



Climate-Friendly and Equitable Communities Rulemaking

Oregon is not meeting its goals to reduce climate pollution. While some sectors have made significant progress, transportation-related climate pollution has increased. If current trends continue, Oregon will come nowhere near to meeting our 2050 goal.

Transportation accounts for roughly 38% of Oregon's climate pollution. On March 10, 2020, Governor Kate Brown issued [Executive Order 20-04](#), directing state agencies to reduce climate pollution. In response, the Oregon Land Conservation and Development Commission (LCDC) directed the Department of Land Conservation and Development (DLCD) to draft updates to Oregon's [transportation and housing planning](#) rules, and to convene a rulemaking advisory committee to help guide rule development.

There are many benefits to reducing greenhouse gas pollution, including better health outcomes, cleaner air and more choices for Oregonians on how to get to places they want to go.

The rulemaking will significantly strengthen Oregon's rules about transportation and housing planning, particularly in the eight areas with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, Salem/Keizer). Some rule changes to reduce greenhouse gas pollution and increase transportation choice may apply to communities outside those areas.

Oregon is committed to increasing equity. Our state has a long history of discrimination and racism, including in our land use and transportation planning decisions. Rulemaking will focus on reducing pollution while also increasing housing choices and creating [more equitable outcomes](#) for all Oregonians.

Reducing driving is one of the most important ways to reduce pollution. Communities can reduce the number and length of driving trips by bringing land uses closer together, increasing the walkability of the built environment, and mixing land uses. When done well, this gives Oregonians more choices to take public transit, bike, or walk to get around.

Oregon's planning system is a partnership between state and local governments. State law and rules direct how local governments develop comprehensive plans, including land use and transportation elements. In order to meet Oregon's climate pollution reduction goals, state rules and local land use and transportation plans will have to change significantly. We know:

- Most new development will need to be in neighborhoods where shopping, employment, parks and housing are in closer proximity. These include city and town centers, neighborhoods close to centers and services, and along corridors with good transit service.
- Public investments in transportation need to be shifted toward increasing transportation options - making walking, cycling, and transit safer and more convenient.
- Plans for our transportation systems, at every stage, need to be focused less on ensuring motor vehicle mobility, and more on providing people with access to services and destinations.
- Our policies and how we enact them need to ensure the needs of all Oregonians, including historically marginalized populations, are met in an equitable and inclusive way.

The rules will help guide communities toward these outcomes.

Questions?

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www.oregon.gov/lcd/LAR/Pages/CFEC.aspx



Courtesy Sightline



Draft Rulemaking Adoption and Implementation Schedule

September 2020 – Rulemaking initiated

November 2020 - September 2021 – Rulemaking Advisory Committee meetings

Spring 2021 – Community conversations held in each of the eight metropolitan areas (virtually)

Fall 2021 – Draft rules to LCDC

Winter 2021 – Rules adopted by LCDC

2022 – All communities in the eight metropolitan areas adopt plan changes in accordance with rules

2024 – Eugene/Springfield/Coburg and Salem/Keizer/Turner MPOs adopt local plans to meet pollution reduction goals

2025 and beyond – all metropolitan area communities adopt scenario plans to reduce greenhouse gas pollution



Rulemaking Advisory Committee

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Alex Georgevitch, City of Medford Public Works

Alma Flores, REACH CDC

Ariel Nelson, League of Oregon Cities

Bandana Shrestha, AARP Oregon

Bill Graupp, Oregon School Board

Bradley Clark, City of Grants Pass

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Cassie Lacy, City of Bend

Ellen Miller, Oregon Home Builders Association

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Jana Jarvis, Oregon Trucking Association

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Kari Schlosshauer, National Safe Routes to School Partnership

Ken Anderton, Single Parent Community Member

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