



April 27, 2023

To: Metropolitan Policy Committee
From: Kelly Clarke
Subject: MPC 6.c: Climate Friendly Equitable Communities Scenario Planning Work Program Governance Structure

Actions Recommended:

1. Approve MPC as the proposed governance structure for the Scenario Planning Work Program
2. Direct staff on preferred option to include Coburg in governance structure via amendments to the MPC bylaws.

Climate Friendly Equitable Communities Background

In March of 2020, Governor Kate Brown issued an executive order directing state agencies to take actions to reduce and regulate greenhouse gas emissions and mitigate the impacts of climate change while also centering the needs of Oregon's most vulnerable communities.

In response, the Oregon Land Conservation and Development Commission developed new requirements, the Climate-Friendly and Equitable Communities (CFEC) rules, for cities to help meet these goals through changes to local transportation and housing planning systems.

Eugene and Springfield, among other metropolitan areas across the state, are required to change development standards to encourage more climate-friendly development and reduce emissions.

The rules require jurisdictions in the Eugene-Springfield metropolitan area to implement the existing [Central Lane Scenario Plan](#) (CLSP) developed in 2015 by the Central Lane MPO, and jointly develop regional performance measures and targets to measure and track progress towards implementation of the preferred scenario and meeting the region's Greenhouse Gas (GHG) reduction target that is in the state's Administrative Rules. The ODOT Climate Office is providing staff and consultant support to complete the requirements. This includes funding for the Lane Council of Governments to coordinate with our local jurisdictions and agencies to collaborate and jointly complete the scenario planning and performance measure requirements. The aim is to develop an Implementation Chapter to the 2015 CLSP, including policy level updates to the plan, and also develop performance measures and targets for each jurisdiction to use for updating their Transportation System Plans.

Central Lane Scenario Planning Background

The CLSP process began in 2013 in response to state legislation that required scenario planning in certain metropolitan regions of Oregon. “Scenario planning” is a process for considering alternative plausible futures, allowing for communities to understand how different choices might affect different outcomes, like economic vitality or GHG emissions, among others. The communities within the Central Lane MPO boundary looked at what might happen in the region if current transportation policies are continued, and what might happen if different policies – like encouraging greater use of transit – are considered.

The CLSP project partners were tasked with selecting a preferred scenario for the region that contains strategies for reducing GHG emissions from transportation but were not required to adopt or implement it. The preferred scenario is called “Enhance Existing Policies (Scenario B). It contains strategies within these categories: transit, cycling and walking, pricing, education and marketing, economy and prosperity, energy consumption and GHG emissions, transportation, air quality, feasibility, health, and equity. This scenario met the state’s GHG reduction target by reducing per capita greenhouse gas emissions from light vehicles by 20%. The CLSP Final Report was approved by MPC in June 2015.

Scenario Planning Work Program Governance Structure

CFEC rulemaking requires this metropolitan area to submit a work program for implementing the preferred scenario. The work program is due to DLCD by June 30, 2023 and must include a proposed Governance Structure, Scope of Work, Community Engagement Plan, Funding Estimate, and Schedule.

The purpose of a governance structure is to ensure regional cooperation, including transit providers, that will make decisions and complete required tasks. Staff anticipates that the governing body will make decisions including, but not limited to, adopting regional and jurisdictional performance measures and target outcomes; overseeing implementation; and reviewing work done by each jurisdiction as the local governments work towards required targets.

OAR 660-044-0100(1) states that “the governance structure may be an existing metropolitan planning organization, a new regional inter-governmental entity, an intergovernmental agreement for collaboration among local governments, or other mechanism. The governance structure must describe how the entity or entities will make decisions and complete tasks. The governance structure must, at a minimum, include cities and counties and describe how transit providers will be involved in the planning process.”

Staff at the Lane Council of Governments, Springfield, and Eugene have been meeting regularly to determine approaches to establishing a governance structure and to begin drafting the work program (Lane County and Coburg will be joining these meetings). The recommended option for a governance structure is to utilize the Metropolitan Policy Committee (MPC). As stated in the MPC bylaws, the purpose of

the MPC is to promote intergovernmental cooperation and coordination between and among local governments (see Attachment 1 for MPC Bylaws). The bylaws of the MPC list one of the functions of the committee as fulfilling intergovernmental functions as recommended by one or more of the three elected bodies and formally accepted by MPC.

Staff first seeks direction and approval from MPC on the region's proposed scenario planning work program governance structure. Is MPC the preferred governance structure as recommended?

The MPC bylaws state that General Membership “shall consist of six voting members and three non-voting ex-officio members from Eugene, Springfield, and Lane County.” The bylaws continue “For consideration of metropolitan transportation matters, the Board of the Lane Transit District shall appoint two of its members to serve as voting members.”

Should MPC approve MPC as the proposed governance structure, the MPC bylaws will need to be amended to incorporate Coburg into the decision-making process. Two options present themselves:

1. Amend the current bylaws to add Coburg into the list of agencies under “For consideration of metropolitan transportation matters...”
2. Amend the current bylaws to add one more variant of MPC that is Climate Friendly Equitable Communities specific and that contains the membership needed.

Staff second seeks direction and approval from MPC on the preferred approach for amending the bylaws to add Coburg into the decision-making process.

Should MPC determine that use of MPC as the governance structure is not appropriate, the other option is a new governance committee that is modeled after MPC. This committee would ensure elected officials are included in all decision making required. This approach would require a new inter-agency agreement between Springfield, Eugene, Coburg, and Lane County to form a new committee and its bylaws.

Requested Actions:

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Attachment

1. MPC bylaws