

Dear Chair Marsh, Vice-Chairs Helm and Smith, and Members of the House Committee on Energy and the Environment,

I am a professor in community and regional planning at the University of Oregon and Co-Director of the Institute for Policy Research and Engagement. I am here today to discuss my research expertise in the context of HB 2488 and as a faculty member at the University of Oregon, not representing the University as an institution, or speaking on behalf of colleagues. My research focuses on examining the effects of state land use planning and considering how land use policy relates to housing, transportation, climate change, and equity.

Land use planning is important to mitigating greenhouse gas emissions that cause climate change in addition to adapting to the intensifying disasters caused by climate change. These disasters have disparate impacts on vulnerable populations, as we saw most recently in the 2020 wildfires that ravaged our state. Land use planning can encourage dense, compact development that reduces the need to drive and thus mitigate greenhouse gas emissions. Land use planning can also dictate where growth does not occur to protect vulnerable populations from disasters.

Since the 1970s, Oregon has been a national leader in adopting statewide legislation related to land use and transportation planning. Research shows that Oregon's statewide planning program has facilitated dense, compact development inside Urban Growth Boundaries through Goal 14 (Lewis, Parker, Moore, and Kato, 2015). Five years ago, I worked with a team of researchers to examine the integration of climate, transportation, and land use policy in Oregon and other states. We examined how the Statewide Planning Program, Statewide Transportation Strategy, and regional scenario planning process were working to mitigate greenhouse gas emissions. In that study, we found a lack of integration between the statewide land use planning program and issues of climate change in Oregon and other states. We also found a lack of funding for implementation across states (Lewis, Zako, Biddle and Isbell, 2018.) Prior legislation in Oregon has not gone far enough to intentionally integrate climate, equity, and land use.

The Statewide Planning Program was groundbreaking for its time and the impacts have been sustained and substantial. The intensifying impacts of climate change coupled with the severity of the climate crisis demand a modern approach to considering the disparate impacts on vulnerable populations. The Statewide Planning Program needs to be updated to address the heightened impacts of climate change and consider how to equitably mitigate greenhouse gas emissions. HB 2488 provides a pathway to acknowledge and address the intersectional nature of climate, land use, and equity through local comprehensive plans. I urge Committee members to support and pass HB 2488 as amended and to recommend full \$800,000 in funding for implementation.

Thank you for your time.

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References

- Lewis, R., Zako, R., Biddle, A., & Isbell, R. (2018). Reducing Greenhouse Gas Emissions from Transportation and Land Use: Lessons from West Coast States. *Journal of Transport and Land Use* 11(1).
- Parker, R., Lewis, R., Moore, T. & Kato, K. (2015). *Analysis of Land Use Efficiency in Oregon Cities: A Report to the HB 2254 Rules Committee*. Prepared for: HB 2254 Rules Advisory Committee, Department of Land Conservation & Development. Eugene, OR: Community Service Center.