

<b>Summary of Amendments to Housing Rules (Division 8)</b>		
<b>Rule</b>	<b>Rule Summary</b>	<b>Changes from Temporary Rules</b>
<b>660-008-0010</b> 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>	Clarification related to climate-friendly areas, potential urban growth boundary expansion, and needed housing.
<b>660-008-0050</b> 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.	No changes.

<b>Summary of Amendments to Transportation Planning Rules (Division 12)</b>		
<b>Rule</b>	<b>Rule Summary</b>	<b>Changes from Temporary Rules</b>
<b>660-012-0000</b> 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>	No changes.
<b>660-012-0005</b> Definitions	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.	Clarification to the definition of “Vehicle Miles Traveled.”
<b>660-012-0011</b> 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.	No changes.

<b>Summary of Amendments to Transportation Planning Rules (Division 12)</b>		
<b>Rule</b>	<b>Rule Summary</b>	<b>Changes from Temporary Rules</b>
<b>660-012-0012A</b> 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.	Changes to dates relating to the effective dates of the rules, and deadline for submission of alternative dates.  Clarifies that the deadline for completing work under alternative dates does not apply to a major update to a transportation system plan.  Clarifies applicability of a deadline for a major transportation system plan update.  Clarifies applicability of certain parking related rules and deadlines.
<b>660-012-0012B</b> 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 option was not adopted as part of the temporary rules. This option has been drafted to match changes to draft rule 0012A, with later dates in most cases.
<b>660-012-0015</b> Preparation and Coordination of Transportation Systems Plans	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.	Minor changes.
<b>660-012-0016</b> Coordination with Federally-Required Transportation Plans in Metropolitan Areas	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.  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).	No changes.
<b>660-012-0035</b> 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.
<b>660-012-0045</b> 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.	Minor changes.

<b>Summary of Amendments to Transportation Planning Rules (Division 12)</b>		
<b>Rule</b>	<b>Rule Summary</b>	<b>Changes from Temporary Rules</b>
<b>660-012-0060</b> 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>	Minor changes.
<b>660-012-0100</b> 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.	Clarification of applicability of exemptions.
<b>660-012-0105</b> 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.	Minor changes.
<b>660-012-0110</b> 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.	No changes.
<b>660-012-0115</b> 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.	No changes.
<b>660-012-0120</b> 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.	No changes.
<b>660-012-0125</b> Underserved Populations	<p>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.</p> <p>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.</p>	No changes.
<b>660-012-0130</b> 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.	No changes.

<b>Summary of Amendments to Transportation Planning Rules (Division 12)</b>		
<b>Rule</b>	<b>Rule Summary</b>	<b>Changes from Temporary Rules</b>
<b>660-012-0135</b> 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.	No changes.
<b>660-012-0140</b> 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.	No changes.
<b>660-012-0145</b> 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 transportation providers, and other cities and counties to identify existing programs, services, and projects; as well as future needs.	No changes.
<b>660-012-0150</b> 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.	Clarifies that cities and counties must coordinated with publicly owned transportation facility and service providers to develop the transportation system inventory.
<b>660-012-0155</b> 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.	Clarifies that the rule applies to transportation projects when addressing historic and current marginalization. Further enumerates potential harms from disinvestment of harmful investments.
<b>660-012-0160</b> 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.	No changes.
<b>660-012-0170</b> 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.	Minor changes.
<b>660-012-0180</b> 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.	No changes.
<b>660-012-0190</b> 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 changes.
<b>660-012-0200</b> 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.	No changes.

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<b>660-012-0210</b> Transportation Modeling and Analysis	This rule sets requirements for how cities and counties use transportation modeling and analysis to make land use decisions.	Clarification of language.
<b>660-012-0215</b> 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.	No changes.
<b>660-012-0300</b> 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 changes.
<b>660-012-0310</b> 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.	Clarifies applicability of the rule.  Clarifies how climate-friendly area sizes may be measured where there are contiguous climate-friendly areas.  Clarifies requirements for how climate-friendly area studies shall be conducted by jurisdictions that cross population thresholds in the future.
<b>660-012-0315</b> 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.	Clarifies requirements for designation of climate-friendly areas, including clarification that housing needs are identified within the planning period of the acknowledged housing capacity analysis.  Clarifies how parks and open space areas are calculated as part of climate-friendly areas, requirements for community engagement plan, and standardizes population thresholds.
<b>660-012-0320</b> 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.	Clarifies applicability of the rule.  Clarifies allowance for local governments to require ground floor commercial and office uses in multifamily buildings.  Standardizes population thresholds.  Clarifies the test for alternative residential building capacity methodology, and allows a city or county to use alternative residential building capacity process regardless of prescriptive or outcome-oriented approach.
<b>660-012-0325</b> 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.	Clarifies applicability of the rule.
<b>660-012-0330</b> 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.	Clarifies that exemption provisions in the rule may be applied legislatively by cities and counties as part of their land use regulations.  Clarifies requirements for local land use regulations to include pedestrian-oriented and transit-friendly site design standards. Adds that the site design standards need not apply in districts with an agricultural character.

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	<p>These requirements apply across the urban area and are in addition to the climate friendly area specific requirements in those areas.</p> <p>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.</p>	
<b>660-012-0340</b> Land Use Assumptions for Transportation Planning	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).	Updated rule title to be more precise.  Clarifies that the rule applies to land use assumptions made for transportation planning purposes.
<b>660-012-0350</b> 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.	No changes.
<b>660-012-0360</b> 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.	Adds the word “may” when setting out a list of key destinations.
<b>660-012-0400</b> 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.	Clarifies applicability of the rule.
<b>660-012-0405</b> Parking Regulation Improvements	<p>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.</p> <p>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.</p> <p>This rule carries forward past TPR language requiring parking maximums in “appropriate locations.”</p>	No changes.
<b>660-012-0410</b> Electric Vehicle Charging	<p>This rule works to encourage new buildings to install electrical conduit to support electric vehicle charging.</p> <p>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.</p> <p>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).</p>	Clarifies applicability of the rule.
<b>660-012-0415</b> 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.	Clarifies applicability of the rule.

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	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.	
<b>660-012-0420</b> 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
<b>660-012-0425</b> 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.	Clarifies applicability of the rule. Added provision for counting EV charging spots as required parking spaces.
<b>660-012-0430</b> 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.	Clarifies applicability of the rule.
<b>660-012-0435</b> 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.	Clarifies applicability of the rule.
<b>660-012-0440</b> 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.	Clarifies applicability of the rule. Other minor clarifications.
<b>660-012-0445</b> 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 changes.
<b>660-012-0450</b> 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.
<b>660-012-0500</b> 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.	Clarification on how the purpose of the rule includes a pedestrian system serving people using mobility devices.
<b>660-012-0505</b> Pedestrian System Inventory	This rule describes how cities must inventory their pedestrian system.	Clarified language on scope of pedestrian system inventory; inventories of the entire system are encouraged.
<b>660-012-0510</b> 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 changes.
<b>660-012-0520</b> Pedestrian System Projects	This rule guides cities in determining the list of pedestrian system projects.	Minor changes.
<b>660-012-0600</b> 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.	No changes.
<b>660-012-0605</b> 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.	Clarified language on scope of bicycle system inventory; inventories of the entire system are encouraged.
<b>660-012-0610</b> 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	Minor changes.

<b>Summary of Amendments to Transportation Planning Rules (Division 12)</b>		
<b>Rule</b>	<b>Rule Summary</b>	<b>Changes from Temporary Rules</b>
	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.	
<b>660-012-0620</b> Bicycle System Projects	This rule guides cities in determining the list of bicycle system projects.	Minor changes.
<b>660-012-0630</b> 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.	Minor changes.
<b>660-012-0700</b> Public Transportation System Planning	This rule and subsequent rules describe how cities must plan for their public transportation system.	No changes.
<b>660-012-0705</b> Public Transportation System Inventory	This rule describes how cities must inventory their public transportation system.	No changes
<b>660-012-0710</b> Public Transportation System Requirements	This rule includes the minimum requirements for safe, connected, and accessible public transportation system facilities.	No changes
<b>660-012-0720</b> Public Transportation System Projects	This rule guides cities in determining the list of public transportation projects.	Minor changes.
<b>660-012-0800</b> Urban Street and Highway System Planning	This rule, and subsequent rules, describes how cities must plan for their street and highway transportation system.	No changes
<b>660-012-0805</b> Urban Street and Highway System Inventory	This rule describes how cities must inventory their street and highway system.	No changes
<b>660-012-0810</b> 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.	Minor changes.
<b>660-012-0820</b> Street and Highway System Projects	This rule guides cities in determining the list of street and highway system projects.	Minor changes.
<b>660-012-0830</b> 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>	<p>Clarifies that only bridges carrying general purpose motor vehicle traffic need be reviewed.</p> <p>Clarifies that existing projects in acknowledged plans must be reviewed upon undertaking a major update to a transportation system plan.</p>
<b>660-012-0900</b> 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	Minor changes.



Summary of Amendments to Transportation Planning Rules (Division 12)		
Rule	Rule Summary	Changes from Temporary Rules
	include additional information on how the city and region are performing across a range of performance measures.	
<b>660-012-0905</b> 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 changes.
<b>660-012-0910</b> 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.
<b>660-012-0915</b> 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.
<b>660-012-0920</b> 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.	Minor changes.

Summary of Amendments to the Metropolitan Greenhouse Gas Reduction Target Rules (Division 44)		
Rule	Rule Summary	Changes from Temporary Rules
<b>660-044-0000</b> 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.
<b>660-044-0005</b> 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.	No changes.
<b>660-044-0015</b> 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 <a href="#">preferred scenario</a> 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>	Adds a provision for a whole or partial exemption from the requirements of the division for small jurisdictions.

<b>Summary of Amendments to the Metropolitan Greenhouse Gas Reduction Target Rules (Division 44)</b>		
<b>Rule</b>	<b>Rule Summary</b>	<b>Changes from Temporary Rules</b>
	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.	
<b>660-044-0020</b> 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.
<b>660-044-0025</b> Greenhouse Gas Emissions Reduction Targets for Other Metropolitan Areas	This rule provides the greenhouse gas reduction targets for the other metropolitan area.	No changes.
<b>660-044-0030</b> 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.	No changes.
<b>660-044-0035</b> 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.
<b>660-044-0040</b> 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.	No changes.
<b>660-044-0045</b> 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.	No changes.
<b>660-044-0050</b> 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.
<b>660-044-0055</b> 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.
<b>660-044-0060</b> 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.
<b>660-044-0100</b> 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.	No changes.
<b>660-044-0110</b> 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.	No changes.

<b>Summary of Amendments to the Metropolitan Greenhouse Gas Reduction Target Rules (Division 44)</b>		
<b>Rule</b>	<b>Rule Summary</b>	<b>Changes from Temporary Rules</b>
<b>660-044-0120</b> 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.
<b>660-044-0130</b> 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.