

# Transportation Planning Rules

As part of the Climate-Friendly and Equitable Communities rulemaking to better comply with state goals for greenhouse gas reduction, Oregon's Land Conservation and Development Commission (LCDC) is considering updating rules guiding transportation and land use planning in Oregon's eight metropolitan areas.

## Why?

### Meeting Greenhouse Gas Reduction Targets for Oregon Metropolitan Areas

Since 1991, the Transportation Planning Rules (TPR or OAR Chapter 660, Division 12) have set transportation planning requirements for all Oregon cities and counties. These rules are designed to ensure coordinated land use and transportation planning, that plans include all modes of transportation, and in metropolitan areas, that plans increase transportation choices and reduce reliance on the automobile.

It has become clear over the last decade that Oregon's existing rules are not sufficient to meet our [Metropolitan Greenhouse Gas Reduction Targets](#). To reduce climate pollution, local governments need to improve their plans so different land uses are more connected, encouraging a walkable mix of destinations and accelerating investments in walking, biking and transit. To achieve these objectives, LCDC is expected to update the state's transportation planning requirements for local transportation plans and will deliver additional health, equity, and economic benefits to residents of Oregon.

### Proposed Rules: Updating land use transportation planning rules to reduce climate pollution

In collaboration with community service providers, planners and members of a Rules Advisory Committee, Department of Land Conservation and Development (DLCD) staff are proposing amendments to existing rules, resulting in updated state and local plans that meet the state's greenhouse gas reduction goals. DLCD and other state agency partners including the Oregon Department of Transportation will provide a range of new and amplified services to local governments to help meet greenhouse gas reduction goals, including grants, technical assistance, tools, and publications, to help local governments adopt plans that meet or exceed the state's greenhouse gas reduction goals.

The amended rules would require local governments in metropolitan areas to:

- Plan for greater development in transit corridors and downtowns, where services are located and less driving is necessary;
- Prioritize system performance measures that achieve community livability goals;
- Prioritize investments for reaching destinations without dependency on single occupancy vehicles, including in walking, bicycling, and transit;
- Plan for and manage parking to meet demonstrated demand, and avoid over-building of parking in areas that need housing and other services;
- Plan for needed infrastructure for electric vehicle charging; and
- Regularly monitor and report progress.

The scope and scale of these requirements will vary by jurisdiction. The amendments will align with other state strategies to reduce transportation related climate pollution. Finally, it is important to note these amendments are intended to align with and support other priorities such as equity, safety, public health, and housing.

**Draft Rule Language** is available at [www.oregon.gov/lcd/LAR/Pages/CFEC.aspx](http://www.oregon.gov/lcd/LAR/Pages/CFEC.aspx)

## Questions?

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