



# Climate-Friendly and Equitable Communities Rules

**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 Oregon's legislative policy of reducing pollution 75% below 1990 levels by 2050.

**Transportation accounts for roughly 38% of Oregon's climate pollution.** In 2020, the Oregon Land Conservation and Development Commission directed the Department of Land Conservation and Development to draft updates Oregon's [transportation and housing planning](#) rules, helped with a rulemaking advisory committee. After two years of extensive community engagement, the commission adopted rules updates in 2022. Those rules will be implemented over the next several years.

**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 significantly strengthens 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). Rules do not change for 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 focuses on reducing pollution while also increasing housing and transportation 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 pollution reduction goals, 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/CL/Pages/CFEC.aspx](http://www.oregon.gov/lcd/CL/Pages/CFEC.aspx)



Courtesy: Sighline



## Rulemaking Adoption and Implementation Schedule

**September 2020** – Rulemaking initiated

**November 2020 - May 2022** – Rulemaking advisory committee meetings

**Spring and Fall 2021** – Community conversations held in the metropolitan areas (virtually) as part of extensive engagement efforts

**Fall/Winter 2021** – Draft rules reviewed by LCDC, the rulemaking advisory committee, local governments, and technical work groups

**Spring/Summer 2022** – Amended rules adopted by LCDC

**August 17, 2022** – Permanent rules became effective

**2022 through 2029** – Communities include transportation plan changes as they update their plans

**2023** – Communities implement parking reform and electric vehicle conduit rules

**2024** – Fifteen communities designate and zone areas to allow more climate-friendly development

**2024-2025** – Salem-Keizer and Eugene-Springfield create regional plans to meet pollution reduction goals



## 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

Candice Jimenez, Northwest Portland Area Indian Health Board

Cassie Lacy, City of Bend

Ellen Miller, Oregon Home Builders Association

Emma Newman, City of Springfield

Francisco Ibarra, Portland State University

Jairaj Singh, Unite Oregon

Jana Jarvis, Oregon Trucking Association

Julie Warncke, City of Salem

Kaitlin La Bonte Oregon Chapter of the American Planning Association

Kari Schlosshauer, National Safe Routes to School Partnership

Ken Anderton, Single Parent Community Member

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