

# Central Lane Scenario Plan Work Program: Coburg, Eugene, Springfield, Lane County

## Table of Contents

Central Lane Scenario Plan Work Program for the Cities of Coburg, Eugene, Springfield, and Lane County.....	2
Proposed Governance Structure for Regional Coordination. (OAR 660-0440-0100(1) .....	3
Existing Governance Structure .....	3
Proposed Governance Structure and Membership .....	3
Proposed Governance Structure Decisions and Tasks.....	3
Proposed Governance Structure Key Decisions.....	4
MPC Support.....	4
Scope of Work. (OAR 660-0440-0100(2) .....	4
Central Lane Scenario Plan (CLSP) Status in Meeting OAR Requirement .....	4
Scope of Work: Portions of Requirement Met by CLSP .....	5
Scope of Work: Tasks to Assemble a Land Use and Transportation Scenario Plan (Implementation Chapter to the CLSP) .....	6
Amend Local Plans and Ordinances – TSP Updates.....	9
Community Engagement Plan OAR 660-0440-0100(3) .....	10
Summary of CLSP Community Engagement .....	10
Implementation Chapter Community Engagement .....	12
Relevant CFEC Community Engagement .....	13
Funding Estimate. OAR 660-0440-0100(4) .....	14
Phase 1. Develop the CLSP Implementation Chapter .....	14
Phase 2. Update local TSPs and land use codes .....	15
Schedule. OAR 660-0440-0100(5) .....	16
Proposal for Alternative Dates for CFEC Compliance .....	16
Coburg .....	16
Eugene .....	17
Springfield.....	17
Proposed Schedule: Develop the CLSP Implementation Chapter .....	19
Proposed Schedule: Adopt Local Amendments (TSP Updates).....	19
Attachments .....	20

## Central Lane Scenario Plan Work Program for the Cities of Coburg, Eugene, Springfield, and Lane County

This Central Lane Scenario Plan Work Program intends to fulfill the requirement of OAR 660-044-0015(2)(a)(A) for the cities of Coburg, Eugene, Springfield, and Lane County to “Submit a work program containing all of the elements provided in OAR 660-044-0100 to the department for review under section (4) by June 30, 2023.”

The cities and county within the metropolitan planning area of the Central Lane Metropolitan Planning Organization, namely, Coburg, Eugene, Springfield, and Lane County, have chosen to use the preferred scenario submitted as the Central Lane Scenario Plan to the commission and legislature in 2015 as required by Oregon Laws 2010, chapter 865, as the basis for the land use and transportation scenario plan, per OAR 660-044-0015(2)(b). Accordingly, this work plan contains the elements required to produce only the additional elements that build on the preferred scenario to prepare a complete transportation and land use scenario plan, as provided in OAR 660-044-0110(3) and 660-044-0110(9) through (10).

Consistent with OAR 660-044-0100 requirements, the Central Lane Scenario Planning Work Program includes the following elements:

- (1) A proposed governance structure for regional cooperation:** A proposed mechanism for regional cooperation. 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.
- (2) A scope of work:** A proposed list of tasks to develop scenarios, analyze scenarios, select a preferred scenario, assemble a land use and transportation scenario plan, and amend local plans and ordinances consistent with the land use and transportation scenario plan.
- (3) A community engagement plan:** A community engagement plan with a focus on outreach to and inclusion of underserved populations including community-based conversations.
- (4) A funding estimate:** A general estimate of needs for each city and county to adopt local amendments to implement the selected scenario. The funding estimate must include a schedule of requested amounts in current and future budget periods.
- (5) A schedule:** The work program must include a proposed schedule for submitting the land use and transportation scenario plan and for adopting local amendments to implement the approved preferred land use and transportation scenario.

The remainder of this work program addresses each of these elements in the same order as they are listed in the OARs.

# Proposed Governance Structure for Regional Coordination. (OAR 660-0440-0100(1))

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## OAR Requirement

*A proposed mechanism for regional cooperation. 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.*

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## Existing Governance Structure

The Central Lane Metropolitan Planning Organization's (CLMPO) policy board is termed Metropolitan Policy Committee (MPC). MPC's bylaws (Attachment 1) establish the following purposes of this intergovernmental committee:

1. To develop and negotiate solutions to intergovernmental problems.
2. To serve as a forum for developing recommendations for resolving intergovernmental disputes.
3. To identify a long-term agenda for intergovernmental efforts.
4. To promote intergovernmental cooperation and coordination between and among local governments.

The bylaws provide for a variety of topics and associated member configurations. The topic of "scenario planning governance structure for regional coordination" falls under MPC's "metropolitan transportation matters."

## Proposed Governance Structure and Membership

The proposed governance structure is to utilize the MPC structure in place.

Proposed members are:

- City of Eugene elected official
- City of Springfield elected official
- Lane County elected official
- Lane Transit District Board member
- City of Coburg official

## Proposed Governance Structure Decisions and Tasks

The proposed governance structure will make decisions and complete tasks in accordance with the MPC bylaws.

In general, this includes:

- Five voting members, including at least one representative from Coburg, Eugene, Springfield, Lane County, and the Lane Transit District, shall constitute a quorum.
- All formal actions shall require the vote of at least a simple majority of the quorum present and the affirmative vote of at least one elected representative from Coburg, Eugene, Springfield, and Lane County. In the case of a tie vote, the issue shall be considered unresolved and may be voted upon again.
- All meetings shall be conducted in accordance with "Roberts's Rules of Order, Newly Revised," and the Oregon Open Meetings Law (ORS 192.610 to 199.710).

- The officers of the Committee shall be a Chairperson and Vice-Chairperson elected by the voting membership for a one-year term. Officers shall be drawn from Coburg Eugene, Springfield, or Lane County voting members.

While the MPC bylaws do not currently include Coburg, MPC members unanimously voted during their May 4<sup>th</sup> meeting to amend the bylaws to include Coburg as a voting member and a member required for quorum. CLMPO is taking action to amend the bylaws accordingly and anticipate the bylaws will be amended MPC's September 2023 meeting.

### Proposed Governance Structure Key Decisions

The proposed governance structure is expected to be in place through development of the required Land Use and Transportation Scenario Plan elements in accordance with OAR 660-044-0110(3),(9), and (10). These three requirements constitute the development of an "Implementation Chapter" to the 2015 Central Lane Scenario Plan (CLSP) and, in summary, are:

- Policies and strategies intended to achieve the applicable greenhouse gas emissions reduction target in OAR 660-044-0025.
- Performance measures and methodologies that cities and counties will use to report on implementation of the preferred land use and transportation scenario.

It is anticipated that the governance structure (MPC) will be responsible for voting on:

- Performance measures and targets
- CLSP Implementation Chapter
- Identify corrective actions to ensure targets are being met

### MPC Support

MPC unanimously approved this proposed governance structure at its May 4<sup>th</sup> 2023 MPC meeting.

## Scope of Work. (OAR 660-0440-0100(2))

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#### OAR Requirement

*A proposed list of tasks to develop scenarios, analyze scenarios, select a preferred scenario, assemble a land use and transportation scenario plan, and amend local plans and ordinances consistent with the land use and transportation scenario plan.*

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### Central Lane Scenario Plan (CLSP) Status in Meeting OAR Requirement

OAR 660-044-0100 requires that the scope of work include a proposed list of tasks to:

- 1) develop scenarios
- 2) analyze scenarios
- 3) select a preferred scenario
- 4) assemble a land use and transportation scenario plan
- 5) amend local plans and ordinances consistent with the land use and transportation scenario plan

The Central Lane Scenario Planning Final Report (Attachment 2) satisfies the first three portions of this rule as follows:

Scope of Work Requirement	CLSP Status
Develop scenarios	Complete
Analyze scenarios	Complete
Select a preferred scenario	Complete
Assemble a land use and transportation scenario plan	Not complete
Amend local plans and ordinances consistent with the land use and transportation scenario plan	Not complete

## Scope of Work: Portions of Requirement Met by CLSP

This section provides a summary of how the CLSP meets the first three portions of the OAR requirement.

1. **Develop scenarios.** The CLSP contains three scenarios:
  - a. Scenario A (Reference Scenario). Adopted plans and current policy direction.
  - b. Scenario B (Enhance Existing Policies). Maximize actions consistent with current policies, but goes further.
  - c. Scenario C (Explore New Policies). New policies or actions that build on existing policies.



2. **Analyze scenarios.** Each scenario was analyzed and tested using the Regional Strategic Planning Model (RSPM) and the Integrated Transportation and Health Impact Model (ITHIM). Per the Final Report,

“The reference scenario is the baseline by which alternative scenarios are compared; it approximates the future if current policy direction is carried out without significant changes. The reference scenario represents the best representation about how current policy direction could be implemented over the next 25 years. This work formed the baseline against which alternative future scenarios were compared.

The technical team initially developed the reference scenario assumptions based on policies in current and recently completed land use and transportation plans in the region. The project team translated the vision, goals, and objectives from these plans – as well as assumptions about future levels of funding – into specific inputs for use in RSPM. The project team used state assumptions from a similar planning effort for the future vehicle fleet, fuel mix, and other technologies. RSPM was then used to estimate future GHG emissions, miles driven per capita, hours of vehicle delay, and other performance measures.

The reference scenario provides a baseline for comparing alternative scenarios. The project team initially created alternative scenarios based on several themes. The “themes” were created by the project team to organize different strategies and understand how different policies interact to reduce GHG emissions. The themes, like “individual action” and “transit friendly, walkable communities,” added more context to the sensitivity testing and helped to organize the policies into more realistic packages.

Each of these themes contained a mix of strategies. For example, the “transit friendly, walkable communities” theme contained strategies that increased transit service and improved bicycling and walking infrastructure. The results of these themes were instructive and allowed the PMT to craft two alternative scenarios to fully test with the RSPM and ITHIM tools. The two alternative scenarios – Scenario B (Enhance Existing Policies) and Scenario C (Explore New Policies) – represent maximizing actions consistent with current policy direction and implementing new policies, respectively. The reference scenario (Scenario A) and Scenarios B and C were evaluated with respect to a full range of evaluation criteria.

3. **Select a Preferred Scenario.** A preferred scenario was selected based on the analysis, tests, and public input regarding all scenarios:

Scenario B met the state’s GHG-emissions-reduction target and Scenario C exceeded the target. Both Scenarios B and C would generate considerable public health benefits. For example, both scenarios resulted in an excess of \$30 million in reduced health care spending due to decreases in the prevalence of some chronic diseases.

The results of analyzing Scenarios A (reference scenario), B, and C – in addition to public input – provided the full context needed for decisionmakers in the Central Lane MPO to develop the preferred scenario.

The preferred scenario, Scenario B (Enhance Existing Policies) represents a balanced approach towards investment in the following seven areas:

- Active transportation
- Fleet and fuels
- Transit
- Pricing
- Parking management
- Education and marketing
- Roads

The scope of work remaining for compliance with OAR 660-044-0100 is specific to the following two requirements: assemble a land use and transportation scenario plan, and amend local plans and ordinances consistent with the land use and transportation scenario plan. The remainder of this section proposes a list of tasks to fulfill these two requirements.

### Scope of Work: Tasks to Assemble a Land Use and Transportation Scenario Plan (Implementation Chapter to the CLSP)

The required Land Use and Transportation Scenario Plan must meet the three applicable requirements of OAR 660-044-0110 (3),(9), and (10). These three requirements constitute the development of an “**Implementation Chapter**” to the 2015 Central Lane Scenario Plan (CLSP) and will be referred to as such throughout this Work Program. In full, they are:

Section (3) Policies and strategies intended to achieve the applicable greenhouse gas emissions reduction target in OAR 660-044-0025.

Section (9) Performance measures and methodologies that cities and counties will use to report on implementation of the preferred land use and transportation scenario, including:

(a) Regional performance measures to determine whether outcomes are progressing to achieve the projected reductions in greenhouse gas emissions. The regional performance measures must include actual performance for the data elements used to project greenhouse gas emissions as described in OAR 660-044-0030.

(b) Local implementation performance measures to determine whether cities and counties are taking the actions necessary to implement the preferred land use and transportation scenario.

(c) Equity performance measures to determine whether implementation of the preferred land use and transportation scenario is improving equitable outcomes for underserved communities.

Section (10) The performance measures in section (9) must include:

(a) A set of performance measures including methods, details, and assumptions to calculate the value;

(b) Baseline current data, or historical data, for each performance measure;

(c) A reporting schedule repeating every four or five years through the planning period;

(d) A target for each performance measure for each reporting point; and

(e) Best available demographic information for underserved populations.

Tasks to assemble the Implementation Chapter are:

**Task 1. Project management.**

Task 1 includes the project management related tasks that will be required to achieve the project outcomes; including, but not limited to:

- Every other week project team meetings
- Every other month meetings with the governance body
- Regular correspondence throughout the project

**Task 2. Document CLSP policies and strategies.**

Task 2 includes documentation of the policies and strategies in the CLSP preferred scenario that will work towards achieving the applicable greenhouse gas emissions reduction target in OAR 660-044-0025.

**Task 3. Evaluate potential performance measures, data, and methodologies.**

Task 3 includes working with the consultant to first identify and evaluate potential performance measures that may be used and second to determine and evaluate the methodology that may be employed to measure each performance measure.

Care will be taken to:

- Include in the list of options, the performance measures the region is already tracking to the extent possible;
- Evaluate data needs for each methodology;
- Meet the requirements of OAR 660-044-0110 (9)(a); and
- Determine the best available demographic information for underserved populations.

Task 3 also includes development and documentation of baseline current data, or historical data, for each performance measure.

**Task 4. Select the performance measures, data, and methodologies.**

In Task 4, the set of performance measures and associated methodologies will be selected and finalized. In compliance with OAR 660-440-0110 (10), the set of performance measures will include the methods, details, and assumptions to calculate the value.

**Task 5. Develop a reporting schedule.**

Task 5 includes development of a reporting schedule. It is anticipated that the reporting schedule will align with the 4 year update cycle of the Central Lane Metropolitan Planning Organization’s Regional Transportation Plan (RTP). A 20 year planning period is assumed. The next RTP update is due by January 2026. The reporting schedule will be consistent with OAR 660-012-0900 and will include a reporting schedule for Transportation System Plan (TSP) updates.

**Task 6. Establish performance measure targets.**

Task 6 includes setting targets for each performance measure. The intent is to demonstrate movement towards achieving the preferred scenario over time.

LCOG will work with ODOT and ODOT’s project consultant to set up a scenario in the regional travel model that best reflects the land use and transportation actions needed to meet the final preferred scenario from Central Lane Scenario Planning in order to test progress towards the region’s GHG target.

This Task includes utilization of the regional travel model and VisionEval scenario planning tool. Travel model steps include, developing input and output processing as follows:

- Develop first cut 20-year land use for the region, encode in Travel Analysis Zones. This forecast must be consistent with CFEC Climate Friendly Area (“CFA”) requirements.
- Identify forecast transit service levels of the CLSP Preferred Scenario (Scenario B).
- Building on each city’s existing adopted plans, develop first cut at additional strategies, programs, and policies for an ambitious list reflecting the final preferred scenario and Performance Measures.
- LCOG will run additional scenarios with changed investments or policy assumptions to get closer to the region and city targets. Post-processing or off-model tools may be explored for some investments and policies to capture the impact.

VisionEval steps include work with ODOT and the consultant to update the existing Central Lane GreenSTEP model to the most recent version of the VisionEval model. This is anticipated to be the VE-RSPM 3.0 “Next Gen” platform using dynamic specification and will incorporate the latest Oregon specific data (e.g., inputs, automated vehicle module, multimodal module updates, and teleworking module). The effort will focus on adapting the Central Lane inputs from existing GreenSTEP to VE-RSPM and translating the CLSP preferred scenario into actions within VisionEval. LCOG will work with ODOT and consultant to identify the key inputs to inform the update and build them into the model development process. Close coordination will be required between LCOG, ODOT and consultant to design the VE-RSPM and translate existing GreenSTEP and VE-State inputs, as the existing data resolution may be not be adequate to program the new VE-RSPM inputs.

**Task 7. Stakeholder outreach.**

Task 7 includes presentations with the jurisdictional policy bodies and transportation advisory committees. The intent is to inform and to receive direction from each group. Outreach will occur throughout the life of this project. The list of groups includes, but is not limited to:

- City of Coburg Planning Commission
- City of Coburg City Council
- City of Eugene Planning Commission
- City of Eugene City Council
- City of Eugene Sustainability Commission



- City of Eugene Active Transportation Committee
- City of Springfield Planning Commission
- City of Springfield City Council
- City of Springfield Bicycle and Pedestrian Advisory Committee
- Lane County Climate Advisory Committee
- Lane County Transportation Advisory Committee

The “Community Engagement Plan” section of this work program contains the full description of community engagement to date and throughout the project.

**Task 8. Final Report.**

Task 8 will result in a report documenting the selected performance measures, data, methodologies for measuring each performance measure, targets, and the reporting schedule. This Final Report will be written and formatted as an “Implementation Chapter” to the CLSP. The amended CLSP with the Implementation Chapter will be submitted to DLCD for review and approval. Only upon DLCD approval will CLMPO and its jurisdictional partners proceed with amending local plans and ordinances consistent with the land use and transportation scenario plan as described in the next section.

**Amend Local Plans and Ordinances – TSP Updates**

After finalization and DLCD approval of the CLSP Implementation Chapter, local TSPs and associated plans and Ordinances will be amended to carry out the CLSP strategies. While each jurisdiction has land use and transportation plan update processes that are tailored by project to its unique needs and circumstances, the outline provided in this section provides the framework each will follow to amend the appropriate local plans and ordinances related to the CLSP Implementation Chapter. Additionally, this is the framework utilized to prepare the general estimate of needs for each city and county to adopt local amendments to implement the selected scenario as required under this OAR work program requirement.

Task	General Description – Tasks taken through TSP update processes
1	Community Engagement Plan – develop and approve locally <ul style="list-style-type: none"> <li>• Include key messages, target audiences, and engagement tactics</li> <li>• Focus on outreach to and inclusion of underserved populations including community-based conversations</li> <li>• Local approval</li> </ul>
2	Identify amendments needed as TSP updates <ul style="list-style-type: none"> <li>• Conduct a gap analysis (policies and regulations required compared to what is in current plans and codes.</li> <li>• Specific CFEC requirements are listed in Attachment 3 and must be addressed through the TSP update. Additional minor land use amendments may also be identified.</li> <li>• Identify any existing policies or land use regulations that conflict with the required policies and land use regulations</li> </ul>
3	Conduct analysis, community engagement, and narrowing down of options: <ul style="list-style-type: none"> <li>• Implementation of the Community Engagement Plan throughout the project</li> <li>• Analysis of data including, but not limited to, base and future year population/demographics, multimodal travel volumes, and employment projections.</li> <li>• Update of amendments needed as identified in Step 2. This is an iterative process conducted through community engagement, analysis of data and metrics, and development of draft options for community input and feedback.</li> <li>• Determination what will advance to the draft amended TSP.</li> </ul>
4	Prepare draft update.

	<ul style="list-style-type: none"> <li>This is an iterative process that will follow the review and feedback process outlined in the Community Engagement Plan, including vetting proposed amendments through any advisory committee(s).</li> </ul>
5	Prepare an adoption package of draft amendments and staff report/findings to support the amendments
6	Adoption process <ul style="list-style-type: none"> <li>Each jurisdiction will follow its unique adoption process.</li> </ul>

## Community Engagement Plan OAR 660-0440-0100(3)

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### OAR Requirement

*A community engagement plan with a focus on outreach to and inclusion of underserved populations including community-based conversations.*

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The CLSP effort included substantive community engagement which resulted in a preferred alternative and strategies grounded in community feedback and direction. The work outlined in this scenario planning work program is to develop an “implementation chapter” intended to give local jurisdictions the framework needed to track progress towards regional GHG reduction goals.

This section will:

- Summarize the CLSP community engagement
- Present the community engagement plan through development of the CLSP implementation chapter
- Outline the anticipated level of community engagement for the Climate Friendly Area work and local jurisdiction’s Transportation System Plan updates.

### Summary of CLSP Community Engagement

The CLSP Stakeholder and Public Involvement Plan (PIP), along with its implementation report, is included as Attachment 4. The PIP was established and deployed with a focus on inclusion of underserved populations and included advisory committees that focused on equity and health.

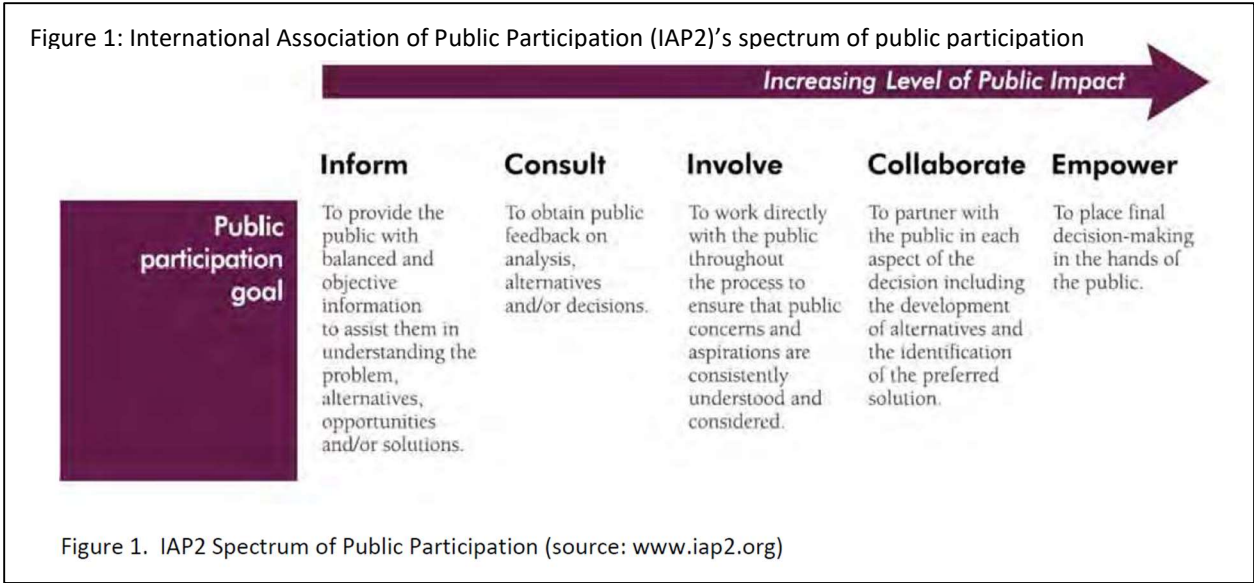
The PIP established goals for the CLSP process and a level of public engagement:

#### **Public involvement goals**

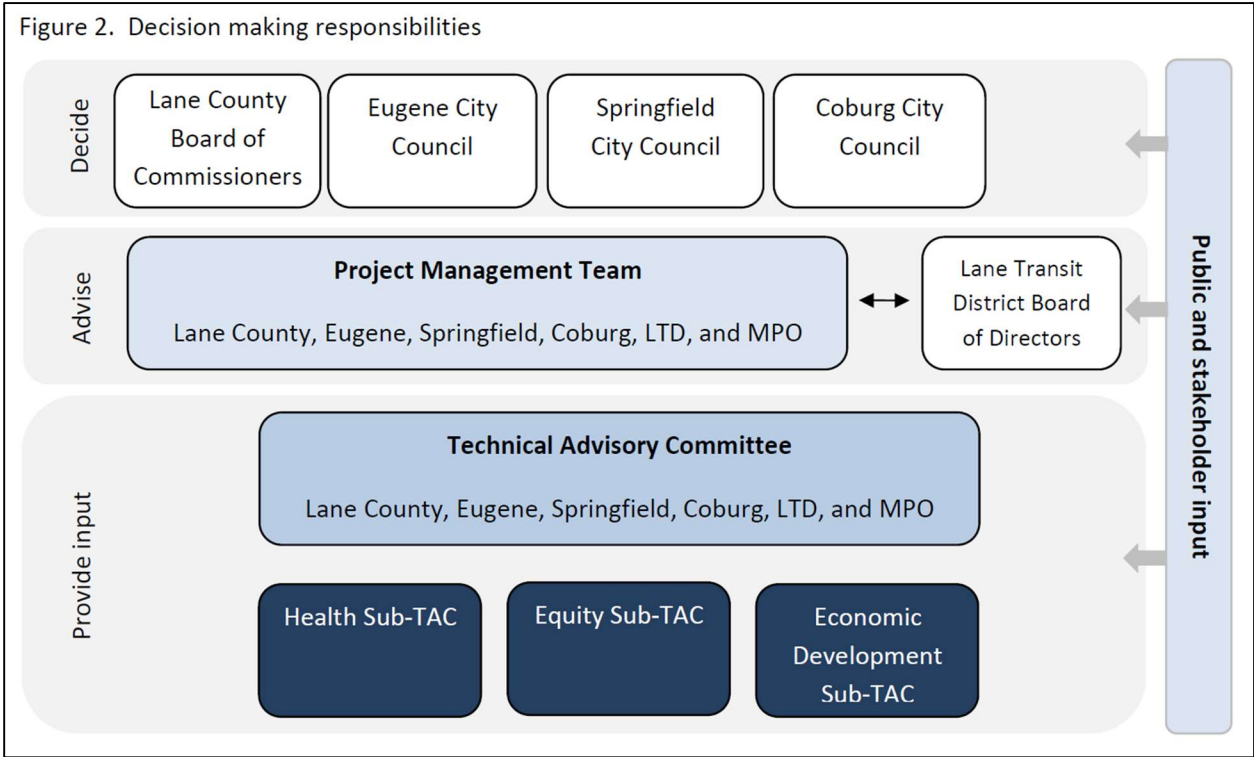
For any public outreach process to be successful, it is important to consider the goals of the process. For the CLSP, the public engagement process should:

- Provide opportunities for the proactive engagement of interested people
- Provide access for all community members regardless of ability, age, income or race/ethnicity
- Demonstrate how public input shapes decisions
- Build on information gathered through past or related planning processes

The International Association of Public Participation (IAP2)’s spectrum of public participation, Figure 1, shows varying levels of engagement based on the level of public impact. Because the level of public impact for scenarios is relatively low (particularly because the region is required to select a scenario but not to implement it), the public and stakeholders will be engaged at the inform and consult levels.

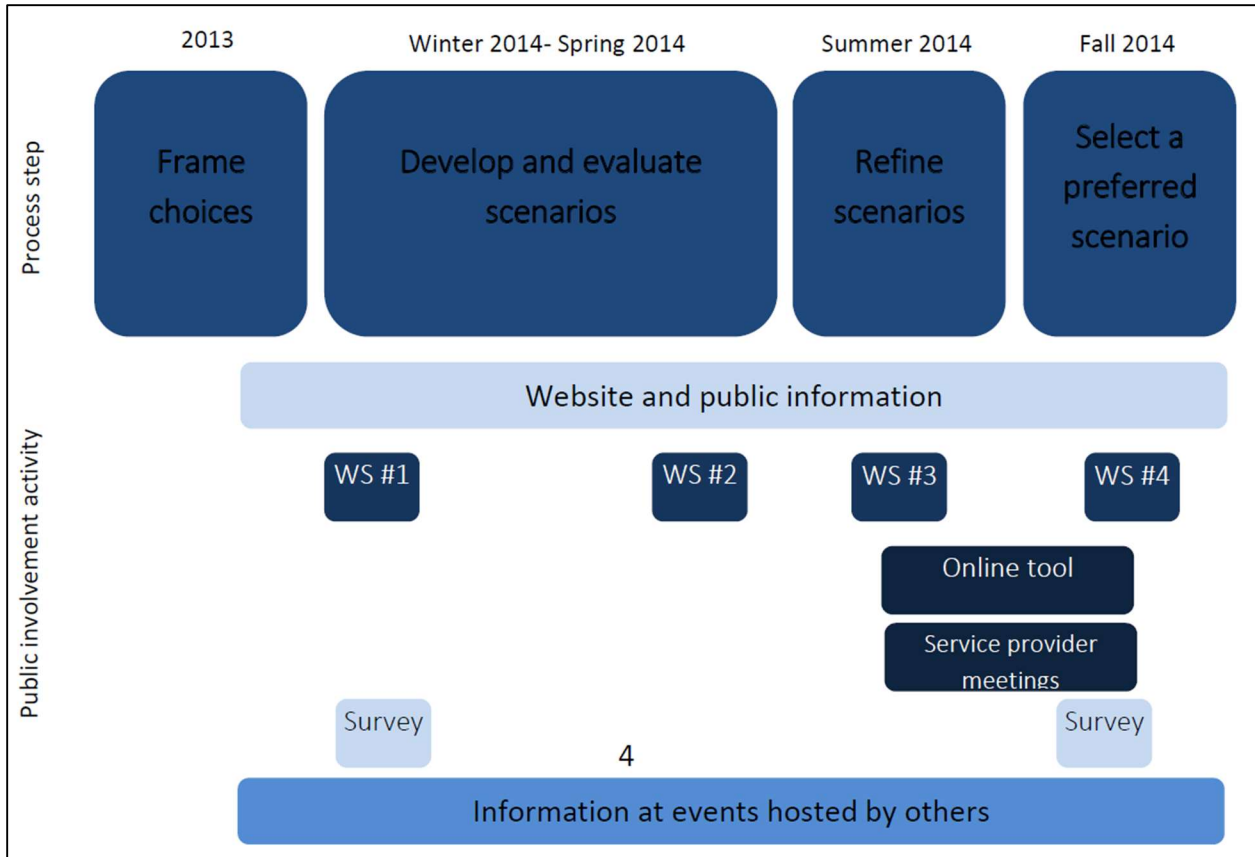


The PIP outlined a framework of decision making responsibilities as shown in Figure 2.



The PIP established several outreach tactics to be deployed as shown in Figure 3:

Figure 3: Public Involvement Schedule and Tactics



Please refer to the Attached PIP for a report of the PIP deployment and results.

### Implementation Chapter Community Engagement

The community engagement plan to develop the implementation chapter of the CLSP is intended to be within the “inform” level of involvement because the level of impact for determination of metrics is low and does not lend itself to seeking direction from the community in a meaningful way. Each city will conduct in-depth public involvement and major equity analysis work throughout their TSP updates.

The community engagement strategies to be used for the development of the CLSP Implementation Chapter include:

- Maintaining a project website
- Regular meetings with the Scenario Planning Governance
- Presentations before jurisdictional City and County Councils, Commissions and Subcommittees
  - City of Coburg Planning Commission
  - City of Coburg City Council
  - City of Eugene Planning Commission
  - City of Eugene City Council
  - City of Eugene Sustainability Commission
  - City of Eugene Active Transportation Committee
  - City of Springfield Planning Commission
  - City of Springfield City Council
  - City of Springfield Bicycle and Pedestrian Advisory Committee
  - Lane County Climate Advisory Committee

- Lane County Transportation Advisory Committee

## Relevant CFEC Community Engagement

While development of the CLSP implementation chapter is a technical effort, there are other aspects of the CFEC Rulemaking that will seek community engagement in a meaningful way. The two primary pieces of the Rulemaking related to this work plan are the Climate Friendly Areas (CFA) Designation Process and local processes to update jurisdictional Transportation System Plans and related land use plans.

### Climate Friendly Areas (CFA) Designation Process

The first part of the CFA designation process requires Eugene and Springfield to study and identify potential locations for CFAs. After the study phase, Eugene and Springfield will begin the process of determining which areas will be designated as CFAs. There will likely need to be zoning and code amendments in these areas to make them comply with the state standards for CFAs. Additionally, cities must adopt a CFA element into their comprehensive plans.

Eugene and Springfield are working with Kearns and West to develop and deploy a community engagement effort. The draft Community Engagement Plan explains:

*This Community Engagement Plan serves as a guide for when and how to engage stakeholders in the two phases of the CFA Designation process. It lays out:*

- *The context for the Designation process and the goals for engagement.*
- *The different audiences that will be engaged.*
- *A summary of potential engagement activities and key considerations for using them.*
- *Best practices for engaging historically marginalized community groups based on input from community leaders.*
- *An overview of key milestones in the Designation process, along with the engagement objectives and potential tactics for each milestone.*
- *Guidance for measuring and evaluating the effectiveness of engagement activities.*

*This plan is intended to provide an overarching framework for engagement throughout the CFA Designation process. Implementation of the strategies and tactics for each milestone outlined in this plan will be tailored based on outcomes of the technical work and the resources available for engagement. By developing and implementing this plan, the City will comply with the state mandates.*

The draft CFA Community Engagement Plan is included as Attachment 5 for reference.

### Transportation System Plan (TSP) Updates

TSP updates will serve as the mechanism to translate the scenario plan strategies into local action. TSP updates will occur after the CLSP implementation chapter is complete and will be achieved through individual jurisdiction's public participation processes.

Local public participation processes are intended to inform the community about a given project, seek feedback and direction, and collaborate through each project phase so that by the end, the outcomes reflect the community's needs and vision. Per OAR 660-012-120, the Community Engagement Plans for TSP updates, "shall follow the practices provided in OAR 660-012-0130 to place an increased emphasis on centering the voices of underserved populations identified in OAR 660-012-0125." Through development of the TSP Community Engagement Plans, each jurisdiction will determine whether a Major Equity Analysis or a Engagement Focused Equity Analysis will be applied (OAR 660-012-0135).

Jurisdiction	Community Engagement Plan Approach
Coburg	The City of Coburg will develop a community engagement plan that reflects the scope of the project within its small town size. Engagement technics include community meetings, utility bill inserts, social media outreach, a project website, and newsletter updates.
Eugene	Each CFEC project will have its own public involvement approach that reflects its unique deadlines, resources, and available opportunities for input within the CFEC requirements. The <a href="#">Engage Eugene</a> page will include public involvement opportunities through the lifecycle of CFEC implementation (including the TSP update). This page also includes links to public meetings where staff provide updates and receive comments on CFEC. Project staff will share updates and ways to engage on the webpage, Engage Eugene, social media, and through various City department newsletters.
Springfield	The City of Springfield will develop a Community Engagement Plan for its TSP update. The Engagement Plan will establish project purpose and outcomes, community engagement goals, the engagement process, identified stakeholders and issues, key messages, engagement strategies right-sized for the project, and measures of success. The Engagement Plan will be reviewed and approved by the City’s Committee for Citizen Involvement.
Lane County	Lane County’s public involvement approach strives to meet people where they are, identify what is important to them, and make the most of participation opportunities. Public outreach strategies are tailored to the scope of the project, depending on the anticipated level of conflict, concern, or controversy; and the level of difficulty in solving problems and advancing the project. A TSP update will likely employ strategies from the Involve Campaign outreach strategy type. In an Involved Campaign the public is actively involved throughout the process to influence the outcome and arrive at a community-preferred alternative. Outreach strategies include public workshops, design charrettes, and the creation of specific citizen advisory committee.

Funding Estimate. OAR 660-0440-0100(4)

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OAR Requirement  
*A general estimate of needs for each city and county to adopt local amendments to implement the selected scenario. The funding estimate must include a schedule of requested amounts in current and future budget periods.*

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The funding estimate requirement is interpreted to have two phases:

- Phase 1. Develop the CLSP Implementation Chapter
- Phase 2. Update local TSPs and land use codes

This section presents a funding estimate for both phases.

Phase 1. Develop the CLSP Implementation Chapter

The CLSP Implementation Chapter will be developed with consultation services provided by LCOG and a team led by Parametrix. LCOG will contract with ODOT via an Intergovernmental Agreement (IGA). The Parametrix team will contract directly with ODOT. This work is expected to be complete within the 23-25 biennium. The general estimate for work to develop the CLSP Implementation Chapter (including performance measures and targets) as described in sections of this Work Plan above is:

Consultant	General Estimate
LCOG	\$60,000
Parametrix Team	\$250,000

## Phase 2. Update local TSPs and land use codes

It is anticipated that Eugene, Springfield, and Coburg will adopt local amendments to implement the selected scenario through TSP and, to a lesser extent, land use code amendments. This work is estimated to occur in the calendar years of 2027 through 2029. Until the full scope of work for this Phase is more fully understood, the Tasks listed in the Scope of Work section, and shown here, have been used to generate the general funding estimate:

Task	General Description – Tasks taken through TSP update processes
1	<p>Community Engagement Plan – develop and approve locally</p> <ul style="list-style-type: none"> <li>• Include key messages, target audiences, and engagement tactics</li> <li>• Focus on outreach to and inclusion of underserved populations including community-based conversations</li> <li>• Local approval</li> </ul>
2	<p>Identify amendments needed as TSP updates</p> <ul style="list-style-type: none"> <li>• Conduct a gap analysis (policies and regulations required compared to what is in current plans and codes.</li> <li>• Specific CFEC requirements are listed in Attachment 3 and must be addressed through the TSP update. Additional minor land use amendments may also be identified.</li> <li>• Identify any existing policies or land use regulations that conflict with the required policies and land use regulations</li> </ul>
3	<p>Conduct analysis, community engagement, and narrowing down of options:</p> <ul style="list-style-type: none"> <li>• Implementation of the Community Engagement Plan throughout the project</li> <li>• Analysis of data including, but not limited to, base and future year population/demographics, multimodal travel volumes, and employment projections.</li> <li>• Update of amendments needed as identified in Step 2. This is an iterative process conducted through community engagement, analysis of data and metrics, and development of draft options for community input and feedback.</li> <li>• Determination what will advance to the draft amended TSP.</li> </ul>
4	<p>Prepare draft update.</p> <ul style="list-style-type: none"> <li>• This is an iterative process that will follow the review and feedback process outlined in the Community Engagement Plan, including vetting proposed amendments through any advisory committee(s).</li> </ul>
5	<p>Prepare an adoption package of draft amendments and staff report/findings to support the amendments</p>
6	<p>Adoption process</p> <ul style="list-style-type: none"> <li>• Each jurisdiction will follow its unique adoption process.</li> </ul>

The table below presents a planning level, general estimate, of anticipated local and consultant funding to complete the TSP updates per jurisdiction. This estimate includes the following assumptions:

- This will be a two year (104 week) process.
- This effort aligns with the schedule for consultant assistance during the 27-29 biennium.
- Given the unknowns for the actual scope of work, a minimum and maximum is presented.
- Lane County may need to co-adopt jurisdictional TSP updates.
- This estimate was calculated with a general estimate of hours each jurisdiction would need to accomplish each task above and then totaled and presented below.
- The consultant general funding estimate is based on a working understanding of consultant costs for comparable projects.

General funding estimate for the 27-29 biennium is:

	Staff Min	Staff Max	Consultant Min	Consultant Max
Coburg	\$86,000	\$190,000	\$150,000	\$200,000
Eugene	\$212,000	\$368,000	\$200,000	\$300,000
Springfield	\$212,000	\$368,000	\$200,000	\$300,000
Lane County	\$98,000	\$202,000	\$100,000	\$200,000

## Schedule. OAR 660-0440-0100(5)

### OAR Requirement

*The work program must include a proposed schedule for submitting the land use and transportation scenario plan and for adopting local amendments to implement the approved preferred land use and transportation scenario.*

This section is presented in three parts:

1. Proposal for alternative dates for CFEC compliance
2. Proposed schedule for submitting the land use and transportation scenario plan
3. Proposed schedule for adopting local amendments to implement the approved preferred land use and transportation scenario.

### Proposal for Alternative Dates for CFEC Compliance

The cities of Coburg, Eugene and Springfield propose alternative dates for CFEC compliance. This proposal for an alternative timeline is submitted consistent with OAR 660-012-0012(3). OAR 660-012-0012(3)(e) permits the Eugene-Springfield metropolitan area to submit a combined work program that meets the proposed alternative date requirements of both OAR 660-012-0012(3) (Transportation Planning Rule) and the work program requirements for regional scenario planning of OAR 660-044-0015. This section contains proposed alternative dates for CFEC compliance.

#### Coburg

The City of Coburg proposes the following alternative timeline:

Component	Current Deadline	Proposed Alternative Deadline
Scenario Plan Joint Work Plan	June 30, 2023	Not eligible
Submit Scenario Plan	Dec. 31, 2023	Dec. 31, 2024
Evaluation and adoption of parking and pedestrian-friendly land use requirements		June 30, 2025
Major Transportation System Plan Update	Dec. 31, 2026	Dec. 31, 2029



## Eugene

The City of Eugene proposes an alternative timeline as detailed in full in the attached “CFEC Alternative Deadlines Request Memo” (Attachment 6). In summary, the proposed alternative timeline is:

Component	Current Deadline	Proposed Alternative Deadline
Scenario Plan Joint Work Plan	June 30, 2023	Not eligible
Parking Reform	Dec. 31, 2023	n/a
Climate-Friendly Areas Study	Dec. 31, 2023	Not eligible
Submit Scenario Plan	Dec. 31, 2023	Dec. 31, 2024
Climate-Friendly Area Designation	Dec. 31, 2024	Dec. 31, 2026 (aligns with UGB* update)
Major Transportation System Plan Update Scenario Plan Code Amendments Walkability & Compact Development Standards Bike Parking Standards Prioritized Transportation Projects Transportation Performance Standards	Dec. 31, 2026	Dec. 31, 2029

## Springfield

The City of Springfield proposes alternative dates to meet CFEC requirements. The proposed alternate dates are more realistic and better align with the City’s deadline for adopting a Housing Capacity Analysis.

The table below presents the dates required within the OARs and, where requested, proposed dates.

Required Dates	Springfield’s Proposed Dates	Description of Requirement
6/30/23		Submit Scenario Plan work plan in OAR 660-044-0100, including scope of work, engagement plan, funding, timeline, etc.  May also include alternative dates proposal for effective dates or deadlines elsewhere in this table; eligible dates/items are listed in OAR 660-012-0012(4)(a-g) and OAR 660-012-0012(3)(e) for 660-044-0015 [not eligible items are listed in OAR 660-012-0012(5)(a-e)]
6/30/23*	12/31/23	Adopt city-wide parking amendments to comprehensive plan, land use regulations, and parking programs per OAR 660-012-0400, -0405 and -0415 through -0445: <ul style="list-style-type: none"> <li>• Parking regulation improvements per OAR 660-012-0405 (e.g., employee parking areas, parking lot redevelopment, shared parking, surface parking, parking area trees and standards)</li> <li>• Parking maximums in CFAs/centers/transit corridors for certain uses per OAR 660-012-0415</li> <li>• Parking mandates (minimums) options: <ul style="list-style-type: none"> <li>○ <b>Option A:</b> Eliminate parking mandates citywide (Option Chosen by City Council)</li> </ul> </li> </ul>
12/31/23*	12/31/24	Submit Scenario Plan land use and transportation plan in OAR 660-044-0110; scenario plan analysis, equity performance measures, identify needed amendments, performance measures, etc.

12/31/23		Submit Climate Friendly Area (CFA) study of potential CFAs including technical analysis and engagement process, per OAR 660-012-0315(4) and (5)
5/31/24		Submit first monitoring report for year 2022 per OAR 660-012-0900
6/30/24	12/31/25	Implement: Vehicle Miles Traveled (VMT) transportation modeling for land use decisions per OAR 660-012-0210. This date may move to time of TSP adoption if proposed rule amendments are approved.
12/31/24*	12/31/25	Adopt CFA comprehensive plan and land use regulations per OAR 660-012-0315, including land use regulations in -0330, bicycle parking in -0630, and either amending the TSP per a multi-modal transportation gap summary or developing a standalone gap summary per -0325(2)
12/31/24*	N/A (chose Parking Option 1)	Adopt CFA parking regulations and parking program amendments with adoption of CFAs if using parking Option B (not eliminating parking mandates), including: <ul style="list-style-type: none"> <li>No parking mandates in CFAs and within ¼ mile or reduced parking mandates and parking program amendments, per OAR 660-012-0435</li> </ul>
6/30/25*	12/31/29	Takes effect: rules requiring adoption of performance standards at OAR 660-012-0215, TSP update after this date must include these performance measures. This may move to time of TSP adoption if proposed rule amendments are approved.
12/31/25		Adopt Housing Capacity Analysis (HCA) including a 20-year buildable lands inventory and identification of any housing deficit per OAR 660-008-0045, now includes planning for 30% of housing in CFAs per OAR 660-008-0010
12/31/26		Adopt Housing Production Strategies report, now includes additional provisions fair and equitable housing, housing location, housing choice, homelessness, affordable housing, and gentrification, displacement and housing stability, per OAR 660-008-0050
By major TSP update 12/31/26*	12/31/29	Adopt TSP update and adopt citywide walkability/mixed use/parking land use regulations in OAR 660-012-0330, including bicycle parking in OAR 660-012-0630 [assumed to be no later than the TSP update to adopt the Scenario Plan]
12/31/26*	12/31/29	Adopt TSP update prioritizing projects for greenhouse gas reduction targets, per OAR 660-012-0100, and -0105 through -0200 [assumed to be no later than the TSP update to adopt the Scenario Plan]
12/31/26*	12/31/29	Adopt Scenario Plan comprehensive plan, land use regulations, TSP amendments in OAR 660-044-0130
12/31/26*	12/31/29	Adopt major TSP update in OAR 660-012-0105, including -0100(2) and all other elements in -0100 (which includes adoption of performance measures at OAR -0215), and engagement in -0120 [assumed to be no later than the TSP update to adopt the Scenario Plan]
6/30/2027		CFAs must be incorporated into UGB expansions after this date
12/31/2027		Absolute deadline for completion of work program elements, except major TSP update
12/31/2029		Absolute deadline to adopt major TSP update and all related components

\* Denotes that DLCD may approve an alternative date under the Regional Scenario Planning work program

## Proposed Schedule: Develop the CLSP Implementation Chapter

As discussed in the Scope of Work section, the scope of this requirement is specific to development and adoption of an implementation chapter to the CLSP. The proposed project schedule to develop and adopt the implementation chapter follows the tasks outlined for this effort in the Scope of Work section.

The proposed schedule to develop and adopt the implementation chapter assumes a start date of August 1, 2023. A later start date will cause a ripple effect of subsequent dates.

The proposed schedule to develop and adopt the implementation chapter and the cities request an alternate due date of December 31, 2024. The intent of the request is to allow for adequate time to perform the needed analysis and coordinate regionally.

Task	Proposed Schedule
<b>Task 1. Project management</b>	Throughout the project
<b>Task 2. Document CLSP policies and strategies</b>	August through September 2023
<b>Task 3. Evaluate potential performance measures, data, and methodologies</b>	September through December 2023
<b>Task 4. Select the performance measures, data, and methodologies</b>	December 2023 through May 2024
<b>Task 5. Develop a reporting schedule</b>	May through June 2024
<b>Task 6. Establish performance measure targets</b>	July through November 2024
<b>Task 7. Stakeholder outreach</b>	Throughout the project
<b>Task 8. Final Report</b>	November through December 2024

## Proposed Schedule: Adopt Local Amendments (TSP Updates)

The proposed schedule in this section to update and adopt local TSPs and, as needed, land use codes to implement the CLSP follows the steps outlined for this work in the Scope of Work section.

The following assumptions are made:

- 1) a July 2027 start date
- 2) that all consultant procurement needs have been met by this start date
- 3) that Coburg, Eugene, and Springfield begin their TSP update work with the same start date

Step	General Description	Proposed Schedule
1	Community Engagement Plan – develop and approve locally	January 2027 – April 2027
2	Identify amendments needed	January 2027 – April 2027
3	Conduct TSP/land use code update process	May 2027 – May 2029
4	Prepare draft TSP/land use code update	April 2029 – June 2029
5	Prepare an adoption package of draft TSP/land use code amendments and staff report/findings to support the amendments	June 2029 – July 2029
6	Adoption process	July 2029 – December 2029 <i>Anticipated completion by December 31, 2029</i>

## Attachments

Attachment 1: MPC Bylaws

Attachment 2: Central Lane Scenario Planning Final Report

Attachment 3: CFEC Requirements

Attachment 4: CLSP Stakeholder and Public Involvement Plan

Attachment 5: Draft Climate Friendly Areas Community Engagement Plan

Attachment 6: City of Eugene CFEC Alternative Deadlines Request