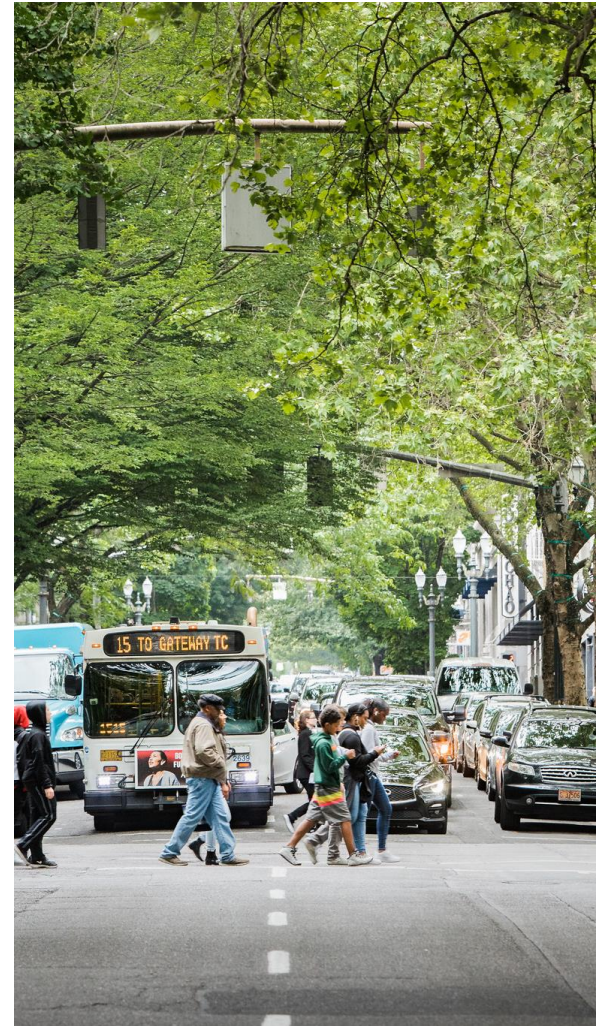




**DLCD**



## House Interim Committee on Agriculture, Land Use and Water

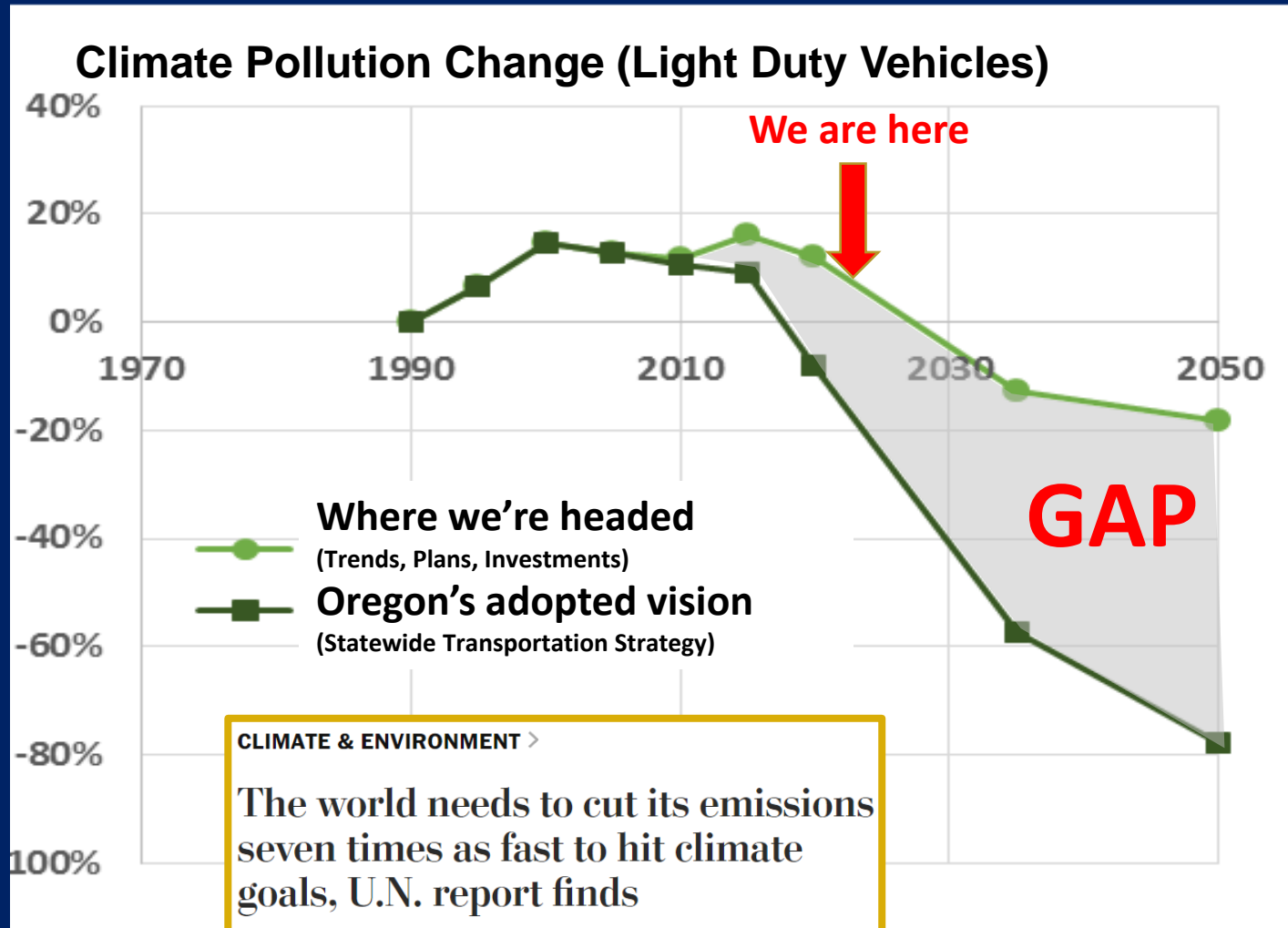


## Climate-Friendly and Equitable Communities Program

# Presentation Today

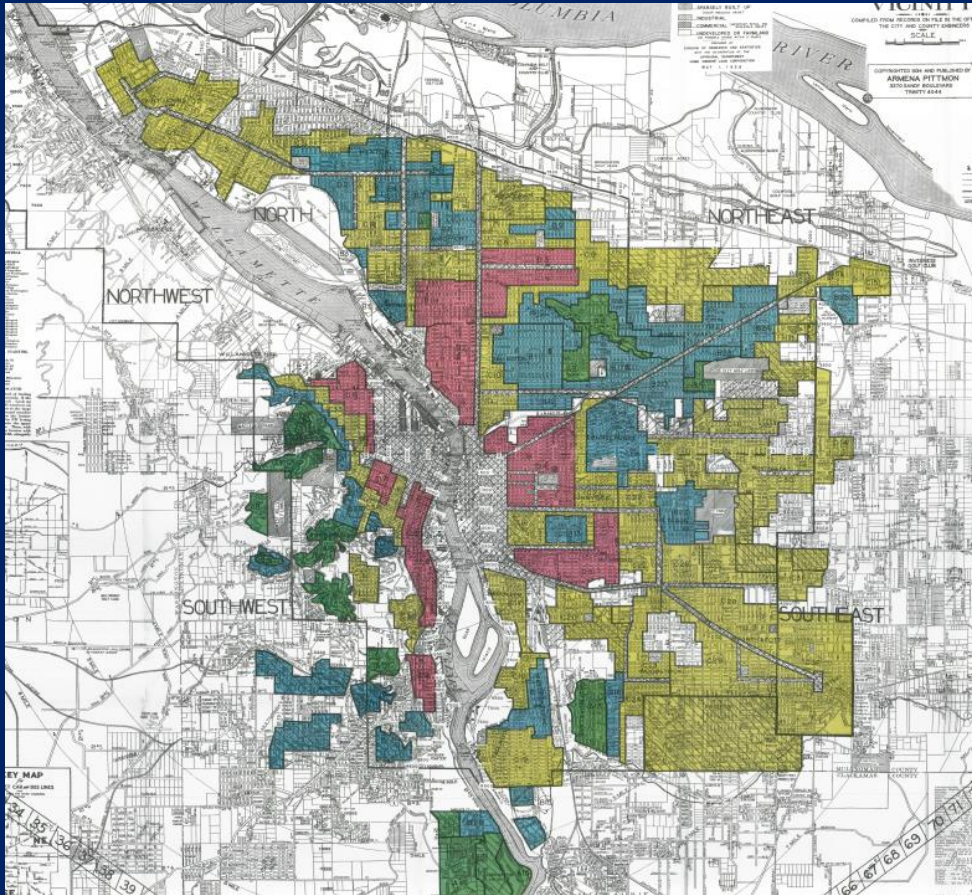
- **Program Goals**
- **How the Program was Created**
- **What the Program Does**
- **Implementation Thus Far**
- **Questions**

# Why this Program: Climate Working to Meet Oregon's Pollution Reduction Targets

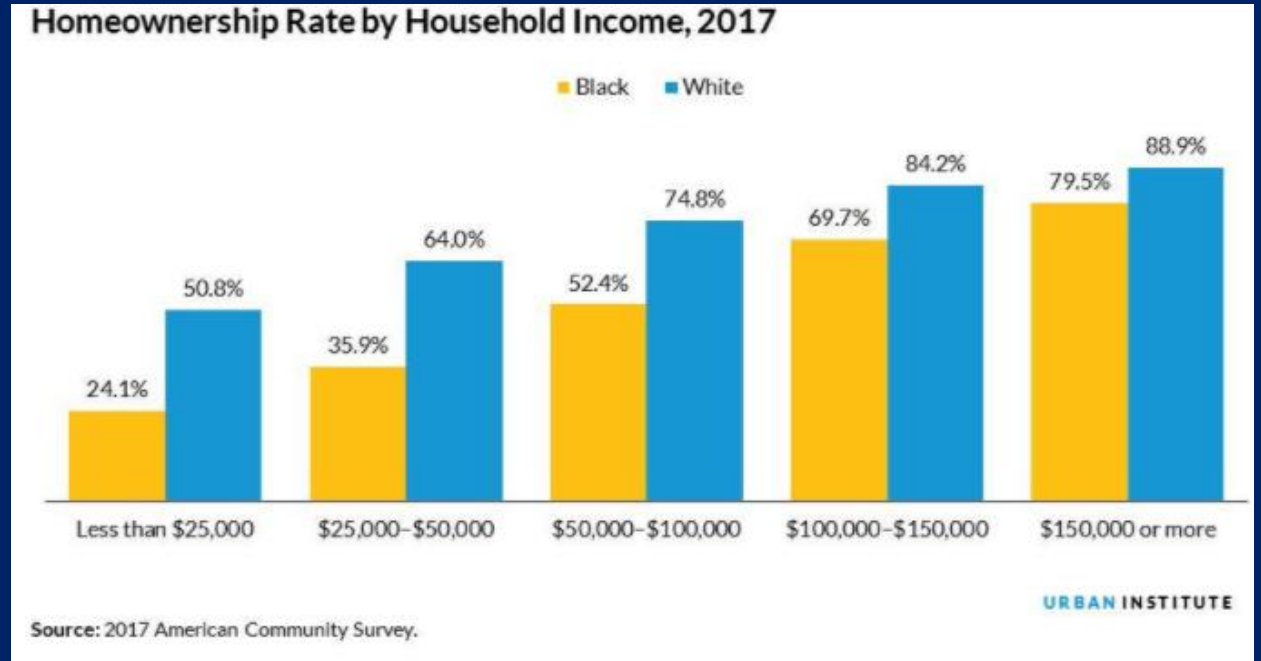


# Why this Program: Equity

## Working to Create Quality Housing and Transportation Choices



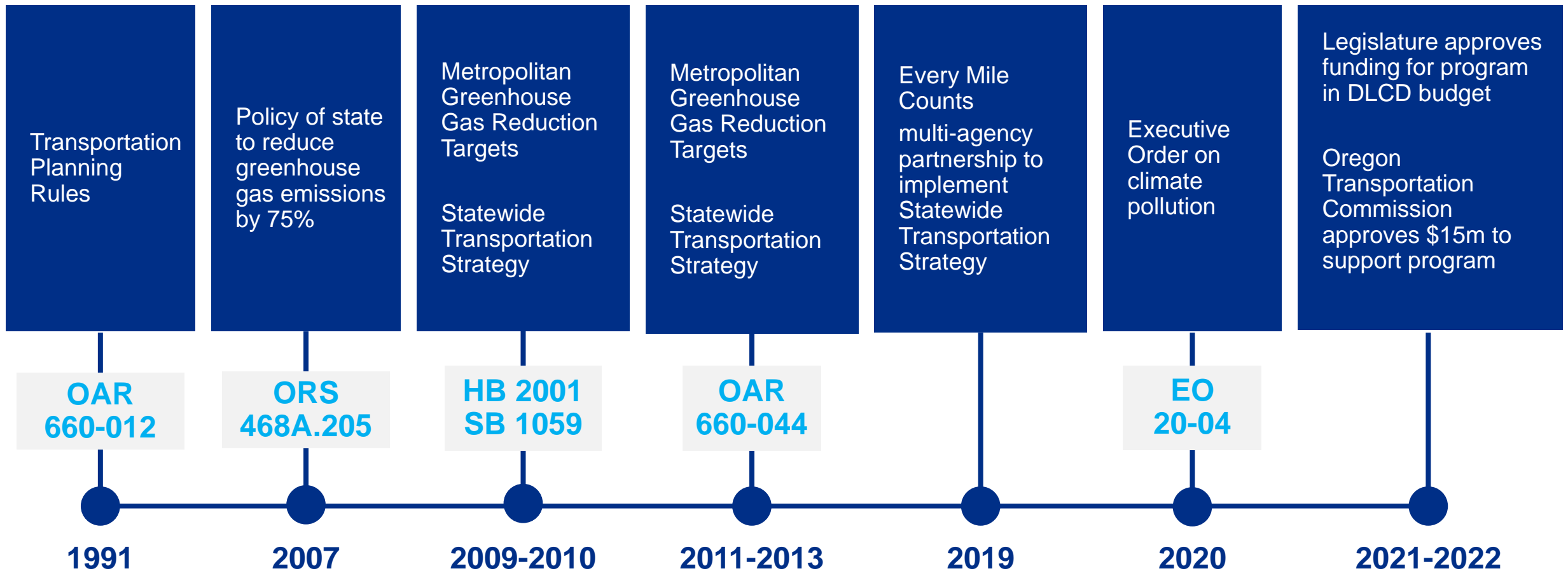
1938 federal Home Owners' Loan Corporation redlining map  
Green = best, Blue = "still desirable" Yellow = "Definitely declining"  
Red = "hazardous" [dsl.richmond.edu/panorama/redlining](http://dsl.richmond.edu/panorama/redlining)



Intergenerational wealth mainly transfers through homes

Today: 71.9% of white households own homes  
41.8% of Black households own homes

# Following Through on Previous Commitments



# Program Covers Eight Regions

Communities  
outside these areas  
are not impacted

Legislatively directed  
greenhouse gas  
reduction targets  
cover these eight  
regions



2019

ODOT, DEQ, DLCDD, and ODOE commit to a joint agency work plan to implement the Statewide Transportation Strategy

2020

CFEC Rulemaking initiated in September

2021

First rules draft released in January

2021

First complete rules draft released in October

2022

Rules adopted in July after two time extensions

Ongoing

Guidance, technical, and financial support for implementation

# Program Creation

## Years in the Making



2020

# Community Engagement

2022

## Scoping

Equity Workshops  
Interviews and Survey  
Policy Options Analysis

## Rulemaking

**40+ Person Advisory Committee**  
4 Spring Regional Public Workshops  
5 Fall Regional Public Workshops  
6 Regional Practitioner Meetings  
8 Technical Workgroup Meetings  
**Over 200 meetings and consultations**

## Implementation

Community Interviews and Forum  
Local Government Needs Survey  
Agency Budget Request  
Local Community Engagement



## Key Participants/Partners

ODOT – OHCS – Building Codes – DEQ – ODF  
ODOE – State Parks – Business Oregon – OHA

## Local Government Partners

14 representatives on advisory committee

League of Oregon Cities  
Association of Oregon Counties  
Albany Area  
Bend Area  
Corvallis Area  
Eugene/Springfield Area  
Middle Rogue Valley Area  
Portland Metro Area  
Rogue Valley Area  
Salem/Keizer Area  
Transit Providers

## Community Partners

26 representatives on advisory committee

AARP Oregon  
Advocates for People with Disabilities  
Allyship in Action/Bend Bikes  
Asian Pacific American Network of Oregon  
Homelessness Research and Action Collaborative  
Multicultural Collaborative  
Native American Youth and Family Center  
1000 Friends of Oregon  
OPAL Environmental Justice Oregon  
Oregon American Planning Association  
Oregon Association of Realtors  
Oregon Home Builders Association  
Oregon School Board Members Color Caucus  
Oregon Trucking Associations  
NAACP Eugene/Springfield  
Safe Routes to School  
Unite Oregon  
Verde

# A Broad Base of Support

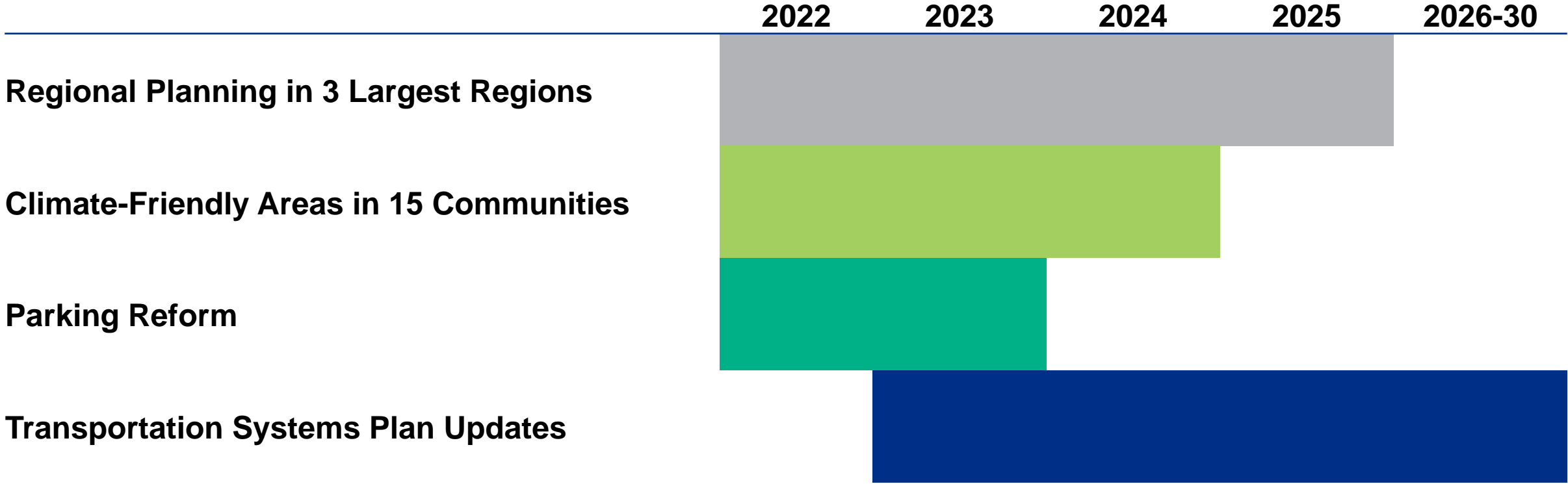
Over 1,600 organizations, businesses, and Oregonians



# **The program works to:**

- Meet legislative climate policy and goals**
- Increase housing and employment options**
- Foster vibrant downtowns and centers**
- Improve transportation choices**
- Promote equitable outcomes**

# Implementation Timeline



# Regional Planning: Preferred Mix of Actions to Meet Pollution Reduction Goals

Largest 3 Regions: Portland Metro, Salem-Keizer, and Eugene-Springfield



How much does the preferred scenario reduce greenhouse gas emissions?

Reference Scenario  
(current plans)

-3%

Preferred Scenario

-20%



Source: Metro

In 15 communities

# Climate-Friendly Area Zoning

In Portland Metro, use Region 2040 centers, *not* CFAs

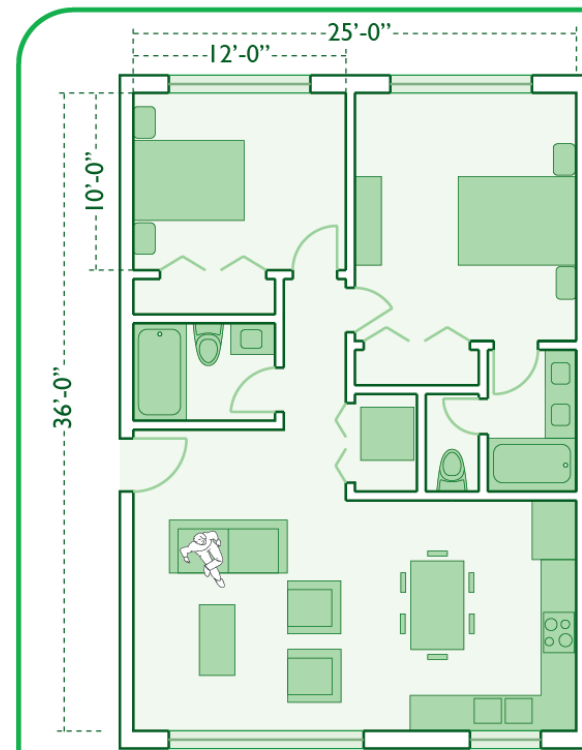
All other regions zone areas to allow walkable cities with a mix of residential, office, retail, services, and public uses:

- Imagine downtowns and neighborhood centers
- Choose either density/height standards or outcomes
- High-quality pedestrian, bicycle, and transit networks

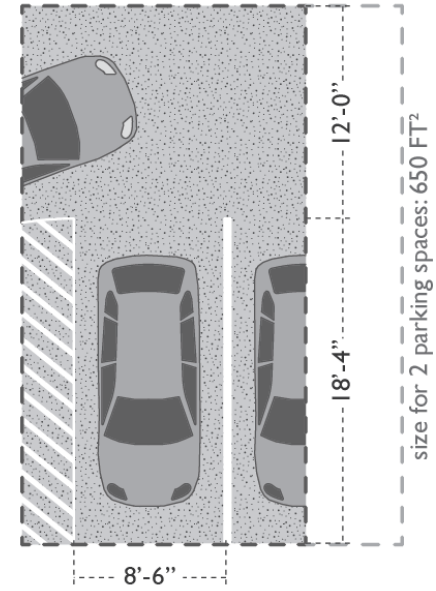
# Parking Reform and Management



- Help housing get built
- Help small businesses open and redevelop
- Improve walkability
- Improve equity



**2 BEDROOM APARTMENT**  
900 FT<sup>2</sup>



**1.5 PARKING SPACES INCLUDING AISLES**  
488 FT<sup>2</sup>



# Parking Reform

- Market-determined parking near frequent transit
- Market-determined parking for affordable housing and other equity uses
- Mandates no higher than one space/unit multifamily
- Cities choose one of three approaches for reform

**No Mandated Parking ≠ No Provided Parking**

Evidence shows builders tend to provide parking demanded by tenants



# Electric Vehicle Charging

Builds on legislative work

HB 2180 (2021)



New multifamily and multi-use development must include electrical conduit (wiring tubes) to serve 40% of parking spaces

Minimum five residential units  
Charging stations, wiring, and power not required

- Existing rules since 90s
- Communities have done good work
- We know we need to do more
- **Connected, safe, and complete** networks



## Transportation Planning

Updates to existing  
planning rules

## Plan for investments in:

- Pedestrian
- Bicycle
- Transit
- *Continue planning for autos & freight*

## Prioritize transportation investments in:

- Climate-friendly areas
- Neighborhoods with underserved populations
- Access to key destinations



# Transportation Planning

Local plans direct transportation investments

## **Project selection**

- Includes range of factors
- Must meet updated goals
- Projects together must not increase pollution

## **Measuring success**

- Use multiple measures
- Not just moving cars

## **Expensive street widenings**

- Review alternatives



# **Transportation Planning**

**Prioritize investments  
to meet state and  
local goals**

# Equity Throughout

- **Core work:** boost transportation and housing options for Oregonians
- Anticipate and mitigate displacement that may occur in Climate-friendly areas
- Center voices of underserved populations in decision-making processes
- Equity performance measures

<b>Underserved Populations</b> <i>OAR 660-012-0125</i>	<b>Decision Making</b> <i>OAR 660-012-0130</i>	<b>Equity Analysis</b> <i>OAR 660-012-0135</i>
<ul style="list-style-type: none"><li>• Community-led engagement and decision making</li><li>• Identify neighborhoods with concentration of underserved</li></ul>	<ul style="list-style-type: none"><li>• Community Involvement Program</li><li>• Benefits and burdens assessment</li><li>• Reporting</li></ul>	<ul style="list-style-type: none"><li>• Engage</li><li>• Assess</li><li>• Gather data</li><li>• Align with outcomes</li><li>• Strategy and indicators</li><li>• Report back</li></ul>



# Diverse Communities; Differing Approaches

## Regional Planning in largest regions

### Portland Metro

- 2040 Town Centers, not Climate-Friendly Areas
- No deadline for Transportation Systems Plan updates

### Climate-Friendly Areas

- Requirements scaled by size of population

**Parking reforms** vary by population and transit service

Some **transportation system planning** rules vary by size of population



# Adjusting to Local Needs

## Exemptions

Communities under 10,000 may request exemptions to any provision

- **Approved:** Rogue River
- **Received and pending:** three cities
- **Expecting more**

## Alternate Timelines

All communities may request extended timelines for many requirements

- **Approved:** Eugene
- **Expecting more**



# Rules Evolved in Response to Input

## Process Adjustments

- Postponed rules adoption twice; by seven months total
- Extended due dates for tasks
- Added option for alternate dates

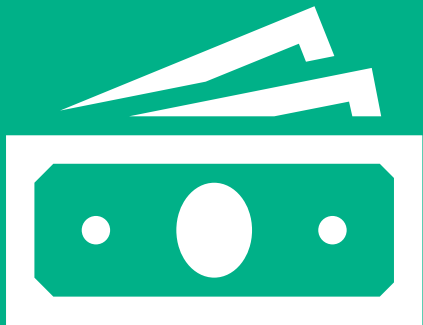
## Examples of Changes

- Created outcome-based option for Climate-Friendly Areas
- Fewer tasks for parking reform
- Expanded exemptions for expensive street expansions
- Limited EV requirements





# Funding



## In Hand

- DLCD spending **\$810,000** (2021-23) on local climate-friendly area studies and engagement plans
- **\$15+ million** allocated by ODOT

## Requested

- **\$12 million** to support further implementation (2023-25), including **\$10 million** direct to cities

# Implementation



- DLCD & ODOT dedicated **staff**
- DLCD & ODOT dedicated **web pages**
- **Email list** with 1,300+ people
- **Guidance** published continually
- Monthly “**office hours**”
- Daily one-on-one **consults** and reviews of draft code updates
- Consideration of **potential rules updates**

# Implementation



- Building **community engagement plans** and conducting **climate-friendly area studies**

Albany

Eagle Point

Medford

Ashland

Eugene

Philomath

Bend

Grants Pass

Salem

Central Point

Keizer

Springfield

Corvallis

Marion County

Talent

- Local governments implementing **parking reforms**

- Current **Transportation System Plan updates**

Beaverton

Milwaukie

Turner

Jefferson

Tangent

Wilsonville

Metro Govt

Tigard

# Questions?

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