



DLCD



Source: DLCD

Webinar



Source: Metro

**Climate-Friendly and Equitable
Communities Rulemaking**

October 19, 2020



Source: Metro

Introduction

Climate Friendly
and Equitable
Communities
Webinar

Today's Presenters



Ingrid Caudel

Webinar Master

Rules Advisory
Committee
Administrative
Support



Matt Crall

Introduction

Planning
Services Division
Manager



Kevin Young

Planning
Background

Senior Urban
Planner



Cody Meyer

Climate
Background

Transportation
and Land Use
Planner



**Bill
Holmstrom**

RAC Charge

Transportation
and Land Use
Planning
Coordinator



Today's Agenda

Co-Facilitators:

Kirstin Greene, Deputy Director

Casaria Taylor, Rules and Records
Coordinator

- **Introduction**
- **Background**
 - General background on planning and rulemaking, as well as our climate work to date
 - Q&A
- **Rules Advisory Committee (RAC) Charge**
 - What the commission has asked the RAC to do
 - Q&A



Webinar Basics

- **Participants** will remain on mute until called on by the facilitators during Q&A segments.
- **If you have questions** use the raise hand feature located at the bottom of your screen.
- **(phone users)** If you have a question press ***9** on your phone to raise your hand.
- *Today's presentation is being recorded.*



Background

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Oregon Planning System

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Oregon's Statewide Planning Program



Source: DLCD

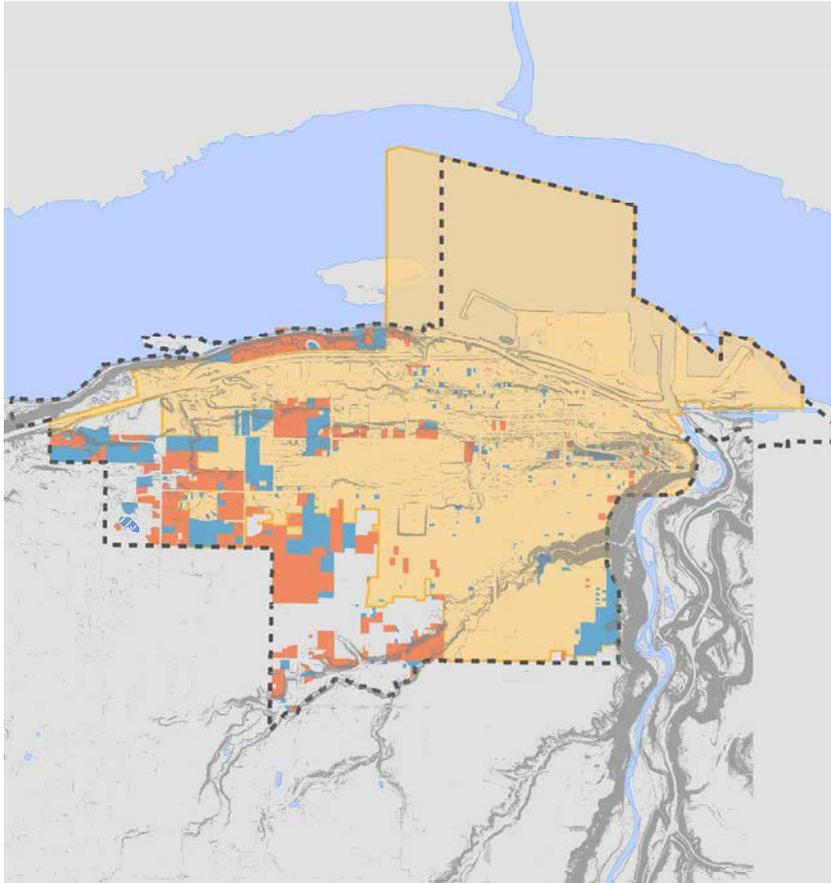
Established Nineteen Statewide Planning Goals to Preserve Natural Resources, Working Lands, Urban Areas

City and County Comprehensive Plans are required to demonstrate consistency with all applicable Statewide Planning Goals.

Cities establish Urban Growth Boundaries

Urban Growth Boundaries (UGBs) are areas beyond current city limits sufficient to meet the city's residential, employment, and other land needs for 20 years.

Urban Growth Boundaries



Urban Growth Boundaries (UGBs):

- Allow cities to plan for residential, employment, and other land needs
- Provide framework for comprehensive planning consistent with statewide planning goals
- Allow coordinated planning for infrastructure, including water, sewer, stormwater, and transportation systems

1. Citizen Involvement	8. Recreational Needs	15. Willamette River Greenway
2. Land Use Planning	9. Economic Development	16. Estuarine Resources
3. Agricultural Lands	10. Housing	17. Coastal Shorelands
4. Forest Lands	11. Public Facilities and Services	18. Beaches and Dunes
5. Natural Resources, Scenic and Historic Areas, and Open Spaces	12. Transportation	19. Ocean Resources
6. Air, Water, and Land Resources Quality	13. Energy Conservation	
7. Areas Subject to Natural Hazards	14. Urbanization	

Oregon's Nineteen Statewide Planning Goals

“DLCD” and “LCDC”

The Department of Land Conservation and Development (DLCD) is a state agency charged with administering the statewide land use program in partnership with local governments - staff.

The Land Conservation and Development Commission (LCDC) is the body that adopts administrative rules needed to guide the Oregon land use program - commission



Robin McArthur, Chair

Katie Pearmine, Vice-Chair

Anyeley Hallová

Gerardo Sandoval

Kaety Jacobson

Stuart Warren

Nick Lelack



Administrative Rules

- “Rulemaking” is the process of developing or modifying administrative rules.
- Amendments to a number of rules are anticipated, including:
 - 660-007 – Metropolitan Housing
 - 660-008 – Interpretation of Goal 10
 - 660-012 – Transportation Planning
 - 660-044 – Metropolitan Greenhouse Gas Reduction Targets

Housing: Four Rules in One Process

Goal: increasing housing choice and supply

House Bill 2001 (duplex, triplex, quads, cottage clusters)

House Bill 2003 (Regional Housing Needs Analysis, Updated Housing Needs Analyses Schedules, Housing Production Strategies)

Administrative Rules will establish:

- “Medium city” model code and min. standards
- “Large city” model code and min. standards
- Housing Production Strategies
- Infrastructure-based time extensions





Source: ODOT

Climate Background, Every Mile Counts

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Planning for Greenhouse Gas Reductions from Transportation

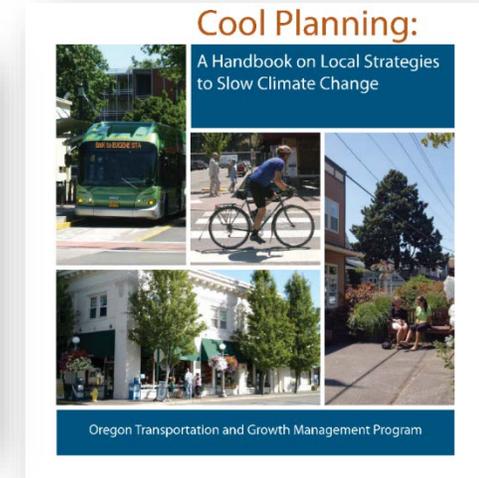
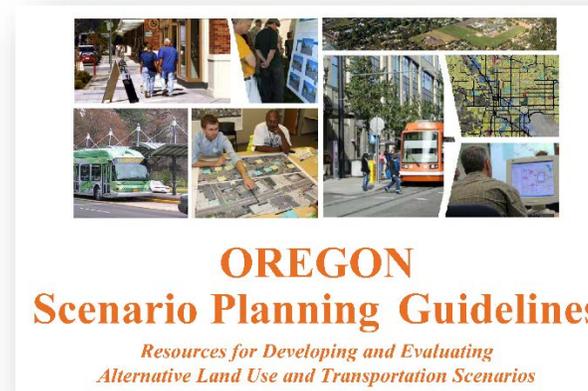
Oregon's Goals for Carbon Pollution Reductions

By 2050 reduce emissions by:

- 75% (House Bill 3543)
- 80% (Executive Order 20-04)

Metropolitan Greenhouse Gas Targets (House Bill 2001/Senate Bill 1059)

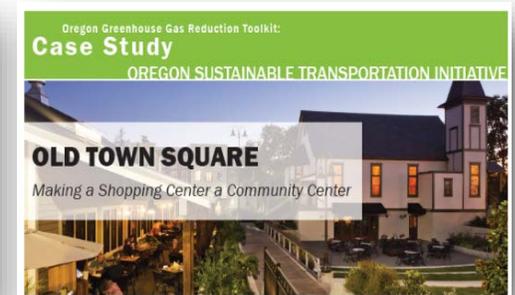
- Cover 8 metropolitan areas
- Reduce greenhouse gas emissions from light duty vehicles (cars and trucks)
- Designed to help meet state goals



Strategic Assessment

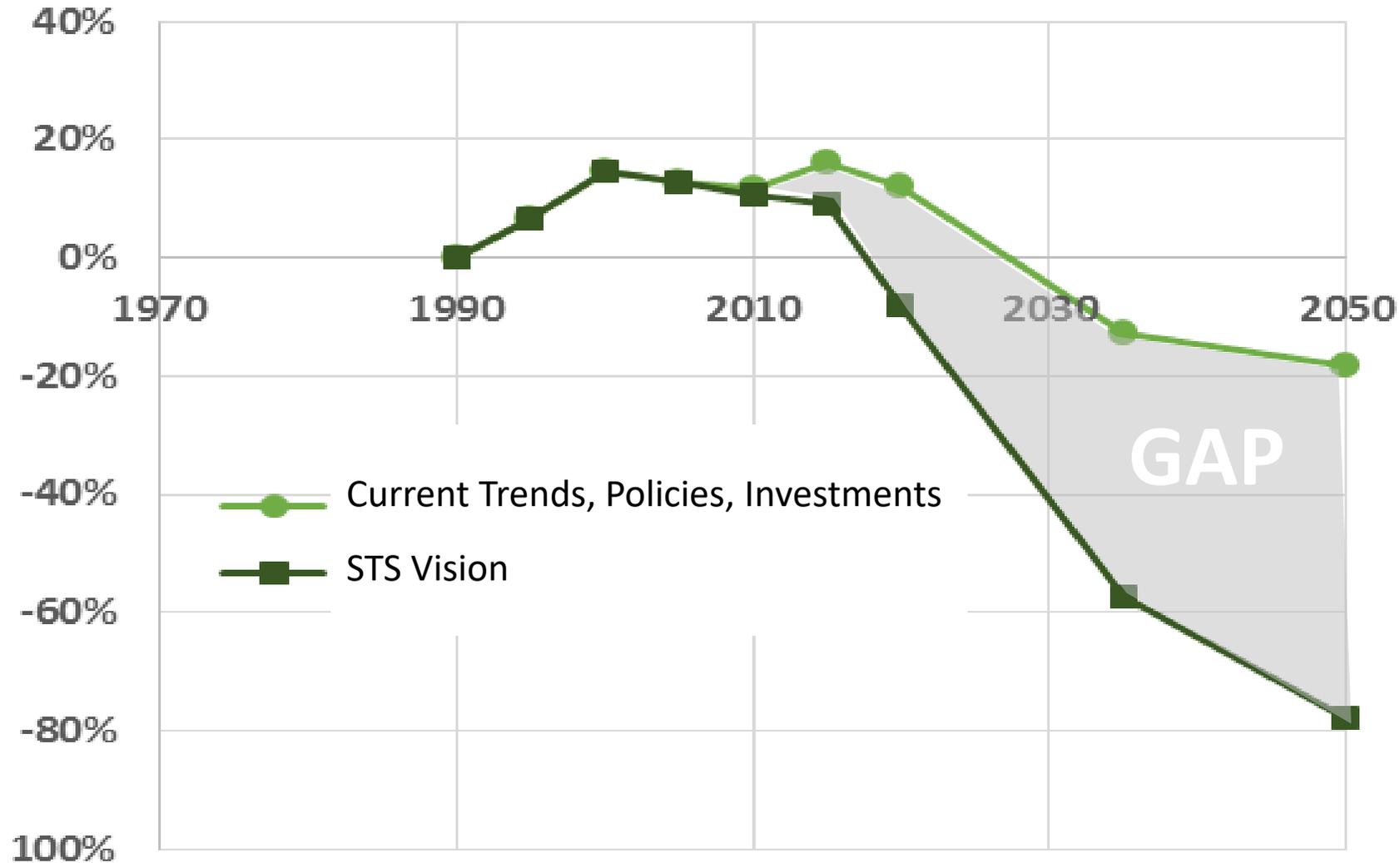


Greenhouse Gas Reduction Toolkit



Statewide Transportation Strategy Monitoring Report 2018

Percent Change in Greenhouse Gas Emissions from 1990 for Light Duty Vehicles





EXECUTIVE ORDER NO. 20-04

DIRECTING STATE AGENCIES TO TAKE ACTIONS TO REDUCE AND
REGULATE GREENHOUSE GAS EMISSIONS

WHEREAS, climate change and ocean acidification caused by greenhouse gas (GHG) emissions are having significant detrimental effects on public health and on Oregon's economic vitality, natural resources, and environment; and

WHEREAS, climate change has a disproportionate effect on the physical, mental, financial, and cultural wellbeing of impacted communities, such as Native American tribes, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in public processes, who typically have fewer resources for adapting to climate change and are therefore the most vulnerable to displacement, adverse health effects, job loss, property damage, and other effects of climate change; and

WHEREAS, climate change is contributing to an increase in the frequency and severity of wildfires in Oregon, endangering public health and safety and damaging rural economies; and

WHEREAS, the world's leading climate scientists, including those in the Oregon Climate Change Research Institute, predict that these serious impacts of climate change will worsen if prompt action is not taken to curb emissions; and

WHEREAS, the Intergovernmental Panel on Climate Change has identified limiting global warming to 2 degrees Celsius or less as necessary to avoid potentially catastrophic climate change impacts, and remaining below this threshold requires accelerated reductions in GHG emissions to levels at least 80 percent below 1990 levels by 2050; and

WHEREAS, Oregon, as a member of the U.S. Climate Alliance, has committed to implementing policies to advance the emissions reduction goals of the international Paris Agreement; and

WHEREAS, GHG emissions present a significant threat to Oregon's public health, economy, safety, and environment; and

Executive Order 20-04

Three Main Areas of Focus for DLCD

Section 3: Report on all current / proposed actions for selected set of state agencies (including adaptation, sequestration, and mitigation)

Section 9: Four agency directive to implement the Statewide Transportation Strategy – (Every Mile Counts)

Section 10: Process for evaluating emissions from transportation projects in the Statewide Transportation Improvement Program (STIP)

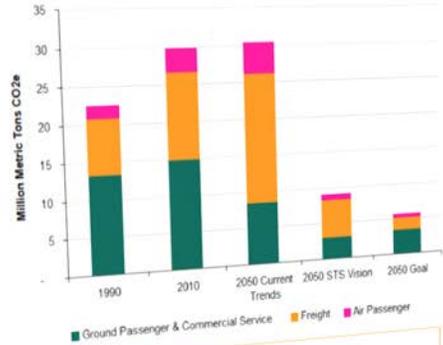
All with a **equity**-oriented focus on historically marginalized or particularly impacted community members



EVERY MILE COUNTS

Reducing Greenhouse Gas Emissions from Transportation in Oregon

One of the best ways to reduce the carbon emissions that cause climate change is to **modify the way we travel**. Oregon is developing strategies and designs to encourage cleaner ways of getting from Point A to Point B, including increasing public transit options, promoting land use that encourages walking and biking, and supporting cleaner fuel options for driving.



KEY OBJECTIVES

- Reduce Vehicle Miles Traveled Per Capita
- Support Use of Cleaner Vehicles and Fuels
- Consider Greenhouse Gas Emissions in Decision-Making

PRIORITY ACTIONS

- Transportation electrification.** Expand electric vehicle rebate program, identify needed charging infrastructure.
- Cleaner fuels.** Expand market-based Clean Fuels Program, providing data and information on the use of cleaner alternative fuels for freight trucks, and developing a roadmap and strategy to support alternative fuel adoption.
- Transportation options.** Explore employer options to reduce driving, such as telecommuting, parking regulations, and employee incentives.
- Local greenhouse gas reduction planning.** Plan and build cities where Oregonians can walk, bike, and take transit to get where they need to go.



Every Mile Counts

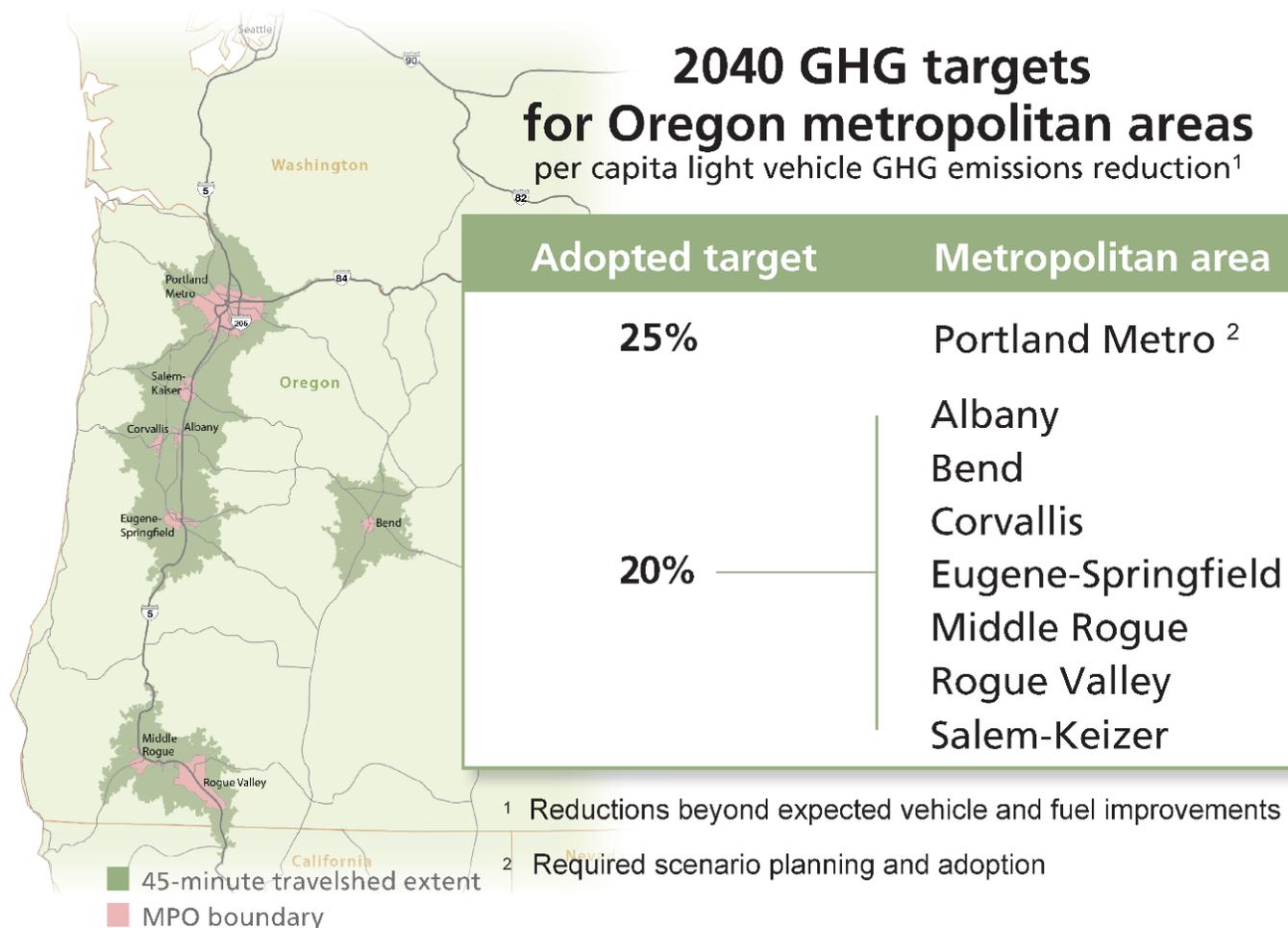
Multi-agency implementation of Statewide Transportation Strategy

Priority Efforts

- Transportation Electrification
- Cleaner fuels
- Transportation Options
- Local Greenhouse Gas Reduction Planning



Metropolitan Greenhouse Gas Targets



Division 44 or Target Rules

- For years 2040-2050
- Household travel in metropolitan areas
- Per capita
- *Above and beyond fleet, fuels & technology*

Oregon's Metropolitan Areas



What is a Metropolitan Area?

- Defined by federal law
- Census-defined urbanized areas
- Population over 50,000
- Served by a Metropolitan Planning Organization
- Has a different set of rules under the Transportation Planning Rules

Metropolitan Planning Organization (MPO)

- Governed by representatives from local governments
- Creates Regional Transportation Plan (RTP)
- Channels federal transportation funding



Source: DLCD

Background Q & A

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Background Q&A

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The commission uses the charge to guide the substantive work of the department and the Rulemaking Advisory Committee.

**Rulemaking
Charge**

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Rulemaking Charge

Elements of the Charge

- Desired Outcomes
- General Rulemaking Principles
- Actions that will be taken
- Items not in the scope



Rulemaking Charge

Outcomes are the high-level substantive results that the commission expects to come out of this process.

Desired Outcomes

1. Take action with a sense of urgency and lasting programmatic response as mandated in Executive Order 20-04;
2. Meet Oregon's climate pollution emission reduction goals and specifically, the Division 44 climate pollution reduction targets and Statewide Transportation Strategy targets;
3. Support affordable, healthy living by developing actions that reduce transportation costs and increase housing choice and supply;
4. Improve the capability, through capacity building and interagency collaboration, of local governments, regional entities, community-based organizations, and health providers to plan for and reduce climate pollution;
5. Follow the lead of, and design processes to accommodate impacted communities, such as tribal communities, communities of color, rural communities, coastal communities, lower-income households, and other communities traditionally underrepresented in the public process;
6. Develop metrics that can be used to compare jurisdictions' equitable outcomes in achieving climate pollution reduction targets; and
7. Develop a process through which local jurisdictions can define and create accountability around community-specific metrics related to pollution and environmental impacts for the under-represented or environmental justice communities they serve.

Desired Outcomes

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Rulemaking Charge

Principles are the considerations that the commission expects the department and RAC to consider when drafting rules.



Rulemaking Charge

Actions are substantive elements in the rules that set requirements and describe processes.



Rulemaking Charge

Recommended actions fall into two categories:

1. Require Climate-Friendly and Equitable Land Use and Transportation Planning and Land Use Regulations
2. Require Planning for Climate Pollution Reductions in Metropolitan Areas

Actions in both categories will be reviewed by the RAC and adopted by the commission



Rulemaking Charge

Actions: Require Climate-Friendly and Equitable Land Use and Transportation Planning and Land Use Regulations

These actions are rules that will guide how local jurisdictions and the state will:

- Plan for transportation and land use
- Implement these plans

These new rules will support the desired outcomes.



Rulemaking Charge

Actions: Require Climate-Friendly and Equitable Land Use and Transportation Planning and Land Use Regulations

These actions will include:

- A. Facilitate high levels of development in climate-friendly areas, including centers and transit corridors.
- B. Require high quality pedestrian, bicycle, and transit system planning.
- C. Limit minimum off-street parking mandates.



Rulemaking Charge

Actions: Require Climate-Friendly and Equitable Land Use and Transportation Planning and Land Use Regulations

These actions will include:

- D. Limit use of motor vehicle congestion standards in plans.
- E. Prioritize and select projects within plans.
- F. Support electric vehicle charging.



Rulemaking Charge

Actions: Require
Planning for Climate
Pollution Reductions in
Metropolitan Areas

These actions are rules that will guide how local jurisdictions in metropolitan areas will:

- Develop, adopt and implement plans that meet climate targets
- Report on progress toward meeting the targets

These new rules will support the desired outcomes.



Rulemaking Charge

Actions: Require Planning for Climate Pollution Reductions in Metropolitan Areas

These actions will include:

- A. Establish a process to adopt a regional plan to meet regional climate pollution targets.
- B. Establish strong interim requirements.
- C. Allow additional flexibility for jurisdictions with an adopted plan.
- D. Require reporting on progress toward meeting targets.



Recommended Rulemaking Charge

Items not in scope are elements or activities where we will *not* engage in substantive rulemaking.



Recommended Rulemaking Charge

Items not in scope include:

1. Actions the commission cannot lawfully take.
2. Changes to metropolitan climate pollution targets.
3. Substantive changes to some specific transportation planning rules.
4. Climate adaptation actions.
5. Other climate pollution reduction actions.



Source: DLCD

Charge Q & A

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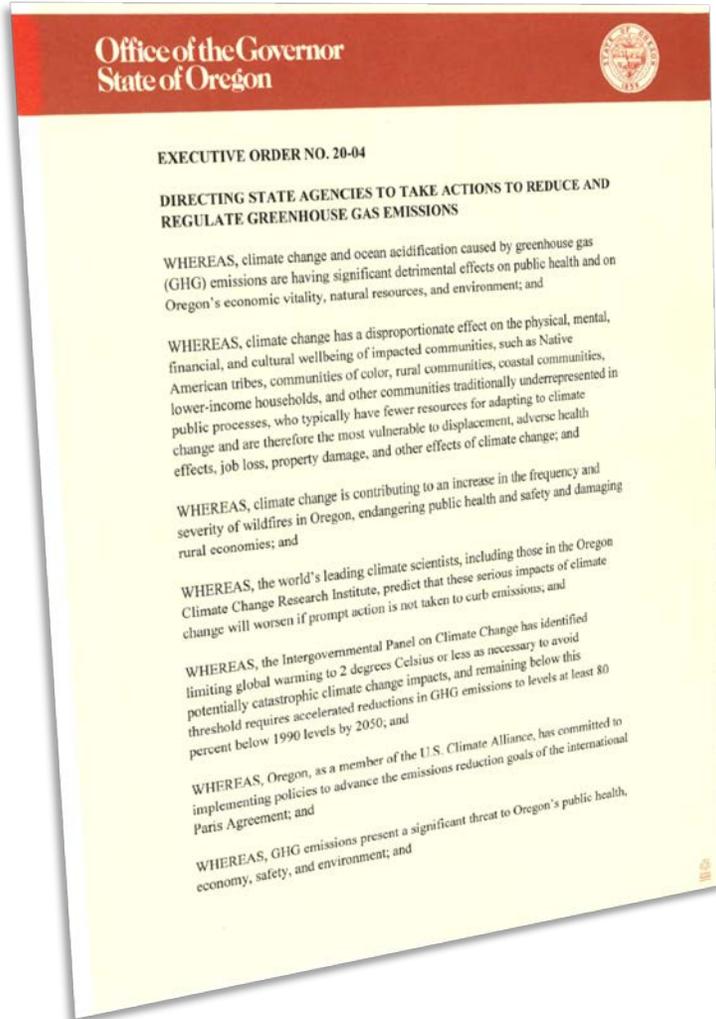


Charge Q&A

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[Added after the Webinar in response to questions...]

Priority Populations in EO 20-04



- › Native Americans
- › Communities of Color
- › Rural Communities
- › Coastal Communities
- › Lower-Income Households
- › Other Communities Traditionally Under-Represented in Public Process
- › Those with Fewer Resources to Adapt to Adverse Climate Effects such as Displacement, Adverse Health Effects, Job Loss, Property Damage and Other Effects of Climate Change

DLCD's Initial Approach [Programmatic, Agency-Wide]:

- › Black
- › Native American
- › People of Color
- › Limited English Proficiency
- › People Living with Disability
- › People Living without Houses (Houseless)

Climate Friendly and Equitable Communities



Department of Land CLCD Initial Approach [Agency-Wide]:

- › Black
- › Native American
- › People of Color
- › Limited English Proficiency
- › People Living with Disability
- › People Living without Houses (Houseless)

Staff Refinements:

- › Lower incomes
- › Renters
- › Define Communities of Color by Metropolitan Area

Land Conservation and Development Commission (LCDC) Additions:

- Single parents
- Undocumented community members
- LGBTQ+ community members



Source: DLCD



Source: Metro



DLCD

Department of
Land Conservation
& Development

Climate-Friendly and Equitable Communities Webinar

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**Thank
You!**