



American Planning Association  
**Oregon Chapter**

*Creating Great Communities for All*

January 19, 2022

TO: Oregon Transportation Commission  
Submitted Electronically

RE: January 20, 2022 Commission Meeting, Agenda Item K) Infrastructure and Investment Jobs Act (IIJA) update

Dear Chair Bob Van Brocklin, Vice-Chair Alando Simpson and Members of the Commission:

The Oregon Chapter of the American Planning Association (OAPA) supports allocating at least \$15 million of funds available from Infrastructure Investment and Jobs Act (IIJA) for the purpose of, as described in the Agenda Item K staff report, supporting:

“Local Climate Planning: Under the proposed update to the Department of Land Conservation and Development’s Transportation Planning Rule, cities, counties, and metropolitan planning organizations across Oregon will be required to update their local transportation plans to reduce greenhouse gas emissions from the transportation system. Providing cost-share funding to local governments would help advance the state’s climate goals while limiting the cost to local governments.”

The \$15 million figure was identified in all 4 scenarios described in Attachment 2 of Agenda Item K.

OAPA is represented on the Rules Advisory Committee (RAC) for the Climate Friendly and Equitable Communities rulemaking. The Commission was updated on the rulemaking as Agenda J item. The draft rules to the Transportation Planning Rule (TPR), found in Division 12, are focused on requiring local governments, primarily in Oregon’s eight Metropolitan areas, to make integrated changes to their land use and transportation plans that will support walking, biking and transit trips as viable options to light vehicle trips. These changes will also support viable shorter driving trips. This will result in fewer vehicle miles traveled and the associated reduction in GHG emissions.

The draft rules will also require the local governments to utilize public participation programs that address equity centered on underserved populations, including decision-making, doing an equity analysis and other steps to achieve equitable outcomes.

OAPA supports the direction of the TPR Division 12 draft rules. Further we understand and emphasize that it will be the local governments that are tasked with implementing the draft rules. They will need to engage with their community, conduct research and



planning analysis, hold public hearings with their planning commissions and councils/commissions and ultimately have amendments to their local land use and transportation plans approved by their elected officials.

OAPA believes it is critical that local adoption of the updated TPR changes happen as quickly as possible in order to help meet Oregon's goals for GHG emission reductions. The needed reductions in vehicle miles traveled won't occur until the land use and development code for mixed-use areas and provisions for and prioritization of high quality pedestrian, bike and transit facilities required by the draft rules are in place.

OAPA's 2022 [Policy Priorities](#) help guide our participation in State policy development and rule-making. They include:

- **Promote Equitable Community Engagement:** explicitly elevate the voices of communities of color and other traditionally underrepresented or excluded groups and ensure they have the opportunity to participate in land use planning and decision making and give equal and fair notice to Native American tribes and tribal communities and provide consultation and mutual concurrence when land use decisions impact their lands
- **Advance Racial Equity:** ensure state and local planning work and projects incorporate community benefits that bring measurable, permanent improvements to the lives of affected residents, particularly those in lower-income neighborhoods and communities of color; and minimize or mitigate disproportionate negative impacts on communities of color, lower-income residents, and other underrepresented or disadvantaged groups
- **Confront Climate Change:** reduce greenhouse gas (GHG) emissions through integrated land use and transportation planning
- **Plan for and Develop Equitable, Resilient Infrastructure:** make infrastructure decisions that advance equity, prioritize accessibility and pedestrian and bicyclist safety, integrate green infrastructure, and conserve financial and natural resources.
- **Advocate for Oregon's Planning Program:** increase funding and technical resources for local, regional, and state agencies engaged in planning work and maintain land use decision-making at the local level

Utilizing the Infrastructure and Investment Jobs Act as a funding source to help create climate friendly and equitable communities by updating land use and transportation plans as provided the draft rules for the TPR is consistent with OAPA policy priorities and will be a great benefit for Oregonians.

OAPA is an independent, statewide, not-for-profit educational organization of more than 800 planners from across the state who work for cities, counties, special districts, state agencies, tribes, community-based organizations, universities, and private firms. We



provide leadership in the development of vital communities by advocating excellence in community planning, promoting education and resident empowerment, and providing the tools and support necessary to meet the challenges of growth and change. OAPA supports sustainable communities and works to enhance the quality of life for current and future generations by helping to create and stabilize places that are equitable, healthy, and resilient and provide ongoing economic, environmental, and social benefits.

OAPA thanks the Commission for its time and consideration.

Sincerely,

A handwritten signature in black ink that reads 'Jonathan Harker'.

Jonathan Harker, AICP

OAPA Community Friendly&Equitable Communities RAC Member