



Westside Economic Alliance



Climate-Friendly and Equitable
Communities Rulemaking

January 29, 2022



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

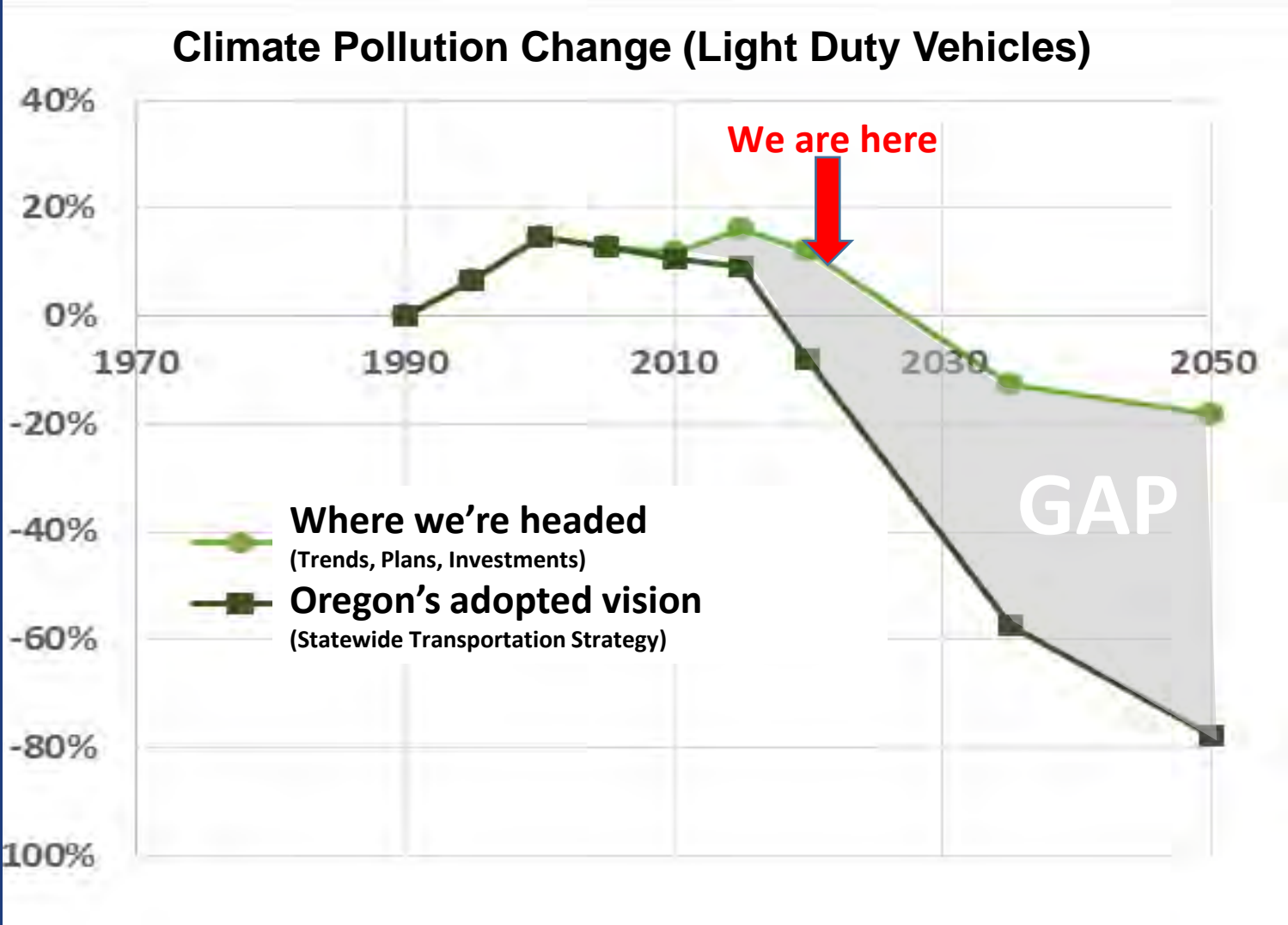
WHEREAS, the Intergovernmental Panel on Climate Change has identified that global temperatures should be limited to 1.5 degrees Celsius or less as necessary to avoid the most dangerous impacts of climate change and remaining below this threshold is consistent with the goal of the Paris Agreement to limit global temperature increase to well below 2 degrees Celsius, and at least 80

Governor Brown's Executive Order 20-04

“Exercise any and all authority and discretion”
to meet Oregon’s climate pollution reduction
goals

Prioritize equity, underserved populations,
specifically historically marginalized
communities

Missing Oregon's Pollution Reduction Targets

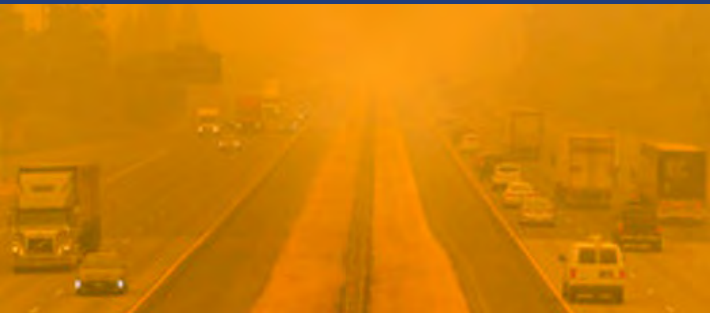


CLIMATE & ENVIRONMENT >

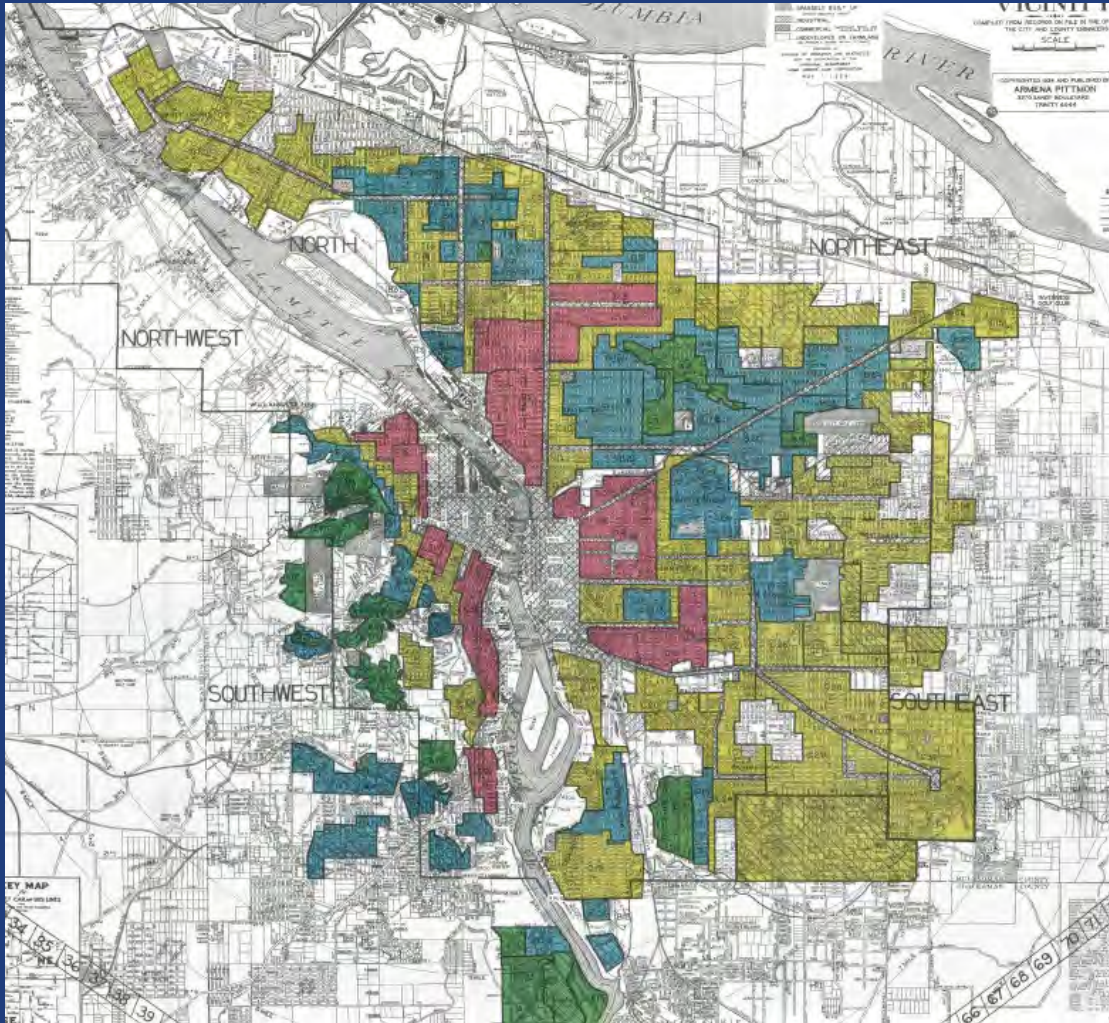
The world needs to cut its emissions seven times as fast to hit climate goals, U.N. report finds

"We're just so far off track," says one co-author, calling for bolder and more urgent action from major emitters.

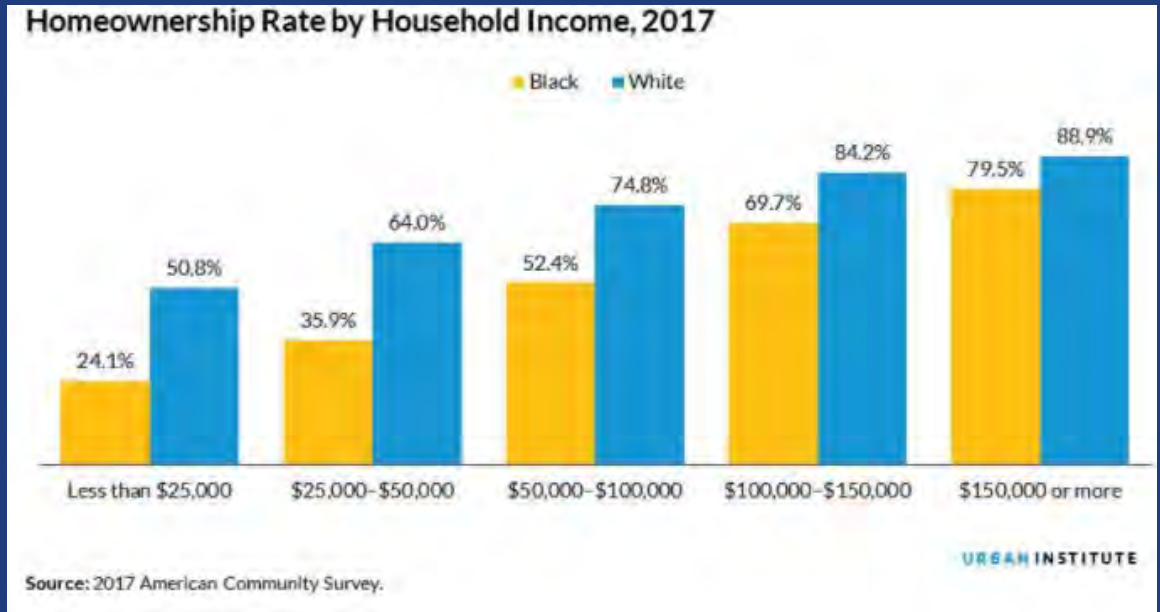
By Brady Dennis



Inequity and Generational Wealth



1938 federal Home Owners' Loan Corporation redlining map
Green = best, Blue = "still desirable" Yellow = "Definitely declining" Red = "hazardous"
dsl.richmond.edu/panorama/redlining



71.9% of white households own homes
41.8% of Black households own homes

The 30.1% gap is wider than it was when race-based discrimination against homebuyers was legal.
(2017, Urban Institute)

Oregon's Eight Metropolitan Areas





Two Categories of Rulemaking

Performance monitoring
and reporting under both

- Regional Planning to Meet Pollution Reduction Targets
- Updated Land Use and Transportation Rules

Climate Smart Strategy

Regional policies and strategies for reducing emissions



*Adopted in 2014
and approved by
LCDC
in 2015*

*Incorporated and
monitored through
the Regional
Transportation Plan*



Updated Planning Rules

Focus Areas

- Climate-friendly areas
- Reform parking management
- Support electric vehicle charging
- High quality pedestrian, bicycle, and transit infrastructure
- Go beyond focus on motor vehicle congestion standards
- Prioritize and select projects meeting climate/equity outcomes



Climate Friendly Areas within the Portland Metro Region

Proposed Requirements for the Portland Metro Region have been significantly revised:

- Metro to establish requirement for local government adoption of Region 2040 centers and land use regulations no later than December 31, 2024
- Local governments that have yet to do so shall comply by December 31, 2025
- Cities over 10,000 to report on affordable housing production, mitigation of displacement, and increasing housing choices within Region 2040 centers every six years

Improving Parking Management

- ✓ Implement best practices for parking code details
- ✓ Cities choose a parking reform approach










- ✓ Populous communities do more parking management

Electric Vehicle Charging

- Applies for 5+ parking spaces
- Must provide electric capacity and conduit for
 - 20% of spaces, Level 2+
 - 30% more spaces, Level 1+ (residential and mixed use)
- Conformance requirements for major retrofit in cities over 50,000 (cost exemption if 20%+)



- Focus on planning for:
 - Pedestrian   
 - Bicycle  
 - Public Transportation  
- Connected, safe, complete networks
- Prioritize:
 - Climate friendly areas
 - Neighborhoods with underserved populations
 - Access to key destinations



Transportation Planning Rules

- Selecting projects based on variety of prioritization factors
 - Projects across a city in a plan must work to meet climate goals
- How we measure success in the transportation system
 - Look at a variety of factors, not only moving cars



Transportation Planning Rules



Timeline and Opportunities for Input

Non-Commission Input

- Direct staff contact (email or phone) Available on website
- Written testimony to Rulemaking Advisory Committee

Input to the Land Conservation and Development Commission

- February 3, 2022
- First hearing March 31/Apr 1, 2022
- Adoption hearing May 2022

Thank You!

Climate-Friendly and Equitable Communities



Source: ODOT



Source: Metro



Source: DLCD

Sign up for email updates
oregon.gov/LCD/LAR/Pages/CFEC.aspx