC apply what the past decade tells us are the best practices to achieve GHG emissions from passenger vehicles and mandates that local jurisdictions take those actions and the DLCD advocate for resources needed to ensure local jurisdictions can meet those mandates. On page 16 of 77 states the "staff is proposing a regional monitoring framework that will be used as guideposts to inform the development of local performance measures and performance targets". How will the "Climate Friendly and Equitable Land Use and Transportation Planning Requirements" that are to be included and will be required by local jurisdictions to meet be used in this context? (the question really also applies to Items 7 and 8 also). On page 17 0f 77 it states "over the past decade we have learned what types of actions are necessary to meet our climate pollution reduction goals". Similar statements have been made in the previous meeting packets. Can you please describe what has been learned in the past decade in specifics and how those inform the rulemaking requirements? On page 18 of 77 notes that "it is important for Oregon's metropolitan areas to set goals and track progress". Why do you expect the metropolitan areas to set goals? Isn't the purpose of the rulemaking for the State to set the goals and specific requirements that local jurisdictions within those metropolitan areas must meet? On page 19 of 77 in what sense to regional goals need to be "allocated" among cities and counties? How complicated does it really need to be to apply what has been learned in the last decade to what are, especially in the five smaller metropolitan areas, relatively small populations. The Corvallis, Philomath, Adair Village and Benton County metropolitan area has less population than the City of Gresham and most of its population is within Corvallis — what is the need for a complicated, resource insensitive and time consuming process? Page 20 of 77 some of the categories listed are likely not actions that can be regulated or addressed in the rulemaking. For example the use of renewable fuels or local fuels tax. Shouldn't the rulemaking focus on those things that the Statewide planning goals address and can for which specific standards can be set such as for land uses, transportation options, and elimination of parking minimums and establishment of parking maximums? Page 21 of 77 please clarify what the second paragraph is saying in regards to the requirements of the rulemaking. As I read the first sentence it seems to say that cars and (light?) trucks account for about half of the GHG emission associated with

transportation (other components of transportation include transport [trucking, buses] airplanes). This would be about 20% of all GHG emissions if transportation accounts for about 40%. The sentence goes on to say that 90% of the GHG emission reductions of cars/trucks is by cleaner vehicle and fuels. Does this mean that only 10% of the 20% of GHG emission attributable to cars/trucks can be attained by land use and transportation options, etc? Which is the focus of LCDC's rulemaking authority?

8. I would really like to see a lot more specificity and teeth in this proposal that clarifies how it is different and will lead to different outcomes than past actions have done.
9. Generally I think it's great. I think it will be difficult to measure the equity goals.
10. It is unclear how the interim requirements will be set and who will be responsible for them.
11. In some areas, mode share may be so low, undercounted, or nonexistent that "doubling" would be insignificant - need to set targets for what we actually need to see happen in cities & counties, and clearly indicate there will be support for locals to achieve these even when they are stretch goals.
12. Communities in these areas that have not completed their regional scenario planning are less dense and likely have few options from a transportation perspective.
13. I believe this is on the wrong track. The current DLCD "proposal" for regional scenario planning and local performance measures is quite vague and to the extent I can follow the proposal, it seems overly complicated. I am concerned that DLCD is losing some RAC members in the wordiness and ambiguity of these many memos. Among other things, to me, the proposal fails to be clear from the very beginning that significant changes will be needed in local land use plans and local and regional transportation plans to reduce GHG emissions from the transportation sector. And that therefore, the regional scenario planning framework and the interim requirements recommended by this RAC must (1) be CLEAR about that and (2) ensure that rules call for significant changes to the way local governments have been doing business. Therefore, it seems the interim requirements for regional scenario planning for the MPOs (other than Metro & Central Lane) should be simple: • The MPO must reduce transportation GHG emissions by 20% per capita by 2050 (the LCDC GHG target for these MPOs, as I recall). • This translates to reducing VMT per capita by 23%. • So, regionwide, zoning capacity must be changed (i.e., upzoned and rezoned) to ensure that 50% of all new housing and employment capacity is in current or designated new compact, mixed use areas. (This is from the STS, and while it is derived from a statewide assessment and might not be perfect for each city and each MPO, I am weary of this pushback; the perfect is hindering the pretty good. It WILL be at least 50% if we stay stuck – so set a better one now or else accept this as a regional benchmark and move on.) • And regionwide, there must be sufficient, well-located, safe, and connected bicycling and pedestrian infrastructure to triple those mode shares, including providing "first mile/last mile" connections to transit. • These land use and transportation changes must support a similar increase in transit ridership. It seems to me that DLCD/LCDC should set the regional benchmarks along the lines of the bullets above. The RAC should focus on the rules that will be required of local governments to achieve these, in their local land use and transportation plans, including achieving interim benchmarks that would demonstrate progress towards the 2050 GHG reduction targets. DLCD and ODOT should aide in this by reviewing existing plans and preparing a "gap analysis" as the staff has described, showing where existing local plans fall short of STS benchmarks, similar to the scenario planning "lite" that DLCD & ODOT staff did for a couple of the MPOs a few years ago. Chicken & egg pushback arguments must not be indulged. For example, yes, the local governments do not run the transit systems. But a transit system that serves all residents sufficiently and equitably will never be possible without – FIRST – supportive land use planning: sufficient residential & employment densities in the right places, connected and safe walking & bicycling connections; street designs that allow for bus pullouts and that are suitably slowed; institutional zoning for schools & hospitals, etc.. that is well-located in relation to non-auto options, etc… I also do not want

to indulge another protestation that cities do not build housing. Some actually do, but leaving that aside, cities are the only player in two essential steps: providing the right zoning in the right places, and removing unnecessary procedural and other barriers (e.g., high off-street parking requirements). And, as the HB 2001/2003 Housing Production Strategies demonstrate, cities can take actions to make housing relatively more affordable (e.g., density bonuses for affordable housing). Multiple sources demonstrate that transit use increase sand GHG emissions decrease when more affordable housing is located near transit stops. Land use sets the table for this to happen.

14. I'd like to know more about the tracking/monitoring/reporting. Will the State collect and report on the performance measures? Local jurisdiction capacity is limited. I am concerned about the gap between requirements and funding to actually implement the actions necessary to get to the desired outcomes.

15. I do not think we need to create additional work with interim requirements. Focus on the Salem and Eugene areas and then begin work on the smaller region plans. However, the caveat is to require that a percentage of funds be used in TSP's and RTP's toward your goals. Region's are already working on 2023-2035 cycles and you want to get ahead of that otherwise outcomes won't be realized until 2026.

16. Need equity metrics to be added to the reporting framework.

17. I don't think I have enough information to answer this question on the monitoring and reporting framework. are you calling the one page slide (page 20 in the packet) the framework? If so, then I disagree. I think several RAC members during the meeting pointed out considerations: Leann's point about the need to look at connectivity and density. I would add - we not only need to look at what changes have been made in terms of infrastructure improvements, but also need to look at actual use. what good does a nice bike lane do if no one or nearly no one uses it?

18. It is framed w/out consideration of the costs underlying each measurement element. Some are "only" millions while others are billions.

19. I am still not entirely clear about the difference between the STS Vision Regional Trajectories and Regional Scenario Planning. That said, I have concerns about how to measure the number of short trips diverted to bike or personal electric vehicle from single occupant vehicle. From what I understand, State staff are looking at ways to measure this, and used an example like linking miles of bike projects to number of short trips, which is based on the false premise that miles of bike projects encourages people to bike. A better measure would be how many households can access essential services (e.g. schools, grocery stores, medical centers) by bicycle on connected infrastructure, with weight given to households in densely populated areas. The Pedestrian STS Vision Regional Trajectory should take into account urban design being efficient and accessible for people with limited mobility. Transit service miles also does not take into account the utility of those services. Average ride times or ability to cross town with minimal transfers could be a better measure.

20. Need to clarify who is responsible at which level.

Question 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 headed in the right direction? What are some of your concerns? What do you think could be improved?
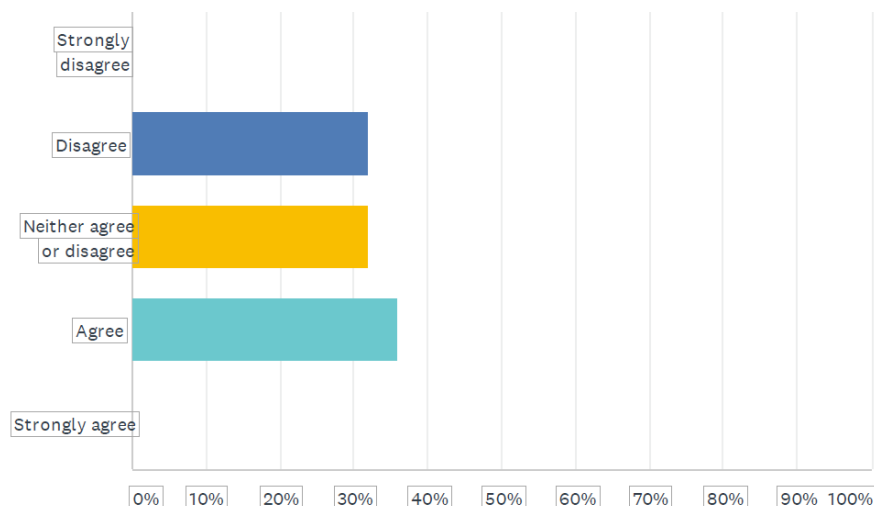
ANSWER CHOICES	RESPONSES	
Strongly disagree	0.00%	0
Disagree	32.00%	8
Neither agree or disagree	32.00%	8
Agree	36.00%	9
Strongly agree	0.00%	0
TOTAL		25

Comments:

1. I think the one thing that could really change things is to look at parking in a different way. In the past, I have often thought of parking as a given and any attempts to price parking as a negative because of the impact it has on folks who rely on their car for income and who have little income to spare. However, that has changed in recent years because the part I was not taking into account is the amount of opportunity cost that parking places on affordability and climate through the auto subsidies and inefficient use of land. I know there are attempts to reduce parking minimums, but before that can really occur, the pricing of parking has to come into place or else we will just face backlash due to on street parking congestion. I am increasingly convinced that the way to make progress on both climate and affordability goals is to have a performance measure about whether cities are using dynamic pricing to manage on street parking congestion for streets with more than 85% utilization. Once you institute that, then all of a sudden TDM starts to occur. All of a sudden you can stop forcing people to pay for minimum parking spaces when they don't have a car. All of a sudden the pro forma of an affordable housing project becomes more advantageous because they don't necessarily have to include the parking spaces that a market rate might demand so they can achieve better utilization. This is a long winded way to say that one of the performance measures

should be "has the community introduced dynamic pricing for managing on street parking congestion".

2. My concerns is that performance measures will not be able to measure carbon pollution at the neighborhood level.
3. I think the idea is fine, but still uncertain as to how.
4. I am still having a hard time relating the measures to the marginalized communities.
5. I think the Performance Monitoring Memo is headed in the right direction by consideration of different dimensions of equity, but the performance metrics from the TPR do not adequately address equity. Additional metrics focusing on equitable access and affordability, as well as metrics assessing proportional share of burdens, need to be developed as well.
6. The initial example provided on page 24/77 seems in the right direction to me. I don't see other specific proposed performance measures other than those recommended in 2018 (table 1). The proposed 2018 measures do not include the equity lens as combination with those and are therefore not in the right direction. It would be good to see a more clear list of the actual proposed performance measures. Additionally, for bicycle and pedestrian performance measures, focus should be on measures of connectivity and quality, rather than just quantity of bike lanes or sidewalks, if there are any. A bike lane or sidewalk that is disconnected and/or is a high level of stress will not lead to more biking and walking, so I'm not sure that we should consider a high quantity of lane miles a "success" in all cases.
7. Again, consider ways to communicate goals, performance and outcomes in a way that informs and engages individuals and organizations, broaden respect and understanding between agencies and communities – making them part of the solution! Also, ensure that there is a way that community members can easily ask questions and share concerns.
8. Generally I think that the concepts laid out on historically marginalized communities is heading in the right direction. I am concerned about the generalized direction regarding regional planning (especially for the five smaller metro areas) and local performance measures "which are intended to be much more detailed than those used in regional scenario plans". For example the Bend MPO consistent of the City of Bend and some of Deschutes County. What does regional planning versus local measures mean in this context?
9. Again, how will these measures actually be tied to outcomes? What will be the consequences for failing to meet them? How will local jurisdictions be required to integrate them into their existing plans?
10. Unclear how the performance measures are prioritized by historically marginalized communities. Also unclear if they have a strong link to carbon pollution reduction.
11. I don't feel like there is a proposal at this point that I can respond to. The only carbon reduction measures that have been shared are from the STS and previous rulemaking process. I generally am not supportive of using the Place Types tool for any land use measures unless it is updated to better account for conditions in our community. Currently, Place Types does not seem granular enough to recognize conditions. One example of a shortcoming is that high density housing near the University of Oregon is not indicated as a place type that is mixed use or beneficial. However, it is likely that the people who live in this housing have a high non-driving mode share.
12. Need to ensure historically marginalized community involvement in decision making is part of the framework.
13. This is difficult to measure.
14. I think that again this will be aided by DLCD being really clear about the role of performance measures: land use and transportation plan updates must be designed to achieve specified performance measures. Those should include short-term benchmarks and monitoring. Both of these can and should incorporate metrics and reporting requirements to assess whether the needs of

historically marginalized communities are being met (again, the HPS provides help here). There must be periodic required reporting that the public can comment on, so needed changes can be caught and made. There must be a remedial game plan and consequences in place, and enforced. We cannot have more of the dismal record of TPR VMT non-achievement and non-consequences; our planet and people – and especially those who have been historically marginalized – cannot bear that.

15. I am still unclear how the measures are tied to the desired GHG reduction outcomes. How will they be modified based on the outcomes of regional scenario planning? If there are only a few key items that really will impact GHG emissions, do we need to measure a lot of other items that don't move the dial as significantly within a given metropolitan area? I would like to see an institutional influence filter used to ensure the final performance measures relate to levers different levels of government have control over and determine which level of government is responsible for which outcomes. I'd like to see the regulations of sidewalks amended to address the disparities that have resulted from our existing and prior development standards.

16. The performance measures do not at this time include measures that apply to any particular community or location. There should be a look at thow to do this but still provide investment in non-marginalized communities.

17. The actual metric matrix was still the old fashion transportation planning models. No accountability for marginalized communities needs and lifestyles.

18. As above - if this refers to the info on page 20 of the packet, then no. we need to be able to disaggregate data by race, gender, disability and age at the very least - to understand how different communities are impacted.

19. I simply could not follow or understand the underlying logic nor interconnections.

20. The wording of this question is a little confusing as it states references "carbon pollution performance measures that are prioritized by historically marginalized communities." If this is referencing the 2018 TPR Recommended Performance Measures that will somehow be used in concert with a climate performance measure and an equity screen (3 part: procedural equity, spatial equity, and social equity), then it may be useful to see a visual mapping out how these all work together. I have several concerns about the performance measures themselves: (1) they do not take into account user experience [e.g., miles of bike lanes does nothing to encourage ridership if a person cannot get to essential services on the bike infrastructure safely]; (2) they do not take into account population density [see, e.g San Diego - would have to build 27 miles of bike lane in lower density areas to get the same VMT reductions as 1 mile of bike lane in higher density areas https://www.sandiego.gov/complete-communities/mobility-choices]; (3) they do not take into account connectivity and personal safety which would actually change people's behaviors which would be the connection to climate performance measures.

Question 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?

1. I am concerned about the lack of attention of beginning and end of life for e-mobility and renewables. I do not see anything about local governments ensuring these resources are not harming environmental justice communities elsewhere.
2. Oops, see long winded response under #4.
3. Heat Island effects - amount of energy usage - Vehicle miles travel - reliance on car/ Car ownership.
4. Mapping will be helpful.
5. Not at this time.

6. Measures to assess transit affordability should be included. For instance, percentage of population that can afford a monthly bus pass with less than 15 percent of their income (with subsidy programs).
7. Households within historically marginalized community that are within ¼ mile to a connected sidewalk system - Households within historically marginalized community that are withi¼ mile to a low stress bike lane or multiuse path - mapping connectivity of biking and pedestrian low stress routes. This could be particularly effective if layered with an equity map.
8. No, not at this time.
9. I would suggest that the performance measures both in addressing equitable outcomes and GHG emissions from passenger vehicles need to be connected to the Climate Friendly and Equitable Land Use and Transportation Planning Requirements. The staff report states (page 28 of 77) "Some translations will be needed to convert these regional goals into the action-based local performance measures and adjust for financial constraints". Explain what is meant regarding "adjust for financial constraints". In terms of equitable outcomes perhaps a performance measure regards the percentage of financial investments for the infrastructure needed to realize the actions that need to happen that address historically marginalized community's inequities. For example how much money is spent on transportation inadequacies identified by equitable process such as for adequate bus shelters, connected sidewalks, tree planting to enhance walking, and the like? Will the local performance measures be detailed and translated as part of the Climate Friendly and Equitable Land Use and Transportation Planning Requirements that is to be done later in this RAC rulemaking process? If not why not?
10. Measure carbon reduction possibly by number of new adopters to carbon reduction programs/plans. For equity measure demographics of households or BIPOC owned small businesses or centers. Follow the population needs. Programs or grants for those communities to participate in a carbon program. That can benefit their business and the goals.
11. Not at this time.
12. The City of Eugene, and most recently the Central Lane MPO, have commissioned DHM to conduct a "Travel Barriers and Benefits Survey" that includes questions about how frequently residents of our MPO area use different modes. Answers to these questions can be used to track progress on mode share. The survey was done in 2014 and 2020 and we would like to replicate it every few years. Links to the survey reports can be found at the bottom of this web page: https://thempo.org/564/Regional-Transportation-Planning.
13. The state should set performance measures for cities and counties to ensure that as a state we are aimed at the same GHG reduction targets. The state should implement a floor or baseline % for targets statewide, then provide support for local differences and needs in implementation; for example, a VMT reduction target would allow for local flexibility in implementation, and DLCD could provide examples, tools, guidance, resources, and technical support to the cities and counties.
14. Not at this time.
15. Integrate performance measures that address equitable outcomes for specific STS strategies. Into every level. This might benefit from a smaller subcommittee to work through ideas and details and bring them back to the RAC.
16. Focusing on measuring complete streets design for pedestrian safety, street connectivity that connects neighborhood pods away from major thoroughfares and to real parks, not playgrounds.
17. Transportation System Plans should be amended or have an appendices added that inventories the existing projects and analyses the demographic areas they serve and the proportion of funds invested in historically marginalized communities. Consider using zoning as a measure instead of TOD or multi-use which is very difficult to define and could inadvertently miss high density areas that are walkable/bikeable/transit supportive. Consider funding timelines. Many cities and MPO's

are working on the funding cycle 2023 forward. Once those projects are awarded we will then be looking at funding awarded in 2026 forward. That to me is not 'urgent'.

18. Need to have more multi-modal transportation analysis and the ability to trust these modes to achieve a successful trip.

19. I'd be curious to learn more about anti-displacement measures - and which ones are most effective. I think this is critical for long term success. I think we want to emphasize investment in underserved communities, but that can have negative unintended consequences (Displacement). So how do we invest and avoid or minimize displacement?

20. Track the amount of carbon created by the initial construction of each new building (via permit issue; this calc. is possible) as well as the amount of carbon each new building will create annually thereafter.

21. Institutions show where their priorities are with funding, where they choose to dedicate it, and how much of it they dedicate. I believe strongly that discretionary local transportation funding needs to be part of the performance measures. A metric could be set around discretionary local transportation funding [see, e.g San Diego - at least 50 percent of all new funds will be spent solely within Communities of Concern https://www.sandiego.gov/complete-communities/mobility-choices]. Another options is to extend the idea of a transit shed (1/4 mi walk to nearest transit stop, expanded to ensure that there is safe infrastructure to do so) to a bike shed (connectivity to essential services), and a walk shed (connectivity to essential services). This means that walking, biking, and transit improvements need to be prioritized in areas that need it most and in areas where historically marginalized communities live.

Question 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 headed in the right direction? What are some of your concerns? What do you think could be improved?
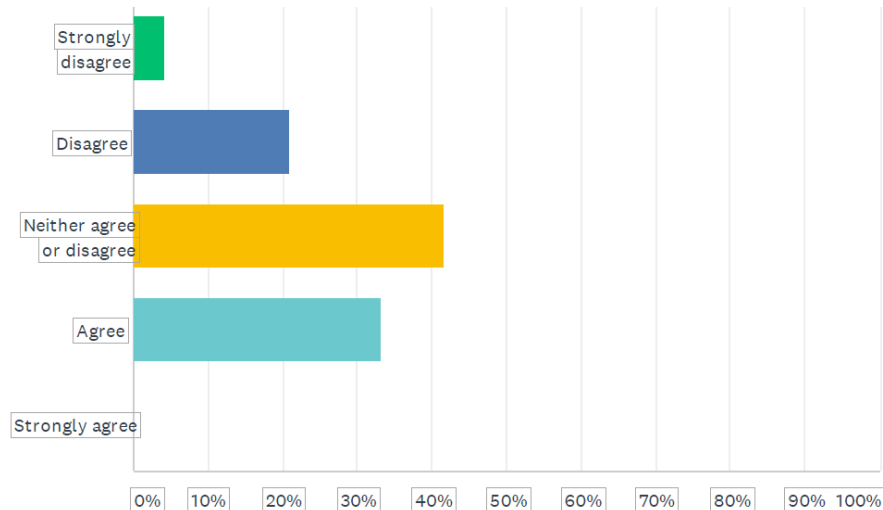
ANSWER CHOICES	RESPONSES	
Strongly disagree	4.17%	1
Disagree	20.83%	5
Neither agree or disagree	41.67%	10
Agree	33.33%	8
Strongly agree	0.00%	0
TOTAL		24

Comments:

1. It is probably outside the scope of this group, but we are long overdue for consolidating Corvallis, Albany, Lebanon, Philomath, etc. into one metropolitan area. They function as one area.
2. Can we have some info to let the procedures and outcomes in Portland inform our next step? What were the problems, the solutions, how is it going? Maybe have someone from Portland for a Q&A?
3. I do have some concerns. For existing communities that are built out, it will be very difficult to change that built environment and see any appreciable reductions. So I think it will just depend on how much is enough...I also have concerns that in our case the local government entity has no control over transit, which is a key element to reduce dependence on automobiles -especially in already developed and lived in areas.
4. See comments to question 4.
5. I question whether "historically marginalized" is the appropriate umbrella term in the definitions section. Young and seniors, for instance, aren't necessarily historically marginalized, but do require special consideration, for instance in transportation planning. Priority populations or Populations requiring special consideration might be more appropriate umbrella terms, which could include those defined as historically marginalized, plus the other groups in the list. To be clear, I think all

groups in the list are important and need consideration, and historically marginalized is still an important definition to include, just not sure all the identified groups fall under this definition.

6. The baseline should be referenced more frequently in section 0020 and 0025 when indicating the reduction targets - rules are still vague - how would this get implemented? - can a city (Bend) do its own scenario planning?

7. Again it would be helpful to understand what is the relationship, both in timing and in specific detail, to what changes (local amendments) will be required by the Climate Friendly and Equitable Land Use and Transportation Requirements as opposed to adopting local amendments to implement the preferred land use and transportation scenario. As reported recently by the OGWC the state is significantly failing in reaching its GHG emission reductions targets. When it comes both the land use development and transportation infrastructure once approved and built they have long lasting implications. Please provide the information to understand what changes will be made by 2021 as opposed to 2023 or 2024 or some later compliance deadline (as is proposed to be allowed)? There are sections of Division 44 that are completely new. As a practice it would be extremely useful if staff could provided a side by side explanation for it section of a new rule e.g. 0100(1) [left side the rule language and the right side an explanation of why or what the a specific new language achieves]. Providing only a copy of proposed new sections without also provided a detailed explanation of them, I believe, makes it difficult for the RAC members to provide meaningful feedback and especially for those who are not experienced in State Planning rulemaking or language or in land

   use/transportation codes. I know the presentation was time constrained at the end of the last meeting but dealing with just the structure of a Division with having provided the explanation (in the staff report) of the why's and import of each element left me not really having any better understanding of proposed new rulemaking. The Governance Structure for Regional Cooperation (page 44 of 77) seems problematic. How will DLCD enforce? Given the small size (population and number of entities) of the 5 smaller metropolitan areas how importation in the scenario planning versus local mandated rules for action. Page 35 of 77 "(d)" says that without promised funding jurisdictions can withdraw from the work plan and compliance timelines. What does this mean in terms of complying with legislation that requires reduction of GHG emissions from cars/trucks in these metropolitan areas as well as with Gov. Brown's EO 20-04? Page 39 of 77. If Metro never "amends" their scenario plan does this mean they will never consult with "historically marginalized communities"? What constitutes amending? A change in the 2040 Growth Concept or the UGM Functional Plan or? Given that the Portland Metro area has large populations of historically marginalized communities couldn't the rule be made that required them to amend the UGM Functional Plan both as impacts Metro's processes but also as it impacts the local jurisdictions within the region's processes? Page 45 of 77 Preferred …Scenario Contents. The only achievement standard seems to be (4)(d) which sets a minimum 30% of households living in an area classified as transit oriented (etc). How did DLCD arrive at the 30% figure? Is it enough? How does employment in these areas work? How will DLCD determine that performance measures (8)(a) are adequate? What happens if they are not? Why do the local jurisdictions need to come up with the standards instead of the State? Does this invite more slippage in Oregon's efforts to reduce GHG emissions (as well as losing the many co-benefits of walkable, mixed use, transit supportive areas)?

8. Make them a lot clearer and a lot stronger.

9. The timelines proposed are unrealistic for every step (developing work program, adopting preferred scenario, adoption into local plans). This appears to create a new process that does not take into consideration the considerable work that Salem has been working on through Our Salem process. Our Salem only goes to 2035. This would require new effort to go out 20 years. Seems like it will lead to a lot of confusion in the community with overlap between Our Salem and the City's own Climate

Action Plan. It is not clear what criteria DLCD or LCDC would apply to determine if a preferred scenario would be approved (in 0120).

10. I have a range of comments that are challenging to fit in this small input box and may send a separate communication with more information. My two greatest concerns are the timeline and land use requirements. Earlier in this process, it was implied that Eugene-Springfield would go first for scenario planning because it wouldn't be that challenging to update our previously selected scenario. However, new detailed and labor intensive land use elements have been added to this proposal and these could take much longer than anticipated. It is not reasonable to expect the jurisdictions in our metro area to complete a regional land use and transportation scenario and submit it for review by LCDC by June 30, 2022. This may only be 6 months after the rules will be approved. There is a need to have more dialogue on these proposed rules and the timing.

11. I'd like more time spent on these rules during meeting. I think there should be specific requirements for all cities and counties, and those should be directed by the state with specific implementation strategies decided at the local level -- e.g. in 0000 (2) "significantly reduced" could be widely interpreted without additional clarity. How does the rule incorporate ensuring historically marginalized communities will have a meaningful role as part of the planning process - not just being consulted. Why are the targets for non-Metro regions lower? So many questions, we really need more time to dig into this.

12. How do we define a more inclusive complete community? How do we define increased stability? If we are simply trying to make our land use process define the products that said groups need and provide them (access to transit), how do we define that what we build fits the need?

13. I think the Division 44 rules for Metro are much clearer, and could readily be adapted for application to the other MPOs. Start there. I find that the staff proposed ones are vague and do not really provide clear guidance or direction, but that these can better incorporated into the Division 44 rules. Rather than go through detailed possible changes here, I recommend that DLCD establish a smaller technical subcommittee from the RAC to draft these rules and then bring them back to the RAC for discussion and modification. (I think establishing a few technical subcommittees on discrete topics would be very helpful to this overall endeavor.)

14. Timeline is unrealistic, especially if procedural equity and more land use will be incorporated this time. If it were fairly streamlined, two years after these rule amendments are adopted would be ambitious, but potentially realistic. We would like to see the scenario planning allow local jurisdictions to include other values, such as health and equity outcomes, and not solely focus on GHG. Section (m) on page 33 of 77 seems as if it should probably read "lack of homeownership" not "homeownership"? 0110(4)(a) doesn't fit - why are we assessing housing needs when we're trying to project land use?

15. On page 32 of the packet (page 3 of 18 for the amendments) it mentions priority on "black, indigenous and people of color" - which is good and fine (of course) but then it lists out "additional characteristics" and then repeats the same three groups again, so it seems redundant. Other than that, one concern I have is that folks reading these rules won't understand the meaning behind some of the terms used - for example - what does "accessible" mean. Nowhere do we mention or define "reasonable accommodation" for example. which is an oversight. How will actors know what their obligations are?
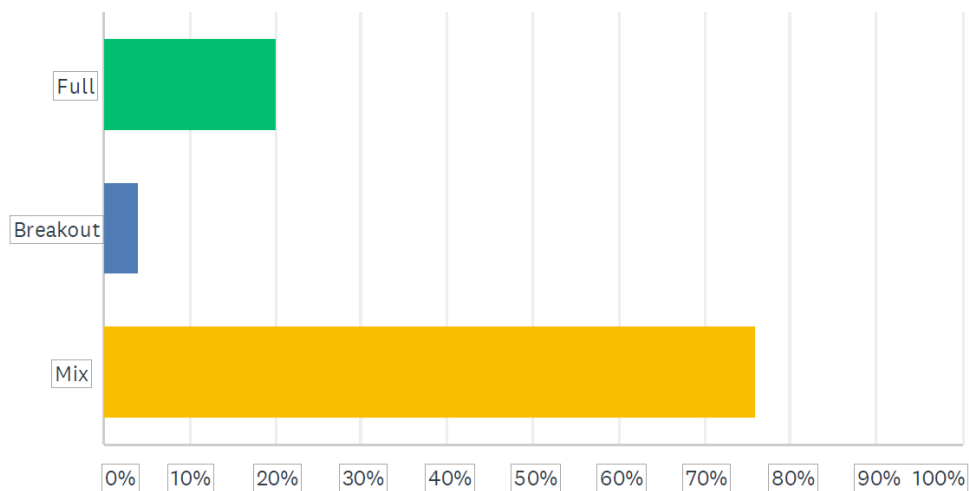
Question 7
This is a large advisory committee. We wanted to be able to capture a range of professional and lived experiences, as well as to cover each of the eight metropolitan areas in Oregon. Are the meetings meeting your expectations?
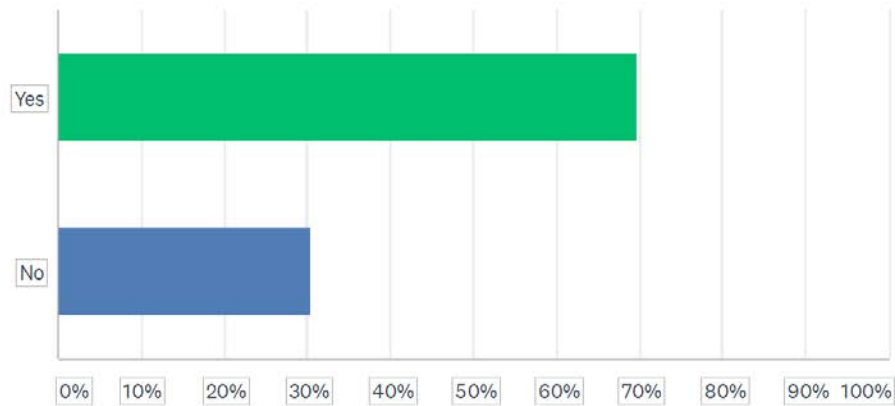
ANSWER CHOICES	RESPONSES	
Yes	69.57%	16
No	30.43%	7
Total Respondents: 23		

Question 8
Do you prefer full group discussion? Breakout rooms? A mix?

ANSWER CHOICES	RESPONSES	
Full	20.00%	5
Breakout	4.00%	1
Mix	76.00%	19
Total Respondents: 25		

Question 9
If you have other suggestions for meeting improvement, please share!

1. N/A
2. None at the moment.
3. Can we have some info to let the procedures and outcomes in Portland inform our next step? What were the problems, the solutions, how is it going? Maybe have someone from Portland for a Q&A? What is legally off the table? How is Portland funding steps forward? Community pushback? How reporting? Problems with reporting? Anything that is tremendously helpful that smaller communities could be starting even before the rules are codified?
4. N/A
5. The full group discussions are interesting and useful but I think the majority of the discussions need to happen in breakout groups. There are so many people that it is difficult to ensure everyone gets a chance to speak within the limited amount of time that we have. There will always be some people that are more comfortable talking, or have more insight into the practical implications of our subjects and are therefore more eager to speak. If we want to ensure more voices are heard, especially those people that have maybe less of a planning background or working knowledge of the technical components, I think we need more small group discussions. That will also help the discussions to not feel so rushed.
6. Consider sharing examples of how stakeholder, partners, and community engagement has been and might be conducted and integrated into planning and implementation regarding climate friendly plans. What does it look like, what was the impact? Discuss communication -the what, how, when and with whom related to goals, plans, implementation and monitoring.
7. Although I answered q7 no, It seems premature to have judge if the meetings are meeting my expectations especially as an alternate member. Although I think I can understand why you don't identify in the report of the after meeting surveys who statement it is it does make hard to understand whose voice is being heard. And it certainly doesn't seem that all voices are being heard during the meetings. I think the practice of mix of full and breakout rooms is pretty standard and pretty good engagement process. As alternates are not active participants having full breakout would exclude them? I have wondered if there could be a consideration for allowing an alternate to participate in a breakout room as long as it manageable for allowing all voices to be heard. I would like to suggest that staff analyze the past two RAC meeting in terms of percentage of time devoted to staff presentations; staff hearing from RAC participants and staff responding to RAC participants. I am sometimes feeling that too much meeting time is being devoted to staff presentations and not enough time to hearing from the RAC participants and making sure that staff is hearing what is said (as opposed to trying to respond to what is said). Having said that I very much appreciate the challenges staff face both with such a large and diverse RAC and with the complication of staff not being (physically) in the same room when preparing and prepping for the meetings.
8. Smaller working groups to hash out complicated issues and also give space for quieter voices might be useful.
9. N/A
10. I think that we need to have more dialogue outside of the meetings. Maybe subcommittees or task groups as was done for the equity outcomes.
11. Please change the zoom set up so that only committee members are visible, and attendees are able to listen in, but don't take up screen space. I have seen this done in other settings and it helps the committee to have more cohesiveness and "see" who the people are that they're directly interacting with.

12. This is a large group and a big topic. I ask for clearer definitions because I think we are frequently talking past each other. Without shared definitions, these conversations have less chance of meeting the agency's needs.
13. Use a few subcommittees that do detailed work on discrete and bring it back to the RAC - this is more than "break out" rooms. Use. the HB 2001 /203 process as a model. Break out rooms serve a different, though related, purpose.
14. Maybe implement a progressive stack when we do big group discussions/questions and answer phase. https://en.wikipedia.org/wiki/Progressive_stack#:~:text=The%20progressive%20stack%20is%20a,simple%20majorities%20have%20less%20power.
15. When we got to metrics and procedures, the professional planners in the group dominate the conversation because they are familiar with the language and history. It pushes out the community and education members out of the conversation.
16. It was nice to have a ten minute break in the middle of the meeting. That needs to be built in to all meetings.
17. Ask more specific, weighted/trade-off questions (vs open-ended reactions.) "Would you want ___ or ____?" Or, "you have 100 units, please show us how you would distribute these across the following 10 priority areas?"
18. There are folks who have participated on other RACs as well as members of the RAC who are taking a lot of space during the meetings. I would really like to see space being made for those who may not feel as comfortable speaking up and in particular, for the RAC members who are from historically marginalized communities. In the last meeting, the meeting was dominated by white voices until there was an invitation made towards the end to get a few voices of color higher in the queue.

Question 10
Additional comments or suggestions:

1. N/A
2. I have been enjoying the overall format of the meetings. With a committee this large it will always be difficult for everyone to voice their opinion during the meeting. Very appreciative of the meeting packets being sent days ahead, and having the opportunity to provide comments afterwards as well.
3. I think the staff is doing a good job of presenting information and breaking things down. I think it may be nice to have a little more time spent on the actual rules as they are written and what they will mean for communities going forward.
4. The meetings feel to scripted (which is probably needed for this large a group) but also rushed. I couldn't even make a comment at the last meeting and now don't remember what it is that I planned on commenting about. This is a big topic and a large group with a tight timeline, so I don't know how to accomplish the goals and give everyone the time to get comfortable and help guide the process. I don't feel like I am able to give a good response but just voicing concerns as we are still early in the process. I am concerned that there will be side groups forming and having their own discussions without being able to share this with the larger group.
5. I appreciated that this Packet clearly explained some of the procedural and technical information about what we're doing (providing explanations and examples of administrative rules vs technical assistance vs guidance). Even for those of us somewhat familiar with that, it was helpful to have a clear and simple explanation of what the scope is and what the agency intends to do with this information.

6. There has been little reference to previous plans and progress, specifically. It feels that the focus is moving forward with existing/previous plan(s) with an overlay of impact and engagement of marginalized communities.
7. I do want to say that I agree with comments I have heard others advocate for: Work in the past decade provides a roadmap for what needs to done. Rather than ask (at great expense and time) each metro area to reinvent the wheel, DLCD should translate these into local standard performance measures and targets, ensuring that all local governments are working in the same direction. These include measures for reducing VMT per capita, compact mixed-use development, doubling or tripling transit, bike and pedestrian mode share, and providing transportation options. This is what LCDC called for in the RAC charge. ⌜SEP⌟ Local flexibility: If requested, the rules should provide flexibility by allowing local governments to develop alternative performance measures to use in place of some or all of the state performance measures, subject to approval by LCDC and a determination that they are adequate to meet GHG reduction targets. The relatively small size of most of the metropolitan areas will mean that one size won't fit all. However, this cannot be used to continue practices that don't address historically marginalized communities and the negative outcomes resulting.⌜SEP⌟ Statewide support: Provide (and advocate for from the Governor and Legislator) dedicated state funding and technical assistance for the kinds of local actions needed to achieve the targets. ⌜SEP⌟ Local comprehensive planning: require that all local comprehensive and refinement plans guiding transportation and land use actions, such as implementing a Housing Needs Analysis, demonstrate how they contribute to achieving the adopted targets. The state (DLCD + ODOT) should specify the outcomes but give local governments the flexibility—and resources—to decide how best to do so. ⌜SEP⌟ Statewide monitoring: Rather than ask local governments to grade themselves, DLCD and ODOT should take the lead in monitoring and reporting on local progress towards meeting performance measures. Rules should specify consequences for local governments for not making satisfactory progress, such as withholding of future funding.
8. N/A
9. Salem staff would like a meeting with DLCD staff to discuss how these rules might better align with work that we have ongoing.
10. I am very concerned about the proposed amendments to Division 44. The timing is not realistic for the Central Lane area and would likely set us up to fail. Rather than setting a firm date, it would be helpful if DLCD staff could map out how long they think the process would take to develop a regional land use and transportation scenario -- what are the key steps. The land use elements feel like they came out of nowhere -- I did not expect to see such detailed new land use requirements in this process. I feel that there is a need to have dialogue with cities about these proposed additions to the previous scenario planning framework that had limited land use and housing requirements to get a better understanding (1) for how these fit with other recent requirements imposed on cities such as HB 2003 and (2) how long it will take to go through a process that includes these elements. It seems to me that this will be much more intensive for local staff than the previous scenario planning process due to these added land use and housing provisions.
11. Reiterate: it's essential for the state to lead a coordinated effort, this must be a funded mandate, and historically marginalized communities must have a say in the process. State-level targets and benchmarks, funding support for local agencies, and state funding (such as ODOT) tied to achieving benchmarks. Locally, the preferred plans cannot be decided only by elected officials, and historically marginalized communities must have meaningful decision-making opportunities, not just be consulted for input that could be discarded.
12. Appreciate you asking for feedback.

Climate-Friendly and Equitable Communities
Rulemaking Advisory Committee
MEETING 4

TO:	Climate-Friendly and Equitable Communities Rulemaking Advisory Committee Members
FROM:	Bill Holmstrom and Kevin Young, DLCD Rulemaking Lead Staff
SUBJECT:	RAC 4 Item 10: **Public Comments Received**
DATE:	February 12, 2021

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

1. An email from Peter Hurley, received on January 25, 2021
2. Comments from Karen Swirsky and Tyler Deke, City of Bend, received on February 1, 2021
3. An email from Sarah Adams-Schoen, received on February 11, 2021

Copies of each are attached below.

From: Hurley, Peter [mailto:Peter.T.Hurley@portlandoregon.gov]
Sent: Monday, January 25, 2021 1:47 PM
To: Greene, Kirstin <kgreene@dlcd.state.or.us>
Cc: Hesse, Eric <Eric.Hesse@portlandoregon.gov>
Subject: Climate Outcomes Comment

Hi, Kirstin,
It's unclear to me how those of us not on the TF can provide comments (I don't see a comment function on Youtube), which is why I'm emailing you a friendly comment.

The "Climate Outcomes" language only references "Oregon's targets." I'd suggest a friendly amendment to add "regional and local" targets. Achieving state targets will require a substantial lift from local and regional governments taking action to advance local and regional targets. Supporting actions to achieve local targets will be critical to our common success. Feel free to let me know how best to provide comments during meetings. Thanks!

Peter

Comments on RAC Packet 3 – Swirsky and Deke

1. DRAFT EQUITABLE OUTCOMES

From the start, I felt like combining equity and climate change was going to be challenging. Yes, there is certainly an enormous equity component to climate change; however reversing climate change is critical for all communities. Not only that, but an equitable approach is not limited to actions meant to reduce climate impacts -- it should be applied to all land use decisions. Therefore, I think it would be more powerful and cleaner to remove the section called Climate Actions on page 3 of 4.

If you do leave that section in, please consider the following comment: Items #1 and #2 are fine -- high level and clearly connected to climate. However, #3 appears to confound some concepts. Air quality is not necessarily connected to the actions that affect climate. For example, in Central Oregon, a decade ago, the two main causes of poor winter air quality were the use of cinders for road safety and outdated wood stoves. The city switched to crushed granite and DEQ required clean-burning wood stoves. Winter air quality is greatly improved. I think you could remove air quality and just talk about carbon sequestration. If you want to be specific about the benefits of tree canopy and climate, you could also mention the effect of shade on reducing the heat island effect of cities – although I am not sure that science has linked that directly to affecting climate change.

2. IINTERIM REQUIREMENTS FOR REGIONAL SCENARIO PLANNING

What does "regional" mean? Specifically, what does that mean for Central Oregon – single city MPO? As a single city MPO/metro area, there needs to be a way to incorporate this work into existing planning efforts – UGB expansions, comp plan updates, TSP updates. Requiring a new stand-alone process doesn't make sense here – and I think it will only add confusion.

The STS Regional Trajectories are problematic in this context. They are a mix of measurements and predictions. For example, there is no way to practically measure how many short trips converted to bike trips but it can be predicted with scenario modeling. Lane miles and access management are meaningless for climate change unless they are reduced. And signal optimization for motor vehicles can make things quite difficult for people walking and bicycling.

3. PERFORMANCE MONITORING CONCEPTS MEMO

On the table of recommended performance measures, a number of comments (my apologies but I was on the 2018 TPR RAC and I still don't love these). What about linking where we are spending money with equity.:

- Bicycle: the linear feet of implemented projects is **meaningless** if they are not connected and don't go anywhere useful. A great measure to connect to equity – are the projects being built where they are needed the most?

- Land Use: residential density needs to be a measure

- Pedestrian: same as bicycle

- TDM: # of TO staff is meaningless. Better would be the number of employees who fall into a TDM program

- Transit: what does transit revenue hours per capita tell us? What about linking equity to this one too – number of underserved/underrepresented households within ¼ mile of transit

- Streets: what is a "managed" lane? And a street that **prioritizes** non-auto modes? Even our neighborhood greenways don't really do that. Maybe streets that have traffic calming?

4. PROPOSED AMENDMENTS TO DIVISION 44

Pages 2-3 include a list of "Equitable Outcomes". The list contains quite a bit of vague language. There will need to be more detail to allow us (cities and counties) to do this work.

I continue to be unclear on the reporting requirements. I can see how it would work as part of a plan update, but independently of that, requiring cities to report to the DLCD director seems somewhat vague.

_____

From: Sarah Adams-Schoen [mailto:saschoen@uoregon.edu]
Sent: Thursday, February 11, 2021 10:11 AM
To: Greene, Kirstin <kgreene@dlcd.state.or.us>; Holmstrom, Bill <wholmstrom@dlcd.state.or.us>; Manvel, Evan <emanvel@dlcd.state.or.us>; Young, Kevin <kyoung@dlcd.state.or.us>
Subject: Re: CFEC RAC Disability and Climate Resources

Thank you. Also, with apologies for not submitting this comment sooner, I'd like the RAC to consider using the data that will be gathered as part of the RHNA, or similar data, to ensure that climate pollution mitigation measures are implemented equitably. For example, safe bike lanes and EV charging stations are being installed in census tracks with higher proportions of BIPOC households at the same or greater rate than elsewhere.

Sarah J. Adams-Schoen (she/her)
Assistant Professor
University of Oregon School of Law

From: Greene, Kirstin <kirstin.greene@state.or.us>
Date: Thursday, February 11, 2021 at 9:42 AM
To: Holmstrom, Bill <bill.holmstrom@state.or.us>, Manvel, Evan <evan.manvel@state.or.us>, Young, Kevin <kevin.young@state.or.us>, Sarah Adams-Schoen <saschoen@uoregon.edu>
Subject: RE: CFEC RAC Disability and Climate Resources

Thank you Sarah! CC;ing the co-pms and Evan Manvel.

Kirstin

From: Sarah Adams-Schoen [mailto:saschoen@uoregon.edu]
Sent: Thursday, February 11, 2021 9:22 AM
To: Young, Kevin <kyoung@dlcd.state.or.us>; Greene, Kirstin <kgreene@dlcd.state.or.us>
Subject: CFEC RAC resources

This may be too late to include in the RAC packet, but I just learned about some resources that RAC members and staff may find helpful:

The Disability-Inclusive Climate Action Research Programme: https://www.disabilityinclusiveclimate.org/

Through an intersectional and transformative approach to research, the programme brings together scholars and activists from around the world to generate, co-produce, share, and translate knowledge on how efforts to combat the climate crisis can be designed and implemented in ways that respect, protect, and fulfill the human rights of disabled persons. The new website includes a compilation of research, reports, and other resources on the relationship between disability and climate change.

This article in Ecology Law Quarterly also examines the role that disability rights should play in how we understand and respond to climate change.

This new podcast is publishing regular content centering the voices of people with disabilities in various domains of climate change, including climate justice and activism, decarbonization, adaptation, and disaster risk reduction. Each podcast will come with a transcript that can be consulted online.

Sarah J. Adams-Schoen (she/her)
Assistant Professor
University of Oregon School of Law