



Proposed Amendments

Transportation Planning Rulemaking – 2026

Oregon Department of Land Conservation and Development

July 17, 2026

This document includes a summary of proposed changes to Oregon Administrative Rules (OAR) chapter 660, [division 12](#) (Transportation Planning Rules) and [division 44](#) (Metropolitan Greenhouse Gas Reduction Targets Rules).

These are the proposed changes to the rules. The changes are numbered and in order by division and rule. Proposed new language is underlined, and language proposed to be deleted is in strikethrough.

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OAR 660-012-0005: Definitions

1. [OAR 660-012-0005](#)(13) – Update a definition to remove an obsolete term

(13) “Committed transportation facilities” means those proposed transportation facilities and improvements that are consistent with the acknowledged comprehensive plan and have approved funding for construction in a public facilities plan or the ~~Six-Year Highway or~~ Transportation Improvement Program.

OAR 660-012-0012: Effective Dates and Transition

2. [OAR 660-012-0012](#)(4)(d) – Use consistent terms

(A) By December 31, 2025, adopt boundaries for all Metro Region 2040 Centers ~~regional and town centers~~ identified on Metro’s 2040 Growth Concept map for which the city or county has adopted urban land use designations in their comprehensive plan, except for any portions of centers that have boundaries adopted by another city or county;

(B) Adopt boundaries for any other Metro Region 2040 Centers ~~regional and town center~~ identified on Metro’s 2040 Growth Concept map when the city or county adopts urban land use designations for the area of that center in their comprehensive plan, unless portions of the center have boundaries already adopted by another city or county; and

(C) Identify boundaries for Metro Region 2040 Centers ~~regional and town centers~~ that are adopted pursuant to this subsection to be located in the general area of the center as identified in the Metro 2040 Growth Concept map.

OAR 660-012-0020: Elements of Transportation System Plans

3. [OAR 660-012-0020](#)(2)(g)-(i) – Remove obsolete language

~~(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);~~

~~(h)(g)~~ Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;

~~(i)(h)~~ For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.

OAR 660-012-0055: Timing of Adoption and Update of Transportation System Plans; Exemptions

4. [OAR 660-012-0055](#)(7) – Use consistent terms

(7) The director may approve ~~grant~~ a whole or partial exemption from the requirements of this division to cities under 10,000 population and counties under 25,000 population, and for areas within a county within an urban growth boundary that contains a population less than 10,000. Eligible jurisdictions may request that the director approve an exemption from all or part of the requirements in this division. Exemptions shall be for a period determined by the director or until the jurisdiction's next periodic review, whichever is shorter.

(a) The director's decision to approve an exemption shall be based upon the following factors:

(A) Whether the existing and committed transportation system is generally adequate to meet likely transportation needs;

(B) Whether the new development or population growth is anticipated in the planning area over the next five years;

(C) Whether major new transportation facilities are proposed which would affect the planning areas;

(D) Whether deferral of planning requirements would conflict with accommodating state or regional transportation needs; and

(E) Consultation with the Oregon Department of Transportation on the need for transportation planning in the area, including measures needed to protect existing transportation facilities.

(b) The director's decision to approve ~~grant~~ an exemption under this section is appealable to the commission as provided in OAR 660-002-0020 (Delegation of Authority Rule)

OAR 660-012-0100: Transportation System Plans in Metropolitan Areas

5. [OAR 660-012-0100](#)(4) – Use consistent terms

(4) The director may approve ~~grant~~ a whole or partial exemption from the requirements of this division to cities and counties with a population of less than 10,000 within the urban area. The director may also approve ~~grant~~ a whole or partial temporary exemption from

the requirements of this division to jurisdictions of any size that are newly included in an existing metropolitan area or a newly designated metropolitan area. The director shall use the criteria and process as provided in OAR 660-012-0055(7) to decide to approve an exemption.

OAR 660-012-0130: Decision-Making with Underserved Populations

6. [OAR 660-012-0130](#)(2) – Update tribal engagement language
(2) Cities and counties shall obtain the most recent list of tribal governments with ancestral connection to land within the planning area from the Oregon Legislative Commission on Indian Services. ~~Cities and counties shall identify federally recognized sovereign tribes whose ancestral lands include the planning area.~~ The city or county shall notify ~~engage with identified tribal governments affected tribes to~~ notify them of coordinated land use and transportation planning activities and projects under this division.

OAR 660-012-0135: Equity Analysis

7. [OAR 660-012-0135](#)(3)(c) – Remove unnecessary modifier word
(c) Identify geographic areas with ~~significantly~~ disproportionate concentrations of underserved populations;
8. [OAR 660-012-0135](#)(3)(e) – Correct reference language
(e) Use the best available data in conducting subsections (a) through (d).

OAR 660-012-0155: Prioritization Framework

9. [OAR 660-012-0155](#)(3)(a)(B) – Include consistent language
(B) Supporting compact, pedestrian-friendly patterns of development in urban areas, particularly in climate-friendly areas and Metro Region 2040 Centers;

OAR 660-012-0190: Transportation System Refinement Plans

10. [OAR 660-012-0190](#)(1) – Fix confusing language
(1) A city or county may, when adopting a major update to the transportation system plan as provided in OAR 660-012-0105, defer

decisions regarding function, general location, and mode to of a refinement plan if findings are adopted that:

OAR 660-012-0210: Transportation Modeling and Analysis

11. [OAR 660-12-0210](#) – Delete rule

- ~~(1) This rule does not become effective until December 31, 2027.~~
- ~~(2) A city or county relying on transportation models or mathematical analysis of the transportation system to make a land use decision shall do so consistently with this rule.~~
- ~~(3) The model or analysis must account for changes in vehicle miles traveled per capita that would result from any transportation projects proposed as a part of the land use decision.~~
- ~~(4) The assumptions and inputs used with the modeling or analysis must be consistent with acknowledged plans.~~
- ~~(5) The modeling or analysis must demonstrate that the land use decision will not increase vehicle miles traveled per capita.~~

OAR 660-012-0315: Designation of Climate-Friendly Areas

12. [OAR 660-012-0315](#)(1) – Use consistent terms

(1) The designation of climate-friendly areas refers to the process of studying potential climate-friendly areas and adopting land use requirements and climate-friendly elements into comprehensive plans, as provided in this rule. Cities and counties subject to the requirements of OAR 660-012-0310 with a population greater than 10,000 shall designate climate-friendly areas sufficient to accommodate at least 30 percent of the total identified number of housing units necessary to meet all current and future housing needs by calculating zoned building capacity as provided in section (2), or using an alternative method ~~methodology~~ as provided in OAR 660-012-0320(10).

13. [OAR 660-012-0315](#)(2)(c)(B) – Update reference

(B) Allow height bonuses for publicly-subsidized housing serving households with an income of 80 percent or less of the area median household income, or height bonuses for the construction of accessible dwelling units, as defined in [OAR 660-008-0005\(1\)](#) ~~660-008-0050(4)(a)~~, in excess of minimum requirements.

14. [OAR 660-012-0315\(4\)\(b\)](#) – Use consistent terms

(b) Cities and counties subject to section (1) shall provide preliminary calculations of zoned residential building capacity and resultant residential dwelling unit capacity within each potential climate-friendly area consistent with section (2), or using an alternative method ~~methodology~~ as provided in OAR 660-012-0320(10), and using land use requirements within each climate-friendly area as provided in OAR 660-012-0320. Potential climate-friendly areas must be cumulatively sized and zoned to accommodate at least 30 percent of the total identified number of housing units as provided in section (1).

15. [OAR 660-012-0315\(4\)\(f\)](#) – Update references

(f) Plans for achieving fair and equitable housing outcomes within climate-friendly areas, as identified in OAR ~~660-008-0075(1)(c)(G)~~ ~~660-008-0050(4)(a)-(f)~~. Analysis of OAR ~~660-008-0075(1)(c)(E)~~ ~~660-008-0050(4)(f)~~ shall include analysis of spatial and other data to determine if the rezoning of potential climate-friendly areas would be likely to displace residents who are members of state and federal protected classes. The local government shall also identify actions that may be employed to mitigate or avoid potential displacement.

16. [OAR 660-012-0315\(6\)\(a\)](#) – Use consistent terms

(a) Cities and counties subject to section (1) shall provide maps showing the location of all adopted climate-friendly areas, and supplemental materials to demonstrate that climate-friendly areas contain sufficient zoned residential building capacity to accommodate 30 percent of total housing units as provided in section (2), or using an alternative method ~~methodology~~ as provided in OAR 660-012-0320(10), and based on adopted land use requirements in these areas as provided in OAR 660-012-0320. Cities and counties subject to section (3) shall provide maps showing the location of the adopted climate-friendly area. Local governments subject to (1) or (3) shall include findings containing the information and analysis required in section (4) for any climate-friendly areas that were not included in the initial study specified in section (4).

17. [OAR 660-012-0315](#)(6)(d)(A) – Update reference

(A) Identification of all ongoing and newly-added housing production strategies the local government shall use to promote the development of affordable housing in climate-friendly areas. The local government may use the Housing Production Strategy Guidance for Cities to review and identify potential strategies, as provided in OAR ~~660-008-0200(2)~~ ~~660-008-0050(3)~~. These strategies shall be incorporated into future housing production strategy reports, as provided in OAR chapter 660, division 8.

18. [OAR 660-012-0315](#)(7) – Update reference

(7) For cities and counties identified in section (1), the information provided in compliance with subsections (6)(b) and (d) shall provide a basis for subsequent Housing Production Strategy Reports to assess progress towards fair and equitable housing production goals in climate-friendly areas, as provided in OAR ~~660-008-0075(1)(c)(G)~~ and ~~OAR 660-008-0075(1)(g)~~ ~~660-008-0050(4)(a)~~.

OAR 660-012-0350: Urban Growth Boundary Expansions

19. [OAR 660-012-0350](#)(1)(c) – Update reference

(c) The city and county must have designated climate-friendly areas as provided in OAR 660-012-0315 and must demonstrate compliance with OAR ~~660-008-0100(10)~~ ~~660-008-0010(2)~~.

OAR 660-012-0320: Land Use Requirements in Climate-Friendly Areas

20. [OAR 660-012-0320](#)(3) – Use consistent terms

(3) Portions of abutting residential or employment-oriented zoned areas within a half-mile walking distance of a mixed-use area zoned as provided in section (1) may count towards climate-friendly area requirements, if in compliance with subsections (a) or (b). Notwithstanding existing development, zoned residential building capacity shall be calculated for the abutting areas based on allowed building heights and existing development standards in these areas, as provided in OAR 660-012-0315(2) or using an alternative method ~~methodology~~ as provided in OAR 660- 012-0320(10). Residential densities for abutting areas shall correspond to the climate-friendly area type, provided in subsections (8)(a), (b), or (c) or (9)(a), (b), or (c). Employment densities for abutting areas shall comply with the

thresholds in subsection (b). If subsections (a) or (b) are met, no changes to existing zoning or development standards are required for these areas.

21. [OAR 660-012-0320](#)(5)(a) – Use consistent terms

(a) For development sites less than 5.5 acres in size, a maximum block length of 500 feet or less. Where block length exceeds 350 feet, a public pedestrian through-block easement shall be provided to facilitate safe and convenient pedestrian connectivity in climate-friendly areas. Substantial redevelopment of sites of two acres or more within an existing block that does not meet the standard shall provide a public pedestrian accessway allowing direct passage through the development site such that no pedestrian route will exceed 350 feet along any block face. Local governments may grant ~~exceptions~~ exemptions to street and accessway requirements as provided in OAR 660-012-0330(2).

22. [OAR 660-012-0320](#)(10) – Use consistent terms

(10) A local government may provide an alternative method ~~methodology~~ for zoned residential building capacity calculations that differs from OAR 660-012-0315(2). The method ~~methodology~~ must clearly describe all assumptions and calculation steps, and must demonstrate that the method ~~methodology~~ provides an equal or better system for determining the zoned residential building capacity sufficient to accommodate at least 30 percent of the total identified number of housing units necessary to meet all current and future housing needs within climate-friendly areas. The alternative method ~~methodology~~ shall be supported by studies of development activity in the region, market studies, or similar research and analysis.

OAR 660-012-0325: Transportation Review in Climate-Friendly Areas and Centers

23. [OAR 660-012-0325](#)(3) – Clarify application of this provision

(3) Cities and counties considering amendments to comprehensive plans or land use regulations within an adopted climate-friendly area or Metro Region 2040 center, other than an amendment to a Transportation System Plan, must make findings including a highway impacts summary as provided in section (5) if:

OAR 660-012-0405: Parking Regulation Improvements

24. [OAR 660-012-0405\(4\)\(a\)\(A\)](#) – Remove explanatory text accidentally added to this rule

(A) Installation of solar panels with a generation capacity of at least 0.5 kilowatt per new off-street parking space. Panels may be located anywhere on the property. ~~The change to this paragraph sets \$1,500 as a floor, allowing cities and counties to index it for inflation, and clarifies it just applies to off-street parking spaces.~~

OAR 660-012-0415: Parking Maximums and Evaluation in More Populous Communities

25. [OAR 660-012-0415\(1\)\(a\)](#) – Remove conflicting provision

(a) Parking maximums shall be no higher than 1.2 off-street parking spaces per studio unit and two off-street parking spaces per non-studio residential unit in a multi-unit housing development in climate-friendly areas ~~and within one-half mile walking distance of priority transit corridors.~~ These maximums shall include visitor parking;

26. [OAR 660-012-0415\(2\)\(d\)](#) – Clarify language

(d) Adopt design standards for parking structures with more than 100 parking spaces in climate-friendly areas and Metro Region 2040 Centers. The standards must require that street facing parking areas on the ground floor be designed to enable conversion to other uses. The design standards may allow for driveways through the street facing area to access areas of the parking structure not designed for conversion. ~~requirements requiring applicants to demonstrate that the ground floor of new private and public structured parking that fronts a public street and includes more than 100 parking spaces would be convertible to other uses in the future, other than driveways needed to access the garage.~~

OAR 660-012-0610: Bicycle System Requirements

27. [OAR 660-012-0610\(5\)\(a\)](#) – Update reference document

(a) The Urban Bikeway Design Guide, third ~~second~~ edition, published by the National Association of City Transportation Officials;

OAR 660-012-0805: Street and Highway System Inventory

28. [OAR 660-012-0805\(2\)](#) – Provide more flexibility for data

(2) Street and highway system inventories must include the location of all reported serious injuries and deaths of people related to vehicular crashes. This must include all reported incidents from the most recent five years of available data ~~prior to the year of adoption of the street and highway system inventory.~~

OAR 660-012-0830: Enhanced Review of Select Roadway Projects

29. [OAR 660-012-0830\(2\)\(g\)](#) – Use consistent terms

(g) Develop a community engagement ~~public involvement~~ strategy as provided in section (4);

30. [OAR 660-012-0830\(4\)](#) – Use consistent terms

(4) A city or county developing a community engagement ~~public involvement~~ strategy shall, in coordination with affected jurisdictions:

(a) Develop the community engagement ~~public involvement~~ strategy as provided in OAR 660-012-0130.

(b) Require that the community engagement ~~public involvement~~ strategy provides for opportunities for meaningful public participation in decision-making over the course of the authorization process;

(c) Require that the community engagement ~~public involvement~~ strategy includes regular reports to the affected governing bodies, planning commissions, and the public on the progress of the authorization process; and

(d) Coordinate the community engagement ~~public involvement~~ strategy with other community engagement ~~public involvement~~ activities that may be concurrent, including updates to a transportation system plan or authorizations for other proposed facilities.

31. [OAR 660-012-0830\(5\)\(a\)](#) – Use consistent terms

(a) Have designated the facility impact area, determined affected jurisdictions, transit service providers, and transportation options providers; and developed a community engagement ~~public involvement~~ strategy as provided in this rule;

32. [OAR 660-012-0830](#)(8)(b) – Use consistent terms

(b) The community engagement ~~public involvement~~ strategy developed as provided in section (4), and how each part of the community engagement ~~public involvement~~ strategy was met;

OAR 660-012-0900: Reporting

33. [OAR 660-012-0900](#)(7)(c) – Correct grammar

(c) Reporting for each regional and local performance measure ~~measures~~ as provided in OAR 660-012-0905 or OAR 660-044-0110 including:

34. [OAR 660-012-0900](#)(7)(c)(D) – Corrective actions for each missed target

(D) For each ~~any~~ performance target ~~targets~~ that was ~~were~~ not met, a proposal for the corrective actions that will be taken to meet the performance target by the next major report;

35. [OAR 660-02-0900](#)(8) – Clarify language; use consistent terms

(8) Upon a written request by a city or a county for an exemption submitted to the department prior to the due date of a report, the director may approve ~~grant a city or county~~ an exemption to a requirement to include any required element of a report under sections (6) or (7) when the director determines that the requestor has established that collection and reporting of the information would not be possible or would place an undue burden on the city or county.

OAR 660-012-0920: Compliance Hearings

36. [OAR 660-12-0920](#)(7)(b)-(d) – Remove provision determined to be inapplicable by the Court of Appeals

(b) Issue an enforcement order as provided in ORS 197.319 through 197.335; and

~~(c) Issue an order to invalidate the acknowledgement of local transportation system plans that are not consistent with an approved Land use and Transportation Scenario Plan; and~~

~~(d)~~(c) Provide notice to the Oregon Department of Transportation and the United States Department of Transportation of the lack of compliance with state planning requirements.

OAR 660-044-0060: Monitoring

37. OAR 660-044-0060 – Delete rule

~~(1) Metro shall prepare a report monitoring progress in implementing the preferred scenario including status of performance measures and performance targets adopted as part of the preferred scenario as part of regular updates to the Regional Transportation Plan and preparation of Urban Growth Reports.~~

~~(2) Metro's report shall assess whether the region is making satisfactory progress in implementing the preferred scenario; identify reasons for lack of progress, and identify possible corrective actions to make satisfactory progress. Metro may update and revise the preferred scenario as necessary to ensure that performance targets are being met.~~

~~(3) The commission shall review the report and shall either find Metro is making satisfactory progress or provide recommendations for corrective actions to be considered or implemented by Metro prior to or as part of the next update of the preferred scenario.~~