



Climate Friendly & Equitable Communities Rulemaking

The Department of Land Conservation and Development [Climate Friendly and Equitable Communities](#) rulemaking will significantly amend Oregon's administrative rules about transportation and housing planning in Oregon's eight urban metropolitan areas. This comprehensive effort includes rules, guidance, and tools to address greenhouse gas reductions and equitable outcomes in planning for transportation and housing.

An [Implementation Overview for Local Jurisdictions](#) is available on the DLCDD website that lists the impacted jurisdictions and the new requirements for each jurisdiction.

Metropolitan Greenhouse Gas Reduction Targets

(OAR 660-044)

The rules expand requirements for regional plans to meet the state's greenhouse gas reduction targets.

- Salem-Keizer area must develop and adopt a regional scenario plan with performance measures. Eugene-Springfield area must develop performance measures.
- Non-TMA metropolitan area jurisdictions must evaluate their local plans and develop performance measures for monitoring progress towards meeting targets.
- The Portland Metro region is already in compliance with the requirements in this division.

Transportation Planning (OAR 660-012)

Transportation System Plans

The rules include new and expanded requirements for how local governments prepare local Transportation System Plans.

- Public engagement and equity analysis.
- Inventories for pedestrian, bicycle, transit, streets and highways.
- Demonstrated reductions in VMT per capita.
- New performance standards for land use and transportation decisions.
- New requirements for planning and designing transportation facilities, and a framework for prioritizing and selecting projects.
- Enhanced review of roadway projects that might increase driving capacity.





Parking

The rules increase parking regulations and provide communities with options to improve parking management.

- Jurisdictions may repeal parking mandates, or reduce parking burden and increase management.
- Changes to parking regulation requirements.
- More populous cities are required to set parking maximums and implement management actions.



Climate Friendly Areas & Housing

The rules include requirements for jurisdictions to identify Climate Friendly Areas. These are mixed used, compact development areas that contain a mix of housing, jobs, and services that are served by high quality pedestrian, bicycle, and transit infrastructure.

- Jurisdictions must identify and update codes for Climate Friendly Areas. Requirements for displacement and equity analysis, housing and employment targets, and conducting Housing Needs Analysis.
- Residential minimum density standards and allowed building height.
- Larger cities must include at least 30% of current housing needs in these areas.



2050 GHG targets for Oregon metropolitan areas per capita light vehicle GHG emissions reduction¹

| Adopted target | Metropolitan area |
|----------------|---------------------------------|
| 35% | Portland Metro ² |
| 30% | Albany |
| | Bend |
| | Corvallis |
| | Eugene-Springfield ² |
| | Middle Rogue |
| | Rogue Valley |
| | Salem-Keizer ² |

¹ Reductions beyond expected vehicle and fuel improvements

² Required scenario planning and adoption

■ 45-minute travelshed extent
■ MPO boundary

Land Use & Transportation Performance Targets

Cities and counties must set targets for land use and transportation performance measures.

Transportation Planning Rule Reporting

Jurisdictions are required to provide implementation progress reports to DLCD.

Contact

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