

# Oregon Department of Transportation



## Statewide Transportation Strategy Short-Term Implementation Plan

February 2014



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**Oregon Department of Transportation**

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## IMPLEMENTING THE STS

A number of actions have been identified from the suite of elements in the Statewide Transportation Strategy (STS)<sup>1</sup> that help to move Oregon closer to a cleaner and more sustainable future, and support the Governor's 10-Year Energy Plan. The Oregon Department of Transportation (ODOT) will pursue these actions in the short-term (next 2-5 years).

This ODOT work plan includes seven programs, and multiple corresponding actions, that enhance existing initiatives, incorporate consideration of the STS into ODOT business, and push technological advancements in ways designed to provide multiple benefits to Oregonians. The programs and actions identified in this plan only represent a sampling of STS elements, and are focused on ones that are relatively low cost, complement existing and supported programs, and are likely to produce fairly rapid greenhouse gas (GHG) reductions and other benefits. Subsequent implementation plans will continue to explore and identify the best actions for working towards the STS vision in the mid- and long-term. More specifically, in addition to this Short-Term Implementation Plan, ODOT anticipates the development of a mid-term implementation plan (5-20 years) and a long-term implementation plan (20-40 years).

Supporting documents to this Short-Term Implementation Plan include: 1) an economic discussion paper that considers how the programs in this implementation plan may impact the state's economy; and 2) summary sheets that outline the intent of all 18 strategies included in the STS, identify potential opportunities and challenges to implementation, and list other initiatives that help move the STS vision forward.

For more information, or to download these supporting documents, please visit: <http://www.oregon.gov/ODOT/TD/OSTI/Pages/sts.aspx>.

### Background on the STS

In 2010, the Oregon Legislature passed Senate Bill 1059 (Chapter 85, Oregon Laws 2010, Special Session) which requires:

*"...the Oregon Transportation Commission, after consultation with and in cooperation with metropolitan planning organizations, other state agencies, local governments and stakeholders...shall adopt a statewide transportation strategy on greenhouse gas emissions to aid in achieving the greenhouse gas emissions reduction goals set forth in ORS 468A.205 [a 75 percent reduction below 1990 levels by 2050]..."*

Over the course of a two year period, the ODOT staff conducted extensive research and analysis, and obtained policy and technical input from local governments, industry representatives, metropolitan planning organizations, state agencies, and other stakeholders to inform the development of the STS.

The resulting document, *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction*, examines all aspects of the transportation system, outlines a broad vision, and identifies various strategies effective in reducing GHG emissions from the transportation sector. Beyond reducing GHG emissions, the strategies in the STS also appear to lead to other benefits, including improved health, cleaner air, and a more efficient transportation system. These strategies will serve as the

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<sup>1</sup> The *Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction (STS)* includes 18 strategies effective in reducing GHG emissions and achieving other desirable outcomes and 133 more specific elements that represent potential actions that would help achieve the strategy.

best tools available to help meet the state's GHG reduction goals while supporting other societal goals such as livable communities, economic vitality, and public health.

On March 20, 2013, the Oregon Transportation Commission (OTC) accepted the STS. Through its acceptance, the OTC agreed that the strategies in the STS have demonstrated value and requested that ODOT further consider these strategies through the development of this STS Short-Term Implementation Plan.

For more information or to download the accepted STS, please visit:  
<http://www.oregon.gov/ODOT/TD/OSTI/pages/sts.aspx>

## PLAN OF ACTION

### Purpose

The STS Short-Term Implementation Plan identifies actions for ODOT to pursue in the next 2 to 5 years to help move the STS forward. This plan will in turn help Oregon to achieve its goal of a 75 percent reduction in GHG emissions from 1990 levels by 2050.

### ODOT's Responsibility

This plan identifies new, enhanced, or reprioritized efforts that ODOT sees as important to its mission and to moving in the direction of the STS vision. While the impetus for these action items varies (e.g. improving safety, encouraging transit, increasing fuel efficiency), all of these programs align with the STS. By highlighting priorities, this plan will help to inform work programs throughout ODOT. In addition, it functions as a mechanism by which ODOT can increase internal and external coordination on initiatives that help to reduce GHG emissions from the transportation sector.

Since some of the strategies outlined in the STS fall outside of ODOT's purview, full implementation of the STS vision requires action by other state agencies, local jurisdictions, the private sector, and others. The actions included in this Short-Term Implementation Plan represent only a selection of STS strategies, and separate implementation plans will be needed that identify any actions to be pursued in the mid- and long-term.

### ODOT Implementation Programs

This plan recommends the following seven programs for implementation:

1. *Electric Vehicles and Low Emission Fuels*
2. *Eco-Driving*
3. *Road User Charge Economic Analysis*
4. *Scenario Planning and Strategic Assessments*
5. *Intelligent Transportation Systems (ITS)*
6. *Transportation Planning and Project Selection*
7. *Stakeholder Coordination*

To better understand some of the economic costs and benefits of these programs, ODOT evaluated the potential impacts of these programs on the state's economy in the supporting document entitled *Economic Considerations: Statewide Transportation Strategy Short-Term Implementation Plan*. The level of detail included in this plan allowed for a qualitative assessment of some potential economic considerations. Since many of these programs represent extensions of ongoing ODOT work, the economic evaluation demonstrates that the programs included in this plan are not likely to cause significant economic costs. One potential economic cost to mention, however, is the potential impact on transportation funding. As some of these programs, most notably Programs #1 and #2, reduce fuel consumption, transportation funding may also be reduced unless the state pursues an alternative funding strategy, such as the road user charge.

The tables that follow provide more detail on the seven programs. Specifically, these tables outline the actions necessary to implement the program, the ODOT division lead and partners, as well as the motivation and policy support for the program.

*Program #1: Electric Vehicles and Low Emission Fuels*

<p><i>Actions:</i></p>	<p>Electric Vehicles:</p> <ul style="list-style-type: none"> <li>• Develop communication materials that highlight the benefits of alternative fuel vehicles, including electric vehicles (EVs), and create maps and other resources that identify the state’s existing EV charging network.</li> <li>• Expand communication efforts that promote EV tourism activities in Oregon.</li> <li>• Through the Transportation and Growth Management Program, collaborate with the Oregon Department of Land Conservation and Development (DLCD) and explore ways to incorporate EV charging stations, natural gas, biogas, and other alternative fueling facilities, as primary and/or accessory land uses, in model code modules.</li> <li>• Explore funding opportunities for implementing a pilot program focused on wireless EV charging stations.</li> <li>• Partner with the members of the Energize Oregon Coalition and pursue funding for innovative projects, such as studying the feasibility of implementing smart grid initiatives, which allow for the two-way communication between providers and consumers of electricity.</li> <li>• Continue to participate in the West Coast Green Highway Initiative.</li> </ul> <p>Low Emission Fuels:</p> <ul style="list-style-type: none"> <li>• Administer \$4,000,000 in federal Congestion Mitigation Air Quality funds, approved by the Oregon Transportation Commission in September 2013, to encourage the use of natural gas as a transportation fuel by supporting the installation of natural gas fueling stations.</li> <li>• Provide data, technical information, and assistance, as appropriate to the Oregon Department of Energy (ODOE) to study the feasibility of incentivizing the purchase of cleaner, more fuel-efficient vehicles, such as electric, CNG, propane, and hybrid vehicles.</li> <li>• Participate and provide expertise to the Oregon Department of Environmental Quality’s (DEQ) efforts to promote Clean Fuels as a member of the Interagency Low Carbon Fuel Committee.</li> <li>• Provide technical assistance, as appropriate to the Legislative Revenue Office in the preparation of reports on the feasibility of a statewide fee or tax on GHG emissions, required per SB 306 (2013).</li> </ul>
<p><i>Relationship to Ongoing ODOT Efforts:</i></p>	<p>This action item will build upon Oregon’s ongoing work around EVs and other low-emission fuels. Of particular importance are the recommendations highlighted in the <i>Energizing Oregon</i> document:  <a href="http://evroadmap.us/sites/default/files/Final_Energizing_Report.pdf">http://evroadmap.us/sites/default/files/Final_Energizing_Report.pdf</a></p>
<p><i>ODOT Lead:</i></p>	<p>Office of Innovative Partnerships          Transportation Development Division</p>
<p><i>ODOT Partners:</i></p>	<p>Oregon Department of Environmental Quality, Oregon Department of Energy, Oregon Department of Land Conservation and Development, Oregon Public Utilities Commission, Travel Oregon, Business Oregon, Governor’s Office, Drive Oregon, Oregon Department of Consumer and Business Services, Legislative Revenue Office</p>
<p><i>Motivation for</i></p>	<p>In 2010, Governor Kulongoski’s Alternative Fuel Working Group made recommendations</p>

<p><i>Program:</i></p>	<p>to the state for developing the infrastructure necessary to support alternative fuels. Subsequently, several statutory changes were made to support electric vehicles. Oregon joined other states in adopting a Low Emission Vehicle Program. In addition, through other legislative efforts and the availability of federal funding, ODOT's involvement has established EVs as a more viable transportation mode and allowed other alternative fuels, such as biodiesel, to become a more viable transportation fuel.</p> <p>This program is aimed at:</p> <ul style="list-style-type: none"> <li>• Addressing increased market demand for alternative fuel vehicles and low emission fuels,</li> <li>• Reducing consumption of gasoline and enhancing energy diversity,</li> <li>• Reducing criteria air pollutants, and</li> <li>• Creating job and economic growth.</li> </ul>
<p><i>Policy Support:</i></p>	<p>Governor's 10-Year Energy Action Plan</p> <p>Energizing Oregon, Business Oregon</p> <p>State Zero-Emission Vehicle Programs Memorandum of Understanding</p> <p>Memorandum of Understanding between the State of Oregon Office of the Governor, State of Oregon Department of Transportation, and Drive Oregon</p> <p>Oregon Clean Fuels Program, DEQ</p> <p>Oregon Transportation Plan, ODOT</p> <ul style="list-style-type: none"> <li>• Goal 4 – Sustainability</li> <li>• Goal 7 – Coordination, Communication and Cooperation</li> </ul> <p>Statewide Transportation Strategy, ODOT</p> <ul style="list-style-type: none"> <li>• Strategy 1 – More Efficient, Lower-Emission Vehicles and Engines</li> <li>• Strategy 2 – Cleaner Fuels</li> </ul>
<p><i>Level of Effort:</i></p>	<p>Low to Moderate. Communication activities and technical support (i.e. modeling, data collection, and gas tax expertise) supplement existing programs at a relatively low cost. Limited coordination hours are expected with DEQ, DLCD and ODOE on the actions listed above.</p>

*Program #2: Eco-Driving*

<p><i>Actions:</i></p>	<ul style="list-style-type: none"> <li>• Launch deployment of ODOT eco-driving educational efforts, leveraging partnerships and funding where possible.</li> <li>• Explore the development of an eco-driving certification program for transit operators, commercial fleets, and freight carriers.</li> <li>• Identify opportunities for strategic partnerships and for working with the private sector to promote technologies that support eco-driving, such as in-car displays regarding fuel efficiency.</li> </ul>
<p><i>Relationship to Ongoing ODOT Efforts:</i></p>	<p>As part of the Oregon Sustainable Transportation Initiative (OSTI) legislative requirements to outreach to the public about the costs and benefits of reducing GHG emissions, ODOT developed and tested educational materials, including tip cards, posters, and how-to videos that highlight the benefits of eco-driving. A research study with Portland State University measured the effectiveness of these educational efforts, and provided recommendations for maximized deployment, which will be used to shape the proposed actions above.</p>
<p><i>ODOT Lead:</i></p>	<p>Transportation Development Division Rail and Public Transit Division</p>
<p><i>ODOT Partners:</i></p>	<p>Oregon Department of Environmental Quality, Oregon Department of Energy, Clean Cities Program, Portland State University, Oregon Transportation Research and Education Consortium, and various private sector partners</p>
<p><i>Motivation for Program:</i></p>	<p>In 2010, the legislature directed ODOT through the passage of SB 1059 to educate the public about the need to reduce GHG emissions. Through educational efforts related to eco-driving, this program is aimed at:</p> <ul style="list-style-type: none"> <li>• Advancing a low cost approach to reducing GHG emissions,</li> <li>• Providing cost savings to drivers, and</li> <li>• Increasing roadway safety.</li> </ul>
<p><i>Policy Support:</i></p>	<p>Oregon Transportation Plan, ODOT</p> <ul style="list-style-type: none"> <li>• Goal 4 – Sustainability</li> <li>• Goal 7 – Coordination, Communication and Cooperation</li> </ul> <p>Statewide Transportation Strategy, ODOT</p> <ul style="list-style-type: none"> <li>• Strategy 3 – Operations and Technology</li> </ul>
<p><i>Level of Effort:</i></p>	<p>Low. Outreach materials have been developed and partnerships formed where printing costs can be shared or be fully funded by the partners. Limited staff time is anticipated to coordinate with partners, seek out and arrange certification training courses, and coordinate other activities related to eco-driving as described above.</p>

*Program #3: Road User Charge Economic Analysis*

<i>Action:</i>	<ul style="list-style-type: none"> <li>Analyze the benefits and costs of a road user charge (or vehicle miles traveled fee). This analysis may consider implementation costs, as well as social costs, such as air pollution and greenhouse gas emissions. The analysis may include recommendations on rate structures and associated benefits and costs.</li> </ul>
<i>Relationship to Ongoing ODOT Efforts:</i>	<p>With the passage of SB 810 (2013), ODOT is currently implementing a voluntary road user charge program that allows drivers to voluntarily pay a 1.5-cent per mile fee. This economic analysis will inform any future changes or modifications to ODOT’s ongoing work around the road user charge.</p>
<i>ODOT Lead:</i>	<p>Office of Innovative Partnerships</p>
<i>ODOT Partners:</i>	<p>Oregon Department of Energy</p>
<i>Motivation for Program:</i>	<p>In 2001, the legislature created the Road User Fee Task Force to explore alternative approaches to financing the transportation system beyond the gas tax. These efforts came out of an early recognition of declining revenues, due in part to increases in fuel efficiency and decreases in vehicles miles traveled.</p> <p>In 2013, the legislature passed SB 810, which authorizes ODOT to initiate a program to charge a fee of 1.5-cents per mile and issue a gas tax refund to up to 5,000 volunteer motorists. This project will begin July 1, 2015.</p> <p>By analyzing the economic impacts of a road user charge, this program helps to support ODOT’s ongoing commitment to developing a sustainable approach to financing the transportation system.</p>
<i>Policy Support:</i>	<p>Governor’s 10-Year Energy Action Plan</p> <p>Energizing Oregon, Business Oregon</p> <p>Oregon Transportation Plan, ODOT</p> <ul style="list-style-type: none"> <li>Goal 6 – Funding the Transportation System</li> </ul> <p>Statewide Transportation Strategy, ODOT</p> <ul style="list-style-type: none"> <li>Strategy 16 – Funding Sources</li> </ul>
<i>Level of Effort:</i>	<p>Moderate. ODOT will need to hire an economist from a consulting firm or university to conduct the economic analysis. A mostly dedicated staff person will manage the consultant/researcher over several months and coordinate stakeholder engagement and review of associated materials.</p>

*Program #4: Strategic Assessments and Scenario Planning*

<p><i>Actions:</i></p>	<ul style="list-style-type: none"> <li>• Work with metropolitan planning organizations (MPOs) and associated jurisdictions on Strategic Assessments and scenario planning efforts, providing technical assistance and negotiating financial support.             <ul style="list-style-type: none"> <li>○ Strategic Assessments are designed to assess the potential outcomes of a metropolitan area assuming current trends continue and adopted plans are implemented. Strategic Assessments also allow metropolitan areas to identify potential actions and policies to incorporate into planning documents to help the metropolitan area reach identified community goals.</li> </ul> </li> <li>• Through the Oregon Modeling Steering Committee, collaborate on appropriate tools to support GHG reduction planning and other planning efforts.</li> </ul>
<p><i>Relationship to Ongoing ODOT Efforts:</i></p>	<p>Strategic Assessments are an outgrowth of scenario planning efforts for GHG reduction identified in the Jobs and Transportation Act of 2009 and SB 1059 (2010). The legislative intent is for MPO areas to engage in scenario planning. ODOT and the Department of Land Conservation and Development (DLCD) recognized scenario planning as a promising strategic planning process and worked to consider a broader range of planning goals in addition to GHG emission reduction, so as to make the effort more useful and attractive to MPOs and associated jurisdictions. Strategic Assessments are voluntary and allow MPOs to examine current plans and trends and understand what may occur in an area if changes are not made. It is the first step in a scenario planning process.</p> <p>The Governor’s Office has worked with ODOT, DLCD, and the MPOs on the importance of scenario planning in reducing GHG emissions, and it is an action in the Governor’s 10-Year Energy Action Plan. In addition, ODOT and DLCD developed Scenario Planning Guidelines as directed by SB 1059 (2010), to support such efforts.</p>
<p><i>ODOT Lead:</i></p>	<p>Transportation Development Division</p>
<p><i>ODOT Partners:</i></p>	<p>Department of Land Conservation and Development, Governor’s Office, metropolitan planning organizations, local jurisdictions, and other stakeholders</p>
<p><i>Motivation for Program:</i></p>	<p>This program helps to implement the requirements of HB 2001, passed by the legislature in 2009. HB 2001 directs ODOT and DLCD to provide technical and financial support to select metropolitan areas engaged in scenario planning. In addition to helping the state achieve its GHG emission target, this program is aimed at:</p> <ul style="list-style-type: none"> <li>• Ensuring an integrated land use and transportation planning process,</li> <li>• Supporting other voluntary efforts that help to advance the STS vision, and</li> <li>• Helping MPOs identify the investments and programs to best meet community goals.</li> </ul>
<p><i>Policy Support:</i></p>	<p>U.S. Department of Transportation’s Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)</p> <p>Governor’s 10-Year Energy Action Plan</p> <p>Oregon Transportation Plan, ODOT</p> <ul style="list-style-type: none"> <li>• Goal 4 – Sustainability</li> <li>• Goal 7 – Coordination, Communication and Cooperation</li> </ul> <p>Statewide Transportation Strategy, ODOT</p> <ul style="list-style-type: none"> <li>• Strategy 6 – Road System Growth</li> <li>• Strategy 8 – Intercity Passenger Growth and Improvements</li> <li>• Strategy 9 – Intracity Transit Growth and Improvements</li> </ul>

	<ul style="list-style-type: none"> <li>• Strategy 10 – Bicycle and Pedestrian Network Growth</li> <li>• Strategy 12 – More Efficient Freight Modes</li> <li>• Strategy 13 – Compact, Mixed-Use Development</li> <li>• Strategy 15 – More Efficient Industrial Land Uses</li> </ul>
<p><i>Level of Effort:</i></p>	<p>Moderate to High. Although the level of technical expertise of each MPO varies, the amount of support needed from ODOT for individual assessments is generally low. If all four MPOs (Corvallis, Bend, Salem-Keizer, and Rogue Valley) simultaneously request to engage in this process, the level of effort increases.</p> <p>ODOT evaluates requests for funding on a case-by-case basis and must consider available resources at the time of the request and will negotiate funding levels with each MPO. Funds support MPO data gathering and reporting.</p> <p>ODOT commits technical staff resources (as available) to run the analysis and produce results (approximately one-quarter of one position for a six month period for each Strategic Assessment). DLCD helps with data collection and reporting from their budget.</p> <p>If an area is interested in full-scale scenario planning ODOT will evaluate the amount of support available and negotiate accordingly. The level of effort for ODOT would be high with any full-scale scenario planning project, including significant staff and financial resources.</p>

*Program #5: Intelligent Transportation Systems (ITS)*

<p><i>Actions:</i></p>	<p>Variable Speed Limits:</p> <ul style="list-style-type: none"> <li>• Plan for the expansion of variable speed projects across the state by identifying opportunities, assessing feasibility, and determining priorities.</li> <li>• Develop communication materials that educate drivers on the benefits of variable speed limits.</li> </ul> <p>Adaptive Signal Control:</p> <ul style="list-style-type: none"> <li>• Plan for the expansion of adaptive signal control technologies by identifying opportunities, assessing feasibility, and determining priorities across the state.</li> </ul> <p>Traveler Information:</p> <ul style="list-style-type: none"> <li>• Develop a TripCheck smart phone application to provide improved access to traveler information when traveling.</li> </ul> <p>Strategic Highway Research Program 2 (SHRP2) Project:</p> <ul style="list-style-type: none"> <li>• Work with the Governor’s Office, Oregon Solutions, and Traffic Incident Management stakeholder groups to strengthen interagency coordination related to highway incident management.</li> </ul> <p>Traffic Incident Management:</p> <ul style="list-style-type: none"> <li>• Work with the Oregon State Police to expand the Oregon Interoperability Server, which allows for the electronic exchange of data among the ODOT, Oregon State Police, and 911 dispatch systems.</li> <li>• Improve awareness of Oregon’s “move it” law which requires drivers of vehicles involved in a crash to remove their vehicle from the travel lane if it is operable.</li> </ul>
<p><i>Relationship to Ongoing ODOT Efforts:</i></p>	<p>This program supports ODOT’s numerous, ongoing ITS initiatives, which utilize technology and software to improve system operations and management. Developed to improve mobility and safety, these efforts also help to reduce GHG emissions.</p>
<p><i>ODOT Lead:</i></p>	<p>Highway Division, Office of Maintenance and Operations</p>
<p><i>ODOT Partners:</i></p>	<p>Governor’s Office, Department of Energy, Oregon Solutions, local jurisdictions, metropolitan planning organizations, law enforcement agencies</p>
<p><i>Motivation for Program:</i></p>	<p>Although not the original impetus for investing in ITS, these actions have the added benefit of reducing GHG emissions and protecting the environment. ODOT initiated it’s ITS program to help improve system operations and management. More specifically, ITS projects are aimed at:</p> <ul style="list-style-type: none"> <li>• Improving safety,</li> <li>• Increasing the efficiency of the transportation system, and</li> <li>• Providing real-time information to travelers to allow traveler choice and increase mobility (Federal Real-Time System Management Information Program, 23 CFR Part 511).</li> </ul>
<p><i>Policy Support:</i></p>	<p>U.S. Department of Transportation’s Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)</p> <p>Federal Highway Administration’s (Every Day Counts Initiative)</p> <p>Governor’s 10-Year Energy Action Plan</p> <p>Oregon Transportation Plan, ODOT</p> <ul style="list-style-type: none"> <li>• Goal 2 – Management of the System</li> </ul>

	<ul style="list-style-type: none"> <li>• Goal 5 – Safety and Security</li> </ul> <p>Oregon Highway Plan, ODOT</p> <ul style="list-style-type: none"> <li>• Goal 2 – System Management, Policy 2E: Intelligent Transportation Systems</li> </ul> <p>Traffic Incident Management Strategic Plan, ODOT</p> <p>Oregon Statewide ITS Architecture and Operational Concept Plan, ODOT</p> <p>Statewide Transportation Strategy, ODOT</p> <ul style="list-style-type: none"> <li>• Strategy 3 – Operations and Technology</li> </ul>
<i>Level of Effort:</i>	<p>Low to Moderate. Actions focus on investigating the potential for and planning for deployment of ITS technologies, not the infrastructure investments themselves. Additionally, communication activities supplement existing programs and are relatively low cost. Minimal staff time is expected for coordination work.</p>

*Program #6: Transportation Planning and Project Selection*

<p><i>Actions:</i></p>	<ul style="list-style-type: none"> <li>• Evaluate the STS strategies and elements for inclusion, as appropriate, into all relevant planning documents to help achieve the STS trajectories. Applicable planning documents may include statewide plans, plan updates, guidance documents, and policy documents such as, but not limited to:             <ul style="list-style-type: none"> <li>○ Statewide Bicycle and Pedestrian Plan Update</li> <li>○ Statewide Transportation Options Plan, including the subsequent development of a Transportation Options Program</li> <li>○ Statewide Rail Plan Update</li> <li>○ Statewide Public Transportation Plan Update</li> <li>○ Transportation System Plan Guidelines</li> </ul> </li> <li>• Amend the Oregon Transportation Plan (OTP) to consider the STS. The amendment is likely to be minor, focused to the introductory language of Goal 4: Sustainability.</li> <li>• Consider the STS in the development of the 2017-2020 Statewide Transportation Improvement Program (STIP) through collaboration with the STIP Stakeholder Committee.</li> </ul>
<p><i>Relationship to Ongoing ODOT Efforts:</i></p>	<p>ODOT is continually updating plans and guidance documents, as needed. Recent legislation has resulted in policy changes for access management and mobility, forcing many planning documents to be programmed for update. Additionally, with the Intermodal Oregon effort, ODOT Planning has committed to a massive update of modal and topic plans. These plans, as well as Mosaic, will help to support better transportation funding decisions in the state and help to articulate the future transportation system that ODOT envisions.</p>
<p><i>ODOT Lead:</i></p>	<p>Transportation Development Division Rail and Public Transit Division</p>
<p><i>ODOT Partners:</i></p>	<p>Other state agencies, local jurisdictions, metropolitan planning organizations, transit agencies, and other public and private sector stakeholders</p>
<p><i>Motivation for Program:</i></p>	<p>Incorporating the STS vision into everyday planning practices helps to ensure STS implementation. Although the STS is not a regulatory document, the STS serves to influence the direction of statewide policy documents, such as mode and topic plans, as well as guidance documents.</p>
<p><i>Policy Support:</i></p>	<p>Oregon Transportation Plan, ODOT</p> <ul style="list-style-type: none"> <li>• Goal 1 – Mobility and Accessibility</li> <li>• Goal 2 – Management of the System</li> <li>• Goal 3 – Economic Vitality</li> <li>• Goal 4 – Sustainability</li> <li>• Goal 7 – Coordination, Communication and Cooperation</li> </ul> <p>Oregon Highway Plan, ODOT</p> <ul style="list-style-type: none"> <li>• Goal 4 – Travel Alternatives, Policy 4B: Alternate Passenger Modes and Policy 4D: Transportation Demand Management</li> </ul> <p>Statewide Transportation Strategy, ODOT</p> <ul style="list-style-type: none"> <li>• Strategy 6 – Road System Growth</li> </ul>

	<ul style="list-style-type: none"> <li>• Strategy 7 – Transportation Demand Management</li> <li>• Strategy 8 – Intercity Passenger Growth and Improvements</li> <li>• Strategy 9 – Intracity Transit Growth and Improvements</li> <li>• Strategy 10 – Bicycle and Pedestrian Network Growth</li> <li>• Strategy 12 – More Efficient Freight Modes</li> <li>• Strategy 13 – Compact, Mixed-Use Development</li> </ul>
<i>Level of Effort:</i>	<p>Low. Planning staff are initiating and updating these documents for reasons beyond the STS and thus the costs for such efforts are already programmed. Minimal staff time is expected for considering the STS lens within each document.</p>

*Program #7: Stakeholder Coordination*

<p><i>Actions:</i></p>	<ul style="list-style-type: none"> <li>• Monitor and provide information on initiatives that align with the STS and ensure external and internal coordination to ensure efficiencies, remove redundancies, and identify leveraging opportunities, as appropriate. The following initiatives represent a sample of ongoing efforts that require ongoing coordination:             <ul style="list-style-type: none"> <li>○ Road User Charge Voluntary Program</li> <li>○ Oregon Clean Fuels Program</li> <li>○ Zero Emission Vehicles Program</li> <li>○ Governor’s 10-Year Energy Action Plan</li> <li>○ Oregon Passenger Rail Project</li> <li>○ Sustainable Aviation Fuels Northwest (SAFN)</li> <li>○ Metropolitan Planning Organization Scenario Planning</li> <li>○ Legislative efforts related to funding for transportation</li> <li>○ Renewable Energy Action Plan (REAP)</li> </ul> </li> </ul>
<p><i>Relationship to Ongoing ODOT Efforts:</i></p>	<p>There are many ongoing ODOT initiatives, such as electric vehicles and a road user charge that help to advance the STS. Furthermore, some of the strategies outlined in the STS fall outside of ODOT’s purview. Therefore, it is important to not only keep apprised of internal efforts that align with the STS, but also efforts being pursued and implemented by the federal government, other state agencies, local jurisdictions, and the private sector.</p>
<p><i>ODOT Lead:</i></p>	<p>Transportation Development Division</p>
<p><i>ODOT Partners:</i></p>	<p>Oregon Department of Energy, Oregon Department of Environmental Quality, Oregon Department of Aviation, Oregon Department of Land Conservation and Development, Governor’s Office, metropolitan planning organizations</p>
<p><i>Motivation for Program:</i></p>	<p>Ongoing coordination with internal and external stakeholders is key to the success of the STS. Specifically, coordination helps to support other voluntary efforts that help to advance the STS vision. It also creates efficiencies and helps to reduce duplication of efforts.</p>
<p><i>Policy Support:</i></p>	<p>Oregon Transportation Plan, ODOT</p> <ul style="list-style-type: none"> <li>• Goal 7 – Coordination, Communication and Cooperation</li> </ul> <p>Statewide Transportation Strategy, ODOT</p>
<p><i>Level of Effort:</i></p>	<p>Low. Minimal staff time is expected for ongoing communication and collaboration.</p>

## TRACKING PROGRESS

### Purpose

Since the STS vision goes out to the year 2050, it is important to ensure an iterative and fluid implementation process that allows for flexibility and modifications. By tracking progress, ODOT will identify when to begin exploring other STS strategies and when to move forward with the development of mid-term and long-term implementation plans. More specifically, any of the strategies or elements identified in the STS may be incorporated into future implementation plans.

### ODOT's Responsibility

#### *Monitor*

ODOT will monitor the statewide change in GHG emissions from the transportation sector, as well as the effectiveness of the seven programs included in this implementation plan.

Cumulative Change in State GHG Emissions: Utilizing the GreenSTEP<sup>2</sup> modeling tool and other data and analysis, ODOT will evaluate the state's progress toward reaching the STS identified target of a 60 percent reduction in GHG emissions from the transportation sector from 1990 levels by 2050. In addition to measuring the change in GHG emissions, ODOT will track potential co-benefits (e.g. air quality, health) of any emissions reductions.

Individual Effectiveness of Program: ODOT will track the effectiveness of the programs included in this implementation plan.

#### *Report*

To formalize the ongoing implementation and monitoring process, ODOT will outline its progress through the preparation of a biennial progress report. This report will provide an update on the status of implementation programs and any actions taken, as well as emissions tracking. In addition, as ODOT moves forward with implementation, additional programs may be identified for implementation. Any proposed new programs will also be included in the progress report.

ODOT will complete the first biennial progress report within four years from the date of this Short-Term Implementation Plan.

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<sup>2</sup> GreenSTEP is an acronym for Greenhouse gas Strategic Transportation Energy Planning.