

Summary of Amendments to Housing Rules (Division 8)		
Rule	Rule Summary	Changes from March 17 Draft
660-008-0010 Allocation of Buildable Land	<p>This is an existing rule that provides for how cities determine the amount of buildable land necessary to accommodate anticipated needs over a future planning period, which is typically 20 years. The proposed amendments would require cities over 10,000 in population within metropolitan areas to maintain climate friendly areas zoned and sized to accommodate at least 30% of their housing needs as they grow. Additionally, the proposed rules require the same cities to designate additional climate friendly areas after June 30, 2027, if expanding their urban growth boundaries to accommodate a residential land need.</p> <p>The proposed rule amendments clarify the distinction between how local governments determine climate friendly area needs based on average buildable residential area, and how local governments are to continue to meet their residential land needs consistent with the requirements of Statewide Planning Goal 10 (Housing) and ORS 197.296(5).</p>	Changed “average buildable residential area” to “zoned residential building capacity,” which is a more accurate description.
660-008-0050 Housing Production Strategy Report Structure	This is an existing rule that provides for how cities are to prepare Housing Production Strategy Reports one year after their required update to their Housing Capacity Analyses. Proposed amendments would require cities to promote the production of regulated affordable units and accessible housing, to mitigate or avoid the displacement of members of state and federal classes, and to remove barriers and increase housing choices for these populations in climate friendly areas, or within Region 2040 Centers within the Portland Metro region.	Revised references per direction from legal counsel.

Summary of Amendments to Transportation Planning Rules (Division 12)		
Rule	Rule Summary	Changes from March 17 Draft
Changes to Existing Rules	<p>The existing rules will mostly remain the same, with some changes as noted below:</p> <ul style="list-style-type: none"> 0000: Updates to reflect changes across the division. 0005: Updates to reflect changes across the division. 0015: Changes to remove requirements specific to metropolitan areas. 0016: This rule only applies in metropolitan areas and will be deleted. 0035: Changes to remove requirements specific to metropolitan areas. 0045: Changes to remove requirements specific to metropolitan areas. 0060: Updates to reflect changes across the division. <p>We do not propose any alterations to the remaining existing rules in the Transportation Planning Rules.</p>	

Summary of Amendments to Transportation Planning Rules (Division 12)		
Rule	Rule Summary	Changes from March 17 Draft
660-012-0000 Purpose	<p>The purpose provides an overview of the commission’s reasons for adopting the division, including how the division implements the statewide planning goals. A clear purpose statement is useful for everyone who uses the rules; including the public, local governments, and the courts.</p> <p>We propose to adjust the purpose to focus on the challenges of today and the future. The updated purpose also focuses in areas where Oregon is most deficient. Oregon is falling short on transportation safety (with traffic deaths trending higher and four times that of leading countries, and twice that of Canada), so the purpose re-ups the emphasis on safety. As the roadway network is relatively complete for cars, we focus on ensuring quality options for other modes. This purpose highlights climate pollution, and Oregon’s need to meet our goals to reduce that pollution. Oregon’s transportation system has inequitably impacted key underserved populations, and decision making has centered the voices of the privileged at the expense of those populations.</p> <p>This purpose acknowledges those problems and focuses on remedies. The purpose retains key coordination and planning elements.</p>	<p>Some changes to purpose statements to clarify and support serving the needs of underserved populations.</p> <p>Minor clarifications.</p>
660-012-0005 Definitions	<p>Every division of rules has a list of definitions. We will keep the list of definitions in the existing division, with changes and additions, as necessary. These definitions apply to the existing rules which will continue to apply outside of metropolitan areas, as well as new rules for cities and counties inside of metropolitan areas.</p>	<p>Modified terms:</p> <ul style="list-style-type: none"> • “Accessible” • “Area, net” • “Bicycle boulevard” • “Commercial parking lot” • “Freeway” • “Parking benefit district” • “Parking mandates” • “Parking spaces” • “People with disabilities” • “Separated or protected bicycle facilities” • “Unbundled parking” • “Vehicle miles traveled” <p>Removed terms:</p> <ul style="list-style-type: none"> • “Area, gross” • “Direct current fast charger” • “Level 1 electric charging” and “Level 2 electric charging” <p>Added terms:</p> <ul style="list-style-type: none"> • “Equitable outcomes” • “Horizon year” • “Transportation options provider”
660-012-0015 Preparation and Coordination of Transportation Systems Plans	<p>We propose to alter this existing rule. The existing rule gives overarching direction to local governments in how to prepare and coordinate development of local and regional transportation system plans. We propose to delete some parts of this rule pertaining only to metropolitan areas. This rule will apply to local governments outside of metropolitan areas. New rules will direct how local governments in metropolitan areas prepare and coordinate development of local transportation system plans.</p>	<p>No changes.</p>

Summary of Amendments to Transportation Planning Rules (Division 12)		
Rule	Rule Summary	Changes from March 17 Draft
660-012-0016 Coordination with Federally-Required Transportation Plans in Metropolitan Areas	<p>Staff proposes to delete this rule. The rule directs local governments to coordinate local transportation planning with regional transportation plans (RTPs) required to be completed by Metropolitan Planning Organizations (MPOs) under federal law. In practice, the coordination process provided in this rule has not worked well.</p> <p>Updated local transportation planning requirements in metropolitan areas will require advanced local actions, including the development of financially-constrained local plans, that will inform federally-required RTPs. In the Portland Metropolitan Area, many of these regional planning requirements will be retained. Additionally, metropolitan areas will be required to undertake regional scenario planning, which is required in the Metropolitan Greenhouse Gas Reduction Rules (OAR Chapter 660, Division 44).</p>	No changes.
660-012-0035 Evaluation and Selection of Transportation System Alternatives	We propose to alter this existing rule. The existing rule directs how local governments evaluate and select transportation alternatives. We propose to delete some parts of this rule pertaining only to local governments in metropolitan areas. New rules in OAR 660-012-0165 will direct how local governments in metropolitan areas will evaluate and select transportation alternatives.	No changes.
660-012-0045 Implementation of the Transportation System	We propose to alter this existing rule. The existing rule directs how local governments are to implement the local transportation system plan. We propose to delete one section of this rule pertaining only to metropolitan areas. New rules, applicable within metropolitan areas, will replace and update the requirements within this section.	No changes.
660-012-0060 Plan and Land Use Regulation Amendments	<p>This rule guides cities and counties when they change the acknowledged comprehensive plan after adoption of a transportation system plan. The rule provides for consideration of transportation system needs in response to the proposed changes.</p> <p>Substantive changes to this rule are outside of the scope of the Climate-Friendly and Equitable Communities Rulemaking.</p> <p>This rule will continue to apply statewide, both inside and outside metropolitan areas. We are proposing some minor changes to reflect changes in how performance standards work within metropolitan areas.</p>	No changes.
New Rules 0011-0012 Applicability and Effective Dates	These rules are intended to help implement the new rules numbered 0100 and above, which will only apply to urban areas inside metropolitan areas. The existing rules will continue to apply to areas outside of urban areas in metropolitan areas. These rules help make it clear what rules apply to which jurisdictions, and when those rules apply.	
660-012-0011 Applicable Rules	This rule provides for local governments in metropolitan areas to use the new rules in OAR 660-012-0100 and above. Local governments in other parts of the state will continue to use the existing rules, although cities outside metropolitan areas may opt into using the updated rules if they wish.	Minor clarifications.

Summary of Amendments to Transportation Planning Rules (Division 12)		
Rule	Rule Summary	Changes from March 17 Draft
660-012-0012A Effective Dates and Transition Period [More Urgent Option]	This rule lists the effective dates of some provisions of the Transportation Planning Rules. Most provisions will take effect shortly after the commission adopts the rule amendments, but the implementation of some provisions will be phased in over time.	This version of the rule is the “more urgent option,” which provides for the most expeditious completion of interim work advised by staff. Substantial clarifying changes to the rule to be clearer. The “work program” is now called “alternative dates” and the submittal requirements have been reduced. Included a requirement to adopt updated TSPs by 2029 for jurisdictions over 5,000 population and outside the Portland Metropolitan Area. Various dates have changed to provide more time to complete certain items. The effective date for EV conduit installation has moved to be consistent with DCBS rulemaking.
660-012-0012B Effective Dates and Transition Period [More Time Option]	This rule lists the effective dates of some provisions of the Transportation Planning Rules. Most provisions will take effect shortly after the commission adopts the rule amendments, but the implementation of some provisions will be phased in over time.	This version of the rule is the “more time option,” which provides for additional time for completion of interim work. Substantial clarifying changes to the rule to be clearer. The “work program” is now called “alternative dates” and the submittal requirements have been reduced. There are no specific timelines for elements within the alternative dates to be completed. Various dates have changed to provide even more time to complete certain items. The effective date for EV conduit installation has moved to be consistent with DCBS rulemaking.
New Rules 0100-0210 General Provisions	This part of the Transportation Planning Rules will contain general provisions for how cities and counties in metropolitan areas conduct coordinated land use and transportation planning. These include updated rules for how cities and counties undertake transportation system plans within urban areas. There are significant changes and clarifications in how this process works, including how cities and counties ensure equitable participation in decision-making, and how plans are amended and updated over time. These rules, as provided in draft rule 660-012-0011, only apply in metropolitan areas.	
660-012-0100 Transportation System Plans in Metropolitan Areas	This rule provides the starting point for how cities in metropolitan areas will be required to adopt, amend, and implement local transportation system plans in urban areas. The rule lists all the required elements of a transportation system plan. The rule also provides for how cities will determine the base and horizon years of a local transportation system plan.	Substantially changed to be clearer about the requirements for a transportation system plan. Changed the requirements for the core elements of a transportation system plan to be more straightforward and no longer separated into “major” and “minor” elements. Added a provision to permit the director to exempt smaller communities or communities newly in a metropolitan area from certain requirements for a certain period. This provision mirrors a provision in existing rules. Added requirement to identify geographic areas with concentrations of underserved populations previously in rule 0125.

Summary of Amendments to Transportation Planning Rules (Division 12)		
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		Minor clarifications.
660-012-0105 Transportation System Plan Updates	This rule describes how cities update their transportation system plans. The rule provides for either a major or minor update to plans. The existing rules were written when most places did not even have a transportation system plan, so there is little guidance about how they are to be kept up to date. The purpose of this rule is to clarify that process and make it simpler to adopt smaller updates in between larger updates.	Substantially changed to be clearer. Changed the threshold for major updates to a plan from fewer than five years prior to the existing horizon year to the horizon year. Updated to refer to relevant updated requirements for equity analyses that better match the scope of either major or minor updates.
660-012-0110 Transportation System Planning Area	This rule sets out requirements for the geographic scope of transportation system plans. The default assumption is that cities will plan for the entire urban area within the Urban Growth Boundary, including unincorporated areas. The rule includes provisions if counties opt to handle the planning within urban unincorporated areas.	Substantially changed to be clearer and provide flexibility for cities and counties within an urban area.
660-012-0115 Funding Projections	This rule describes how cities develop funding projections in the transportation system plan. Funding projections include a list of funding sources that are expected to fund transportation facilities and services, and the amount of funding available for transportation projects over the planning period.	Minor clarifications.
660-012-0120 Transportation System Planning Engagement	This rule directs how cities must engage the public, and specifically underserved populations, in the development and approval of transportation system plans.	Minor clarifications.
660-012-0125 Underserved Populations	Oregon has a long history of discrimination throughout our laws, budgets, and planning processes and decisions. The Climate-Friendly and Equitable Communities Rules Advisory Committee has helped identify underserved populations to consider in this rulemaking, expanding on a list from the Governor’s office. To rectify harms done in the past and in current practice, communities must prioritize these populations in decision-making processes and outcomes. This rule sets out a definition of underserved populations for use in transportation and land use planning consistent with the Equitable Outcomes Statement developed by the Rules Advisory Committee.	Moved requirement to identify geographic areas with concentrations of underserved populations to rule 0100. Minor clarifications.
660-012-0130 Decision-Making with Underserved Populations	This rule directs how local governments center underserved populations in decision-making. The rule requires local governments to implement an involvement program with a range of activities to ensure equitable participation in decision-making and work toward equitable outcomes. The rule also requires cities and counties to identify and engage with recognized tribes with ancestral lands in the city or county. The rule requires cities and counties to regularly assess and report on progress.	Minor clarifications.
660-012-0135 Equity Analysis	This rule gives cities and counties direction on how to complete an equity analysis. An equity analysis is required for a variety of actions throughout the division. The purpose of an equity analysis is to identify impacts of proposed projects and policies and potentially inequitable consequences or burdens on impacted communities.	Substantially changed from a single type of equity analysis to a “major equity analysis” and an “engagement-focused equity analysis” with differing levels of effort for different types of applications, as noted throughout the draft rules.
660-012-0140 Transportation System Planning in the Portland Metropolitan Area	This rule describes how transportation system planning works in the Portland Metropolitan Area, including local planning by cities and counties, and regional planning by Metro. Many of the regional planning requirements are from existing rules in OAR 660-012-0016.	Minor clarifications.
660-012-0145 Transportation Options Planning	This rule describes how cities develop a transportation options element of their transportation system plan. The rule requires cities and counties to coordinate closely with transportation options providers, public	Minor clarifications.

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	transportation providers, and other cities and counties to identify existing programs, services, and projects; as well as future needs.	
660-012-0150 Transportation System Inventories	This rule includes general requirements for inventories of existing facilities and services in transportation system plans. The specific requirements for each mode of transportation are in separate rules, as noted in this rule. There are basic levels of inventories required, and larger cities will be required to do more advanced inventories.	Facilities or services that need to be inventoried have been changed from “publicly accessible” to publicly owned, operated, or supported.” Minor clarifications.
660-012-0155 Prioritization Framework	This rule sets the context for prioritizing projects in local transportation system plans; and how cities, counties, Metro, and state agencies make decisions about investments in the transportation system. The prioritization framework places an emphasis on reducing pollution, increasing equitable outcomes, safety, and accessibility.	Clarified that local governments may use local values determined through engagement to weight various prioritized factors, and that other prioritization factors may be used in addition to those listed in the rule. Clarified that local governments may consider freight needs in areas where accommodations are needed. Minor clarifications.
660-012-0160 Reducing Vehicle Miles Traveled	This rule requires cities and counties to use vehicle miles traveled to link local transportation systems planning with the metropolitan greenhouse gas reduction targets. The rule applies when adopting a TSP and requires the city or county to adopt a TSP that is projected to reduce vehicle miles traveled.	Changed exemptions from this rule including more jurisdictions. Some provisions superseded by broader exemption language in rule 0100. Minor clarifications.
660-012-0170 Unconstrained Project List	This rule describes how cities and counties take the combined list of projects developed in the modal elements of the transportation system plan, develop multimodal projects, and produce a combined project list. The rule requires cities and counties to use the combined project list to develop an unconstrained project list.	Removed reference to prioritization factors in 0155. Minor clarifications.
660-012-0180 Financially-Constrained Project list	This rule gives cities and counties a method to develop a financially-constrained project list. Projects on the financially-constrained project list are the planned projects to be considered for further project development, funding, and construction. The financially-constrained list of projects in the local transportation system plan will inform the federally required regional transportation plan. The financially-constrained list will also be the only projects that may be assumed as “reasonably likely” when considering if an amendment to a comprehensive plan or land use regulation has a “significant effect” on the transportation system. The financially-constrained list must result in equitable outcomes, demonstrate a reduction in per-capita vehicle miles traveled, and support meeting targets set against a range of performance measures.	Minor clarifications.
660-012-0190 Transportation System Refinement Plans	This rule provides cities and counties with the opportunity to defer some decisions that would otherwise be made in a transportation system plan to a later refinement planning process. This rule is largely based on existing language within the Transportation Planning Rules, in OAR 660-012-0025.	Minor clarification.
660-012-0200 Temporary Projects	This rule makes clear that certain temporary or pilot projects need not be included in the transportation system plan to be implemented. These are expected to be short-term trials or temporary fixes in advance of a plan update.	Changed to provide for temporary projects from two or three years to the end of the planning period.
660-012-0210 Transportation Modeling and Analysis	This rule sets requirements for how cities and counties use transportation modeling and analysis to make land use decisions.	Minor clarifications.

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660-012-0215 Transportation Performance Standards	This rule provides a framework for how decisions are made using transportation performance standards. These include decisions made about transportation system planning, reviewing comprehensive plan and land use regulation amendments, and in the local review of development proposals. Currently many, but not all, decisions have relied heavily on performance standards related to motor vehicle congestion. This rule ensures that decisions take all modes and a wider variety of values into account. These values include equity, reducing climate pollution, safety, accessibility, reliability, and mobility.	Required transportation performance standards to include when thresholds will be measured. Minor clarifications.
New Rules 0300-0360 Coordinated Land Use and Transportation Planning	The Transportation Planning Rules are, at their heart, a guide for local governments to make coordinated plans for both land use and their transportation system. This part of the Transportation Planning Rules focus on land use requirements, including requirements for climate friendly areas. These rules, as provided in draft rule 660-012-0011, only apply in metropolitan areas.	
660-012-0300 Coordinated Land Use and Transportation System Planning	This rule contains general provisions for cities and counties within metropolitan areas in how they accomplish coordinated land use and transportation planning.	Minor clarifications.
660-012-0310 Climate-Friendly Areas	This rule describes the locational requirements for the designation of climate friendly areas. The rule sets out some basic standards for which areas should and should not be considered for designation as a climate friendly area.	Provided definition for “readily serviceable” and “designating climate friendly areas” Clarified and revised annexation criteria. Clarified that unzoned rights-of-way are to be included in CFA dimension. Clarified population data and interpolation process, if needed. Minor clarifications.
660-012-0315 Designation of Climate-Friendly Areas	This rule describes the process to be followed for cities and counties to study potential climate friendly areas, including consideration for, and mitigation of, potential inequitable impacts that might result from CFA designation, such as the displacement of underserved populations. The rule also describes requirements for the adoption of zoning regulations and comprehensive plan amendments for climate friendly areas.	Replaced “average buildable residential area” with better descriptor, “zoned residential building capacity.” Defined the “designation” of climate friendly areas. Clarified how to determine total number of housing units. Added new requirement for local governments to identify housing production strategies that will be used to promote the development of affordable housing and to mitigate the potential displacement of underserved populations in climate friendly areas, per commission direction. Minor clarifications.
660-012-0320 Land Use Requirements in Climate-Friendly Areas	This rule describes development codes and other land use requirements cities and counties must adopt for climate friendly areas. The rule includes a set of basic requirements that must apply to all CFAs and then provides a prescriptive set of regulations that may be adopted, or alternatively, allows for a local government to apply different regulations if able to demonstrate that existing or proposed development standards will result in equal or better results than the prescriptive standards.	Added allowance for local governments to require ground floor commercial and office uses within residential buildings in climate friendly areas. Added exemption from minimum density requirements for adaptive reuse of existing buildings. Provided an option for local governments to develop alternative methodology to determine zoned residential building capacity. Clarified expectations for residential and employment densities in abutting areas that may be included in climate friendly areas.

Summary of Amendments to Transportation Planning Rules (Division 12)		
Rule	Rule Summary	Changes from March 17 Draft
		Revised block length requirements, per commission direction. Minor clarifications.
660-012-0325 Transportation Review in Climate Friendly Areas	This rule describes how local governments review changes to comprehensive plans and land use regulations in climate friendly areas. The rule requires an interim multimodal plan when the climate friendly area is implemented.	Moved provision for Region 2040 Centers designated in Title 6 of Metro's Urban Growth Management Functional Plan to utilize this transportation review process from rule 0310 to this rule. Minor clarifications.
660-012-0330 Land Use Requirements	These land use requirements apply to cities and counties within metropolitan areas and have to do with how land use interacts with the transportation system. Many of these requirements are in the existing rule OAR 660-012-0045, particularly requirements having to do with pedestrian access, site design requirements, and the requirements in section (8) of the rule. However, this rule extends and adds to the existing requirements. These requirements apply across the urban area and are in addition to the climate friendly area specific requirements in those areas. The rule requires local governments to provide for pedestrian-friendly and connected neighborhoods; for commercial and mixed-use districts to be oriented towards pedestrians and transit, to place limits on auto-oriented land uses; some additional requirements for larger cities; and to have protections for existing and future transportation facilities.	Added a broad provision for local governments to create exemptions from provisions of this rule in certain circumstances. Clarified that requirements for commercial and mixed-use districts pertaining to pedestrian orientation to streets may apply to any pedestrian facility. Clarified that requirements for commercial and mixed-use districts do not apply in districts with a predominately industrial character. Minor clarifications.
660-012-0340 Land Use Assumptions	This rule describes how cities and counties make assumptions about the future development of the urban area, for purposes of transportation planning. These assumptions are based on the required population forecasts, existing comprehensive plans and land use regulations, and other provisions in the Transportation Planning Rules. These assumptions are used to help make coordinated land use and transportation plans. However, these rules are distinct from the process cities are to use to evaluate residential land needs, which is referenced in OAR 660-008-0010(2).	Clarified that this rule applies for land use assumptions solely for transportation planning purposes, and not for residential land needs, as determined by statute. Minor clarifications.
660-012-0350 Urban Growth Boundary Expansions	This rule includes requirements for local jurisdictions to ensure they are being consistent with coordinated transportation planning requirements when proposing to expand an urban growth boundary. The rules provide for requirements prior to undertaking an urban growth boundary expansion, and requirements as part of the process of expanding the urban growth boundary.	Removed a provision relating to urban growth boundary expansion that may conflict with other rules. Minor clarifications.
660-012-0360 Key Destinations	This rule lists key destinations for use in coordinated transportation and land use planning. These are important places for all people to be able to access to meet daily needs and participate in society.	Clarified that jurisdictions need only use best available data to identify key destinations. Added that key destinations are expected to attract a higher than average rate of trips.
New Rules 0400-0450 Parking	This part of the Transportation Planning Rules relates to how cities and counties address and manage parking. The rules follow current best practice and move cities and counties away from one-size-fits-all mandates for developers to build a large amount of costly and land-intensive off-street parking, towards more targeted management strategy. This approach provides more deference to builders and property owners to provide a diverse amount of parking to meet the diversity of development types. These rules, as provided in draft rule 660-012-0011, only apply in metropolitan areas.	

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660-012-0400 Parking Management	This rule directs jurisdictions to implement climate-friendly and equitable parking reform rules by improving parking codes and reducing parking mandates for each development or providing alternative climate-friendly measures.	Minor clarifications.
660-012-0405 Parking Regulation Improvements	This rule works to give priority parking to those carpooling or vanpooling. It aims to encourage the conversion of parking lots to higher uses, and to encourage shared parking. It also aims to reduce the negative externalized impacts of large parking lots such as heat island effects and reduced walkability. It works to make large parking lots more pedestrian-friendly, and to address some of the heat island effects through tree canopy. It aims to mitigate the climate impacts of driving and parking through either increased clean energy or increased tree canopy. This rule carries forward past TPR language requiring parking maximums in “appropriate locations.”	Removed provision to allow redevelopment without parking near frequent transit because it was redundant with Rule 0440. Added consideration of truck loading upon review of testimony received. Minor clarifications.
660-012-0410 Electric Vehicle Charging	This rule works to encourage new buildings to install electrical conduit to support electric vehicle charging. As buildings are 80 to 100 year structures, and Oregon is aiming to have 90% of new vehicles be EVs by 2035, it is critical to install conduit as buildings are built. The rule focuses on boosting the number of parking spaces to be served by electrical service capacity (generally conduit, in statutory definition), as allowed in ORS 455.417(4).	Limited the rule to cities, as that’s what’s allowed in ORS 455.417. Limited to rule to Level 2 (via reference to “provision electrical service capacity” in ORS 455.417), as a Level 1 option is not allowed under that definition and thus the commission’s authority. As the 50% of spaces being Level 1 option was not available, adjusted level to 40% of spaces served by Level 2 or better. Avoided referencing Level 2 as Building Codes will define that.
660-012-0415 Parking Maximums and Evaluation in More Populous Communities	This rule calls for parking maximums in specific areas where car-dominant development would undermine pedestrian-friendliness and other goals, and sets limits on how high parking maximums can be. It also calls on Oregon’s most populous three cities to manage on-street parking to ensure availability, to explore options to building new parking garages, and to ensure new parking garages can have active uses on the ground floor.	Moved a handful of additional requirements for the most populous cities from a population threshold of 150,000 to 200,000 to reduce the short-term work required for Eugene and Salem, and due to conversations with staff that new parking garages are generally not being built. Minor clarifications.
660-012-0420 Exemption for Communities without Parking Mandates	This clarifies the remainder of the 0400 parking series of rules apply only to those communities choosing to continue to mandate parking.	No changes.
660-012-0425 Reducing the Burden of Parking Mandates	This rule allows builders to meet parking mandates by a variety of approaches, including taking action to reduce climate pollution.	Minor clarifications.
660-012-0430 Reduction of Parking Mandates for Development Types	This rule reduces parking mandates for housing, following the trend in planning practice and previous Commission rulemaking on traditional missing middle housing types. The rule works to reduce regulatory burdens for developing certain types of needed development, such as childcare facilities.	Minor clarifications.
660-012-0435 Parking Reform in Climate Friendly Areas	This rule encourages parking reform in climate-friendly areas (and their Metro-area equivalent), which tend to have lower demand for parking, and are targeted for more pedestrian-friendly development patterns.	Minor clarifications.
660-012-0440 Parking Reform near Transit Corridors	This rule encourages parking reform near transit corridors and stops, where parking demand tends to be lower, and are areas targeted for more pedestrian-friendly development patterns.	Clarified parking reforms will continue to apply to transit with 15-minute or better peak service even it not designated as a “priority transit corridor.” This creates more stability and certainty in codes.

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660-012-0445 Parking Management Alternative Approaches	For those communities not repealing parking mandates, this rule provides two options for improved parking management: a fair parking policy approach, or a reduced regulation approach.	Minor clarifications, including one in response to comments asking for clarification on what an “expansion” of an existing business is exempt from parking mandates.
660-012-0450 Parking Management in More Populous Communities	The rule aims to ensure populous communities better understand and manage their existing on-street parking supply before requiring new parking. It is phased in via a schedule provided in OAR 660-012-0012.	No changes.
New Rules 0500-0520 Pedestrian System	This part of the Transportation Planning Rules relates to planning for the pedestrian system. The pedestrian system is intended to serve people walking, as well as people using mobility devices or other vehicles that operate at a pedestrian speed and scale. Larger and faster vehicles are served through the bicycle system. These rules, as provided in draft rule 660-012-0011, only apply in metropolitan areas.	
660-012-0500 Pedestrian System Planning	This rule is the umbrella rule that describes how cities must plan for their pedestrian transportation system. Cities and counties must plan for a pedestrian system that provides safe and comfortable access for most trips under one mile.	Minor clarifications.
660-012-0505 Pedestrian System Inventory	This rule describes how cities must inventory their pedestrian system.	Crash data changed to most recent five years available. Minor clarifications.
660-012-0510 Pedestrian System Requirements	This rule provides the minimum requirements for the planned pedestrian system. Cities may choose to exceed the standards in this rule.	Minor clarifications.
660-012-0520 Pedestrian System Projects	This rule guides cities in determining the list of pedestrian system projects.	Minor clarifications.
New Rules 0600-0630 Bicycle System	This part of the Transportation Planning Rules relates to planning for a safe, accessible, and connected bicycle system. The bicycle system is intended to serve people riding bicycles, as well as people using other types of vehicles that operate at a bicycle speed and scale. These rules also include updated requirements for bicycle parking. These rules, as provided in draft rule 660-012-0011, only apply in metropolitan areas.	
660-012-0600 Bicycle System Planning	This rule, and subsequent rules, describe how cities must plan for a safe, accessible, and connected bicycle network that serves a variety of users. The rule requires a bicycle system element that provides for a substantial portion of short urban trips under 3 miles to be by bicycle.	Minor clarifications.
660-012-0605 Bicycle System Inventory	This rule describes how cities must inventory their bicycle system. The rule requires an inventory of bicycle facilities in key areas, including multi-use paths.	Crash data changed to most recent five years available. Minor clarifications.
660-012-0610 Bicycle System Requirements	This rule includes the minimum requirements for the bicycle system. We expect to build a bicycle system that meets a substantial portion of local travel needs under three miles. Updated requirements ensure cities and counties will plan for higher levels of separation beyond a standard bike lane for people riding bicycles on higher speed and volume roadways. These facilities have been shown to be necessary to allow the widest range of people to safely ride bikes within communities. The rules require the development of connected network of safe bicycle facilities.	Required local governments to adopt standards for bicycle system planning and facilities. The standards may be based on guidance by the National Association of City Transportation Officials (NACTO) and ODOT. Minor clarifications.
660-012-0620 Bicycle System Projects	This rule guides cities in determining the list of bicycle system projects.	Minor clarifications.

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660-012-0630 Bicycle Parking	This rule includes updated requirements for bicycle parking. Existing statewide requirements require bicycle parking for commercial and multi-family land uses. This rule expands this to require covered and secure parking for some uses where longer-term parking is expected, and short-term parking at retail uses, transit facilities, and other key destinations.	Removed requirement to provide charging for electric bicycles and other electric mobility devices due to advice from the Department of Justice. Reduced requirement for minimum bicycle parking requirements for land uses where motor vehicle parking is required. Minor clarifications.
New Rules 0700-0750 Public Transportation System	This part of the Transportation Planning Rules relates to planning for the public transportation system. The public transportation system is intended to serve people riding transit within urban areas, as well as travel within regions or between cities. These rules, as provided in draft rule 660-012-0011, only apply in metropolitan areas.	
660-012-0700 Public Transportation System Planning	This rule and subsequent rules describe how cities must plan for their public transportation system.	Minor clarifications.
660-012-0705 Public Transportation System Inventory	This rule describes how cities must inventory their public transportation system.	Minor clarifications.
660-012-0710 Public Transportation System Requirements	This rule includes the minimum requirements for safe, connected, and accessible public transportation system facilities.	Minor clarifications.
660-012-0720 Public Transportation System Projects	This rule guides cities in determining the list of public transportation projects.	Minor clarifications.
New Rules 0800-0830 Streets and Highways System	This part of the Transportation Planning Rules relates to planning for the street and highway system. The rules consider that the street and highway system is mostly fully built out. Future planning must assume a reduction in the amount of driving people do, in favor of increased travel in other modes. These rules, as provided in draft rule 660-012-0011, only apply in metropolitan areas.	
660-012-0800 Urban Street and Highway System Planning	This rule, and subsequent rules, describes how cities must plan for their street and highway transportation system.	Minor clarifications.
660-012-0805 Urban Street and Highway System Inventory	This rule describes how cities must inventory their street and highway system.	Crash data changed to most recent five years available.
660-012-0810 Street and Highway System Requirements	This rule includes the minimum requirements for the street and highway system. The rules require: narrow and slow local streets; identifying arterials that are more focused on mobility, and those more focused on access, and treating them differently; and a minimal number of general-purpose travel lanes due to an expected decline in driving, and to accommodate the growth of other modes.	Modified requirement for local street standard to be clearer about expectations for local street width, and clearly provide for other local standards if necessary. Minor clarifications.
660-012-0820 Street and Highway System Projects	This rule guides cities in determining the list of street and highway system projects.	Minor clarifications.

Summary of Amendments to Transportation Planning Rules (Division 12)		
Rule	Rule Summary	Changes from March 17 Draft
660-012-0830 Enhanced Review of Select Roadway Projects	<p>This rule provides for an additional level of review of transportation facilities that could increase climate pollution. The rule is intended to ensure that additional alternatives are reviewed before investments are made in transportation facilities that are not consistent with the state’s climate goals.</p> <p>The authorization of a facility provided in this rule is only to allow a proposed facility to be put into the local transportation system plan, it does not replace any other requirements.</p> <p>The process is intended to provide time for local governments to identify, review, assess, and potentially implement alternatives to the proposed facility. The goal is to avoid implementation of as many of these facilities as possible, limiting them only to those that are truly necessary to meet the transportation needs of the state and community.</p>	Minor clarifications.
New Rules 0900-0920 Monitoring and Reporting	<p>This part of the Transportation Planning Rules relates to how cities and counties will regularly report progress through compilation of submission of regular reports to the department. Annual reports will include a narrative of progress made over the past year, with more substantial reports required every four to five years.</p> <p>These rules, as provided in draft rule 660-012-0011, only apply in metropolitan areas.</p>	
660-012-0900 Reporting	This rule requires cities and counties to submit a report to the department annually. Most years the report will be a minor report, with an update of activities. However, every four or five years a major report must also include additional information on how the city and region are performing across a range of performance measures.	<p>Added requirement for the agency to provide for a method of report submission.</p> <p>Reduced the number of required elements in a minor (annual) report.</p> <p>Minor clarifications.</p>
660-012-0905 Land Use and Transportation Performance Measures	This rule requires reporting on local action performance measures to demonstrate that the actions necessary to achieve the greenhouse gas reduction targets are being implemented. transportation system plans are required to include policies and projects that will meet the local target for each performance measure.	Minor clarifications.
660-012-0910 Land Use and Transportation Performance Targets	This rule requires cities and counties to set performance targets for the implementation of actions necessary to achieve the greenhouse gas reduction targets. If a city or county has an approved regional land use and transportation scenario plan, they will use the performance targets included in that plan. If a city or county does not have an approved regional plan, they will set performance targets in a major update to their transportation system plan or a major report, whichever comes first. Performance targets must be set at levels that are reasonably likely to achieve the greenhouse gas reduction targets and the Statewide Transportation Strategy targets.	No changes.
660-012-0915 Review of Reports	This rule provides a process for receipt, review, and approval of submitted reports. The rule gives the director of DLCDC the opportunity to review a report for completeness, then either approve the report or refer it to the commission. There is an appeal process for approved reports to the commission. The commission may either approve or remand a report that was referred or appealed to the commission.	No changes.
660-012-0920 Compliance Hearings	Compliance hearings can be the result of a director finding that report is unacceptable, no report has been submitted, or due to complaint by other parties.	Typo fixed.

Summary of Amendments to the Metropolitan Greenhouse Gas Reduction Target Rules (Division 44)		
Rule	Rule Summary	Changes from March 17 Draft
660-044-0000 Purpose	<p>The purpose provides an overview of the commission’s reasons for adopting the division, including how the division implements the statewide planning goals. A clear purpose statement is useful for everyone who uses the rules; including the public, local governments, and the courts.</p> <p>This purpose highlights climate pollution, and Oregon’s need to meet our goals to reduce that pollution. Oregon’s transportation system has inequitably impacted key underserved populations, and decision making has centered the voices of the privileged at the expense of those populations.</p> <p>This purpose acknowledges those problems and focuses on remedies. The purpose retains key coordination and planning elements.</p>	No changes.
660-044-0005 Definitions	Every division of rules has a list of definitions. The definitions from the existing rules have been updated to incorporate the requirements in Division 12.	Updated definition of “Equitable Outcomes” and “Vehicle Miles Traveled.”
660-015-0015 Applicability – Compliance Schedule	<p>This rule requires scenario planning for cities and counties in the largest three metropolitan areas. The rule provides compliance dates for the cities and counties in the Eugene-Springfield metropolitan area that conducted regional scenario planning in 2011-2015 to adopt and implement that work. The preferred scenario which resulted from that work will be used as the foundation for meeting the new requirements in this section.</p> <p>This rule also provides compliance dates in the Salem-Keizer metropolitan area that has not yet undertaken scenario planning as described in this division.</p> <p>This section allows for other regions to voluntarily opt into the regional scenario planning program and provides a process for how the commission could require scenario planning in the Albany, Bend, Corvallis, Grants Pass, and Rogue Valley metropolitan areas in the future.</p>	<p>Extended deadlines for Eugene/Springfield to submit work program and scenario plan and Salem/Keizer to submit work program.</p> <p>Minor clarifications.</p>
660-044-0020 Greenhouse Gas Emissions Reduction Target for the Portland Metropolitan Area	This rule provides the greenhouse gas reduction targets for the Portland metropolitan area.	No changes.
660-044-0025 Greenhouse Gas Emissions Reduction Targets for Other Metropolitan Areas	This rule provides the greenhouse gas reduction targets for the other metropolitan area.	No changes.
660-044-0030 Methods for Estimating Greenhouse Gas Emissions and Emissions Reductions	This rule provides the methods by which local governments apply the greenhouse gas targets to the scenario planning process.	Minor clarifications.
660-044-0035 Review and Evaluation of Greenhouse Gas Reduction Targets	This rule provides for how the department reviews and evaluates the greenhouse gas targets in this division.	No changes.
660-044-0040 Preferred Scenario in the Portland Metropolitan Area	This rule provides guidance for Metro as they select a scenario. The Metro region has already selected and adopted a preferred scenario by way of their Climate Smart Communities program.	Minor clarifications.
660-044-0045 Regional Plans to Implement the Preferred Scenario in the Portland Metropolitan Area	This rule provides guidance for how the preferred scenario is implemented in the Metro region. Metro has moved beyond the adoption phase and is in the implementation phase.	Minor clarifications.

Summary of Amendments to the Metropolitan Greenhouse Gas Reduction Target Rules (Division 44)		
Rule	Rule Summary	Changes from March 17 Draft
660-044-0050 Commission Review of Regional Plans in the Portland Metropolitan Area	This rule provides guidance for commission review of the implementation or the preferred scenario in regional plans. The amendments extend commission review to amendment of the regional plan.	No changes.
660-044-0055 Adoption of Local Plans to Implement the Preferred Scenario in the Portland Metropolitan Area	This rule provides a process for local governments in Metro to implement the preferred scenario.	No changes.
660-044-0060 Monitoring and Reporting in the Portland Metropolitan Area	This rule provides a process for monitoring and reporting implementation of the preferred scenario in the Metro region.	No changes.
660-044-0100 Scenario Planning Work Programs	This rule describes the process for scenario planning in cities and counties beyond the Portland Metro region. A work program is the first step in the process. The work program provides the basic framework for conducting the greenhouse gas reduction scenario planning.	Added 'proposed' to governance structure for work program. Minor clarifications.
660-044-0110 Land use and Transportation Scenario Plan Contents	This rule lists the elements of a scenario plan. The core element is a preferred scenario that would meet the pollution reduction targets. The scenario plan includes additional elements to implement the preferred scenario, to track progress and to report on the planning process. The rule specifies how cities and counties will report and monitor plan implementation, actions taken, and on equitable outcomes.	Minor clarifications.
660-044-0120 Commission Review of a Land Use and Transportation Scenario Plan	This rule describes the review process for scenario plans in cities and counties beyond the Portland metropolitan area. Before the formal review, state and local staff will collaborate on the plan and resolve most questions. If there are no remaining issues, the cities and counties will formally submit the plan and the DLCD Director will approve it. If there are unresolved questions, the process goes to the commission for a public hearing and decision.	No changes.
660-044-0130 Local Amendments to Implement Approved Land use and Transportation Scenario Plan	This rule describes the process for local governments outside of the Portland Metro area to individually implement the regional scenario plan they jointly developed.	No changes.