

# Regional Planning for Reducing Climate Pollution



As part of the Climate-Friendly and Equitable Communities rulemaking, Oregon's Land Conservation and Development Commission (LCDC) is considering updating regional planning rules in Oregon's eight metropolitan areas.

## Why?

### Meeting Greenhouse Gas Reduction Targets for Oregon Metropolitan Areas

In 2011, LCDC adopted rules (OAR 660-044 or Division 44) that set [greenhouse gas emission reduction targets](#). This action was a response to a legislative mandate passed in 2010 (Senate Bill 1059).

The rules ask metropolitan areas to evaluate what changes to local and regional land use and transportation plans and programs, would be needed to reduce greenhouse gas emissions, from light vehicle travel per capita by 2040 through 2050.



## Proposed Rules:

### Require Regional Scenario Planning to Meet Climate Pollution Reduction Targets

Scenario planning is a planning exercise for exploring an area's long-term future. In other words, "where is the area heading, and is that where we want to go?" The [processes for scenario planning](#) allows areas to work together to consider statewide, regional, and local needs and issues. Scenario planning studies economic development, fiscal impacts, resource use, pollution impacts, and the effects of different choices on the state, region, community, or household.

The results are intended to help local government community members, elected and appointed leaders better understand issues and quantify the effect of adopted policies as they review and update the area's long-range plans and make investment decisions.

The rules would expand requirements for an adopted regional plan to meet the state's climate pollution reduction targets from the Portland metropolitan area to the next largest metropolitan areas in the state (Eugene-Springfield and Salem-Keizer) initially. Other metropolitan areas would be required to evaluate their local plans towards meeting the state's climate pollution reduction targets and amend their local plans towards meeting the target.

One common concern is that requirements will require resources to implement.

The updated requirements will be supported with guidance, technical assistance, and grant funding by Every Mile Counts partners the Department of Land Conservation and Development (DLCD) and the Oregon Department of Transportation (ODOT).

**Draft Rule Language** and related information is available at [www.oregon.gov/lcd/LAR/Pages/CFEC.aspx](http://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx)

## Questions?

Cody Meyer, Land Use and Transportation Planner, [cody.meyer@dlcd.oregon.gov](mailto:cody.meyer@dlcd.oregon.gov), 971-239-9475