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March 8, 2021

Rep. Pam Marsh, Chair
Members, House Committee on Energy & Environment
900 Court Street NE
Salem, OR 97301

Re: HB 2488

Dear Chair Marsh and Committee Members:

Thank you for the opportunity to provide testimony on HB 2488. 1000 Friends of Oregon is a nonprofit, membership organization that has worked with Oregonians for more than 40 years to support livable urban and rural communities; protect family farms, forests and natural areas; and provide transportation and housing choice.

We understand that a significant revision to HB 2488 is being submitted; however, that -1 was not posted by the day before this hearing, so this testimony will address the bill's overall objectives. We will provide additional testimony when a -1 is posted.

1000 Friends' work includes ensuring that climate change is incorporated into Oregon's land use planning program, in particular in transportation and housing planning. We support HB 2488 as providing the framework to expand the significant work that the Land Conservation and Development Commission (LCDC) and the Department (DLCD) have undertaken to address climate change through reducing, in particular, transportation-related greenhouse gas (GHG) emissions through land use planning. We hope that HB 2488 will incorporate climate analysis into major land use planning decisions, including to reduce sprawl and non-resource uses on lands that produce food, provide habitat, and support healthy forests.

We also support the objective of HB 2488 to incorporate racial justice and equity into land use planning. The bill appears to address these objectives through a climate goal. We recommend incorporating racial justice and equity across the land use system, through revising Land Use Goal 1, Public Involvement. Goal 1 applies to each of the other statewide planning Goals. It should be revised to ensure that all Oregonians, and especially BIPOC communities and those who have been historically left out of land use decision-making, are part of that decision-making, and that the substantive outcomes take into account the disparate impacts of past discriminatory land use practices to those groups and communities.

1000 Friends has been advocating to and engaging with LCDC and DLCD in some of the key work the agency has done and is doing on climate change, so we describe some of the agency's existing climate work for background. The current and future work of this relatively small

agency, on both climate and public involvement, serves as an example in contrast to other agencies that have a significant impact on Oregon’s climate but have not incorporated either into how they do business.

Transportation is the largest contributor¹ to global warming in Oregon, generating almost 40% of Oregon's climate emissions, and most of that is from driving cars and light trucks in the state’s eight major urban areas.² How we plan communities of all sizes and protect working lands and natural areas are an integral part of adapting to and mitigating climate change.

Starting over a decade ago, and supported by legislative direction and funding, LCDC has taken the lead in integrating land use and transportation planning to reduce transportation-related GHG emissions through compact, mixed-use, walkable communities with affordable housing and transportation choices.

In 2007, the Oregon Legislature adopted goals for the state to meet in reducing its total greenhouse gas emissions from all sources.³ The Legislature also created the Global Warming Commission (GWC).⁴ The GWC issued its *Roadmap to 2020*⁵, which makes recommendations for how Oregon can meet its 2020 GHG reduction goal and stay on the road to meet its 2050 reduction goal). Many recommendations relate, at least in part, to land use, including:⁶

- “Include carbon generated by local transportation and land use decisions in the community planning process.

¹ The next most significant contributors are residential & commercial uses and then industrial uses. Oregon Global Warming Commission, *2018 Biennial Report to the Legislature*, <https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/5c2e415d0ebbe8aa6284fdef/1546535266189/2018-OGWC-Biennial-Report.pdf>

² The eight major urban areas of the state - Portland metro area, Salem/Keizer, Corvallis, Albany, Eugene/Springfield, Middle Rogue (Grants Pass), Rogue Valley (Medford area), and Bend - are known as “metropolitan planning organizations,” a federal designation for urban areas over 50,000 in population, for federally funded [transportation](#) policy and investments. They are made up of representatives from local [government](#) and transportation authorities to ensure regional cooperation in transportation planning.

³ “ORS 468A.205 Policy; greenhouse gas emissions reduction goals. (1) The Legislative Assembly declares that it is the policy of this state to reduce greenhouse gas emissions in Oregon pursuant to the following greenhouse gas emissions reduction goals:

(a) By 2010, arrest the growth of Oregon’s greenhouse gas emissions and begin to reduce greenhouse gas emissions.

(b) By 2020, achieve greenhouse gas levels that are 10 percent below 1990 levels.

(c) By 2050, achieve greenhouse gas levels that are at least 75 percent below 1990 levels.”

<http://www.oregonlaws.org/ors/468A.205>.

⁴ See bill at <https://olis.leg.state.or.us/liz/2007R1/Downloads/MeasureDocument/HB3543> This legislation was co-sponsored by two current 1000 Friends Board members, who were then Representatives Jackie Dingfelder and Greg Macpherson.

⁵ <https://www.keeporegoncool.org/roadmap-to-2020>

⁶ <https://static1.squarespace.com/static/59c554e0f09ca40655ea6eb0/t/59f7882b0852294c3116c904/1509394479640/OGWC-Roadmap-Propositions.pdf>

- Incorporate meeting Oregon’s GHG reduction goals into State transportation and land use planning.
- Redesign neighborhoods so schools, services, and shopping are easily accessible by walking, biking or transit.
- Make public transit more convenient, frequent, accessible, affordable.
- Transport more freight by rail, less in trucks.”

In the 2009 Jobs and Transportation Act,⁷ and continuing with related legislation,⁸ the Legislature provided the funding and direction for LCDC to begin the work of reducing transportation-related GHG emissions through land use planning. Since then, LCDC has accomplished the following:

- Adopted transportation-related GHG reduction targets for the state’s eight major urban areas.
- Provided policy leadership to enable the eight major urban areas to develop and implement land use and transportation land use plans to reduce GHG emissions by reducing driving, which Metro has done.
- Developed planning guidelines and a toolkit for local governments to use in their own plans and zoning codes.
- Provides ongoing technical assistance to the major urban areas of the state on reducing GHG emissions.
- Contributed to ODOT’s statewide transportation strategy (STS) on greenhouse gas emissions.⁹
- Coordinated with ODOT on development of ODOT’s computer-modeling program to forecast the likely GHG emissions from various land use and transportation scenarios.
- Oversaw Metro’s adoption of its Climate Smart Communities Strategy to meet its GHG reduction target, and is now a partner in its implementation.

LCDC currently has underway its Climate Friendly and Equitable Communities Rules Advisory Committee (RAC), made up of 40 members representing very diverse backgrounds and interests. By the end of 2021, the RAC will provide recommendations to LCDC for administrative rules and guidelines that will apply to the other major urban areas of the state, outside of Metro, for how and when to make revisions to their land use and transportation plans to reduce transportation-related GHG emissions through walkable, affordable, equitable communities with housing and transportation choices. 1000 Friends and many others are advocating for those rules to reflect the significant scale of change that needs to happen and the short timeframe in which it must happen to achieve meaningful GHG reductions. A critical

⁷ HB 2001, sections 37–39, <http://www.leg.state.or.us/09reg/measpdf/hb2000.dir/hb2001.en.pdf>.

⁸ HB 2186, section 10, <http://www.leg.state.or.us/09reg/measpdf/hb2100.dir/hb2186.en.pdf> and SB 1059, ORS 468A.200, et seq, <https://olis.leg.state.or.us/liz/2010S1/Measures/Overview/SB1059>.

⁹ The OTC adopted the Statewide Transportation Strategy in 2018 https://www.oregon.gov/ODOT/TD/OSTI/docs/STS/STS_FAQ.pdf.

part of that success will be the state requiring ODOT to link climate and equity to how ODOT spends transportation funding.

DLCD is well underway on some of the necessary housing elements of that planning, by completing rule making pursuant to HB 2001 (2019), the middle housing bill. Again, using a RAC process with diverse members, those administrative rules incorporated elements specifically designed to reduce greenhouse gas emissions.

HB 2488 can lay the framework for LCDC to continue its climate work, and to incorporate racial justice and equity into land use decision-making.

Thank you for consideration of our comments.

A handwritten signature in black ink that reads "Mary Kyle McCurdy". The signature is written in a cursive, flowing style.

Mary Kyle McCurdy
Deputy Director

