



# ODOT Climate-Friendly & Equitable- Communities Implementation

Theresa Conley & Zachary Horowitz, P.E.

ODOT/ACEC Partnering Conference

May 23rd, 2023

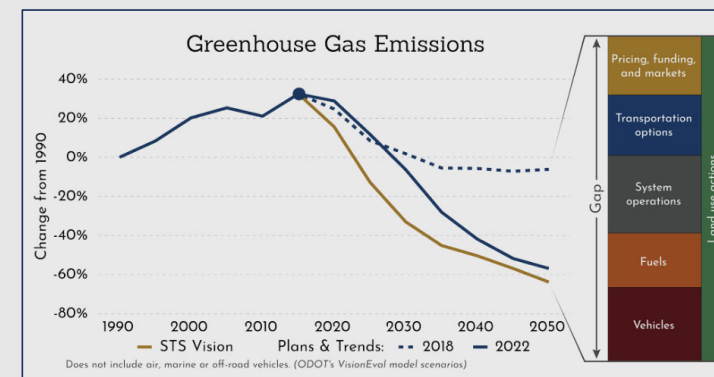
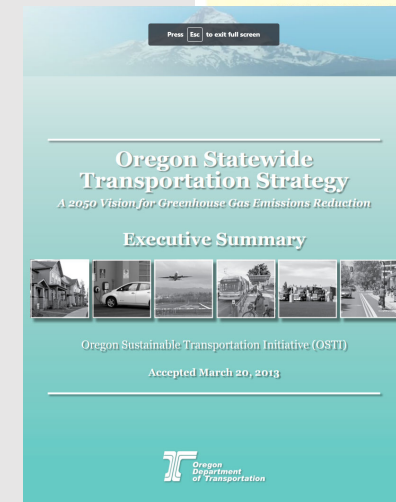
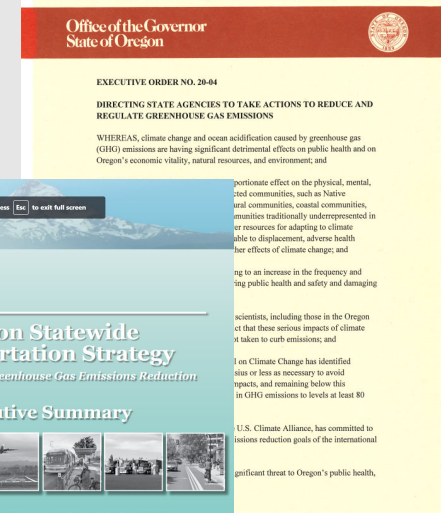
# Presentation Outline

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- CFEC Background
- Implementation Overview
- Key ODOT Projects & Program Areas
  - Transportation Planning Guides Update
  - Scenario Planning
  - Modeling/Analysis Guides Update
  - Multimodal Inventory
  - TSP Funding Program
- Key Takeaways
- Discussion & Questions

# CFEC Background

- ORS 468A.205 was adopted by Legislature in 2007, setting a goal to reduce GHGs to 75% below 1990 levels by 2050.
- Statewide Transportation Strategy outlined actions to meet that goal (2013)
- Executive Order 20-04 directed state agencies to take actions to reduce and regulate GHGs and boosted the goal to an 80% reduction (2022)
- CFEC Rulemaking substantially updated OARs for housing & transportation (2022)
- Every Mile Counts is a multi-agency collaboration creates broader framework of action



Source: [Oregon Transportation Emissions website](https://www.odot.gov/transportation-emissions)

# CFEC Background

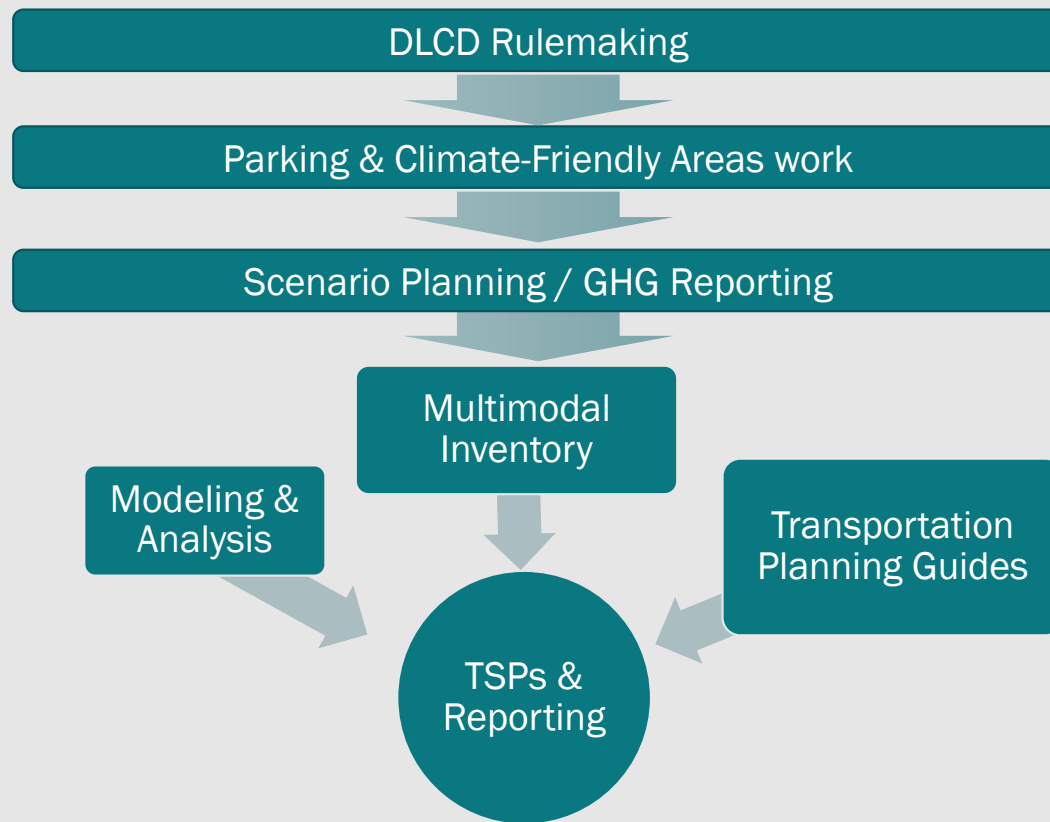
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The rules:

- Expand requirements for scenario planning to meet the state's greenhouse gas reduction targets
- Reduce some transportation planning requirements and include other new and expanded requirements
- Require cities and counties to reform parking regulations
- Require Climate-Friendly Areas that allow for the development of compact, mixed-use neighborhoods served with high quality walking, bicycling and transit infrastructure and services



# ODOT CFEC Implementation



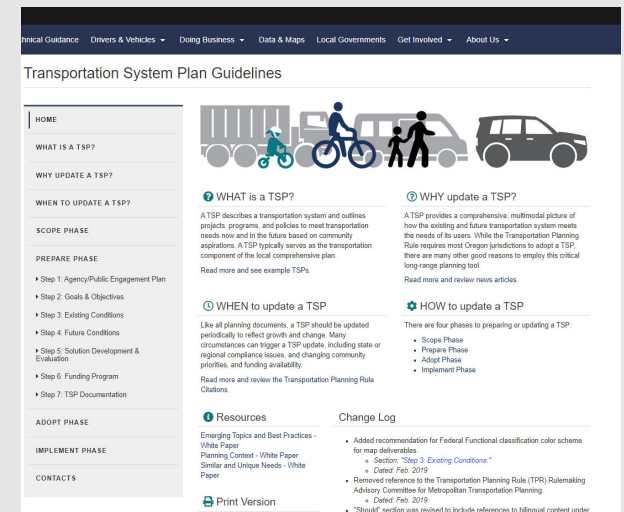
# ODOT CFEC Implementation

Key Contact	CFEC Program Area	2022	2023	2024	2025	2026	2027-2030
Brian Hurley	Salem-Keizer Scenario Planning		Project Work		Local Amendments		
Brian Hurley	Eugene-Springfield Scenario Planning		Project Work	Local Amendments			
Brian Hurley	GHG Performance Targets*		Project Work				
Theresa Conley	Local TSP Update Program		Program Development	Contracting for TSPs and program implementation (continuing past 2030)			
Theresa Conley	TSP & Development Review Guidelines Update		RFP	Project Work			
Zachary Horowitz	Update Analysis Procedure Manual, Model Assumptions & PMs		RFP	Project Work			
Theresa Conley	Multimodal Inventory Project		RFP	Project Work			

\*Annual reporting to DLCD begins with the 2023 calendar year, with the first report due May 31, 2024.

# Transportation Planning Guides Update

- Update key guidance documents for CFEC compliance
  - **Transportation System Plan Guidelines** – web-based tool to support TSP development
  - **Development Review Guidelines** - used by ODOT staff to evaluate impacts of proposed land uses near state highways
- Bulk of work in 2023 and early 2024
- Interplay with Technical Guidance



**Project Manager:** Theresa Conley  
**Consultants:** Kittelson lead with HDR, MIG and Concise Communications

# Transportation Planning Guides Update

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## TSP Guidelines Key Update

- Robust, equity-centered engagement
- Increased infrastructure inventory
- Performance standards for land use decision-making
- Integration of Climate-Friendly Areas
- Integration of scenario planning and tracking on GHG reduction
- Enhanced review of projects increasing vehicle capacity
- Constrained project list reducing VMT/capita

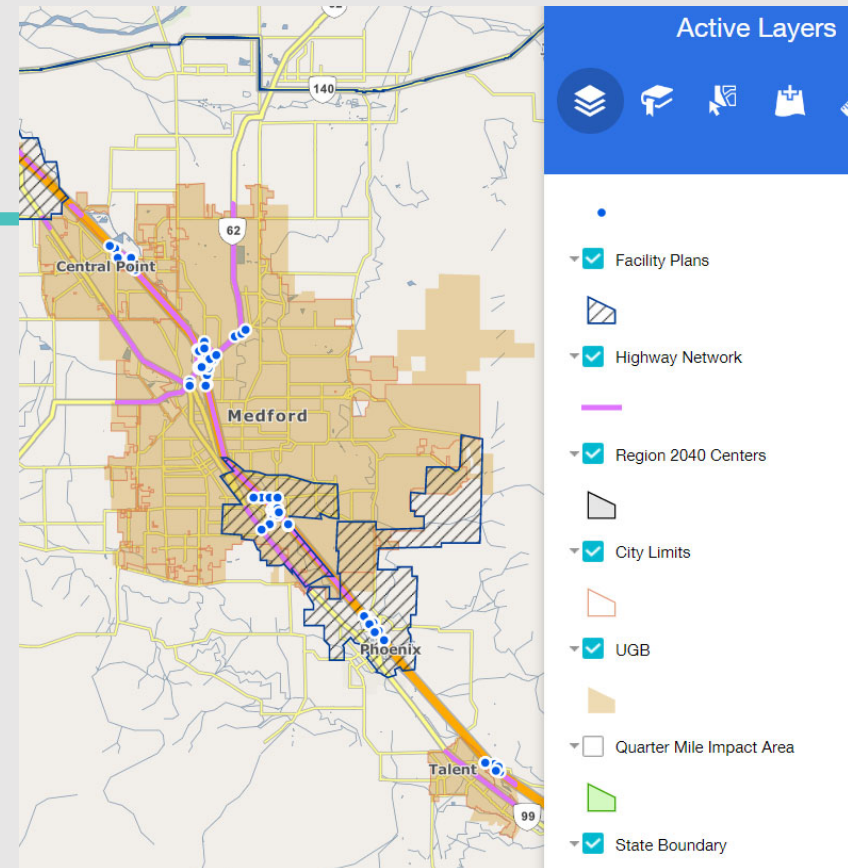
## Dev-Rev Guidelines Key Update

- Shift away from volume-based performance standard – will be updated in coordination with ODOT Highway Plan
- Shift in prioritization framework
- Significant effect analysis does not apply in new Climate-Friendly Areas



# DLCD Implementation Work

- **Climate-Friendly Areas (CFA)**
  - Project Manager: Kevin Young (outside Metro)
  - Project Manager: Cody Meyer (inside Metro)
  - Development with local jurisdictions (2023)
  - Zoning and adoption
    - Outside Metro (2024)
    - Inside Metro (2025)
- **Parking Reform Implementation**
  - Project Manager: Evan Manvel
- **CFA ODOT Impacted Areas Mapping Tool**
  - <https://www.oregon.gov/odot/Planning/Pages/Climate-Transportation-Planning.aspx>
  - CFEC Implementation Resources



# Scenario Planning & GHG Targets

- Complete regional GHG Target planning requirements for local jurisdictions.
- Scenario Planning - The Salem-Keizer and Eugene-Springfield regions will develop long range land use and transportation plans that meet the region target.
- GHG Target Reporting - Other jurisdictions will develop performance measure and targets to track progress towards the region GHG target.
- Interplay between Climate-Friendly Areas and Modeling Analysis Guides Update

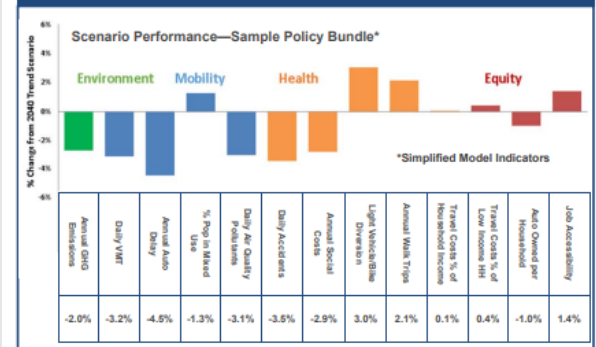
## Scenario Planning with VisionEval

Scenario planning can help state departments of transportation and metropolitan planning organizations (MPOs) to develop a long-range vision for the future. The process improves understanding of the impacts and tradeoffs of different policy options, and promotes community resilience as lifestyle and travel paradigms change.

Transportation and land use decisions made today may significantly impact a region's future livability. Models like VisionEval help communities to not only prepare for the possibility of alternate futures, but also to steer growth toward a preferred future through strategic policy and investment choices.

During the scenario planning process, agencies can use VisionEval to assess whether adopted plans and policies are sufficient to achieve their planning goals. If policy shifts or more ambitious actions are needed to achieve goals, VisionEval can be used to test and identify strategies which offer the most beneficial impacts. Model results can then inform the development of transportation plans and investment priorities.

Estimates of the amount of future travel, emissions, household transportation costs, energy use, and health impacts that could result from different choices and actions can be helpful to decision-makers.



VisionEval merged the successful GreenSTEP family of strategic planning models into a common open-source programming framework supported by a multi-agency partnership to share its use and development. VisionEval family includes two national tools supported by the Federal Highway Administration, that have been used by Washington DOT; Maryland DOT; Philadelphia, PA; Raleigh, NC; and Atlanta, GA among others. These models and their applications have received multiple national awards. For more information on model development, data sources, assumptions and research, see [VisionEval.org](http://VisionEval.org)



Project Manager: Brian Hurley  
 Consultants: Parametrix lead with RSG, DKS, and JLA

# Scenario Planning Requirements

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## Transportation Management Areas (TMA)

- A. Complete scenario process to adopt a regional preferred scenario as the path to meet the Div44 GHG targets
- Metro has adopted preferred scenario
  - Salem needs to develop a preferred scenario
  - Eugene-Springfield needs to adopt existing preferred scenario
- B. Establish and report on selected performance measures and targets that represent the preferred scenario

## Non-TMA

- A. Use the Statewide Transportation Strategy (STS) Vision regional scenario as the path to meet the Div44 GHG targets
- B. Establish and report on performance measures and targets from 660-012-0905, -0910 consistent with the STS Vision

# Modeling/Analysis Guides Update

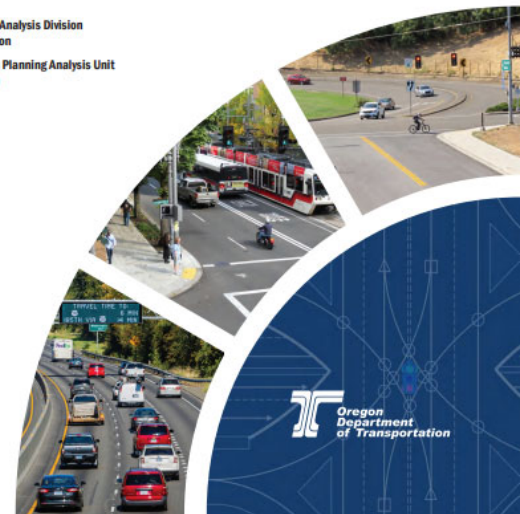
- **Project Goal:** Working with DLCD, develop planning and analysis guidance for metropolitan areas to implement the updated TPR rules.
- **Project Outcomes:**
  1. Define analytical process for calculating household-based VMT per capita
  2. Develop procedures for implementing Climate-Friendly Areas (CFA) into travel demand models and create CFA case studies
  3. Identify performance measures for use in TSP analyses (and in alignment with the Oregon Highway Plan and development guidelines work)

Last Update: April 2023

## Analysis Procedures Manual

VERSION 2

Policy, Data & Analysis Division  
Planning Section  
Transportation Planning Analysis Unit  
Salem, Oregon



**Project Manager:** Zachary Horowitz  
**Consultants:** DKS lead with RSG, Kittelson, and Concise Communications

# Modeling/Analysis Guides Update

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- OAR Audit Preliminary Findings
  - Identify inter-relationships between 3 key outcomes throughout TPR and connections to other CFEC work
    - Household based VMT per capita
    - CFA implementation
    - Performance standards
  - Identify and flag other needs/opportunities that align with CFEC work products
    - TSP guidelines
    - TSP funding program
    - Scenario planning
    - Multimodal data collection

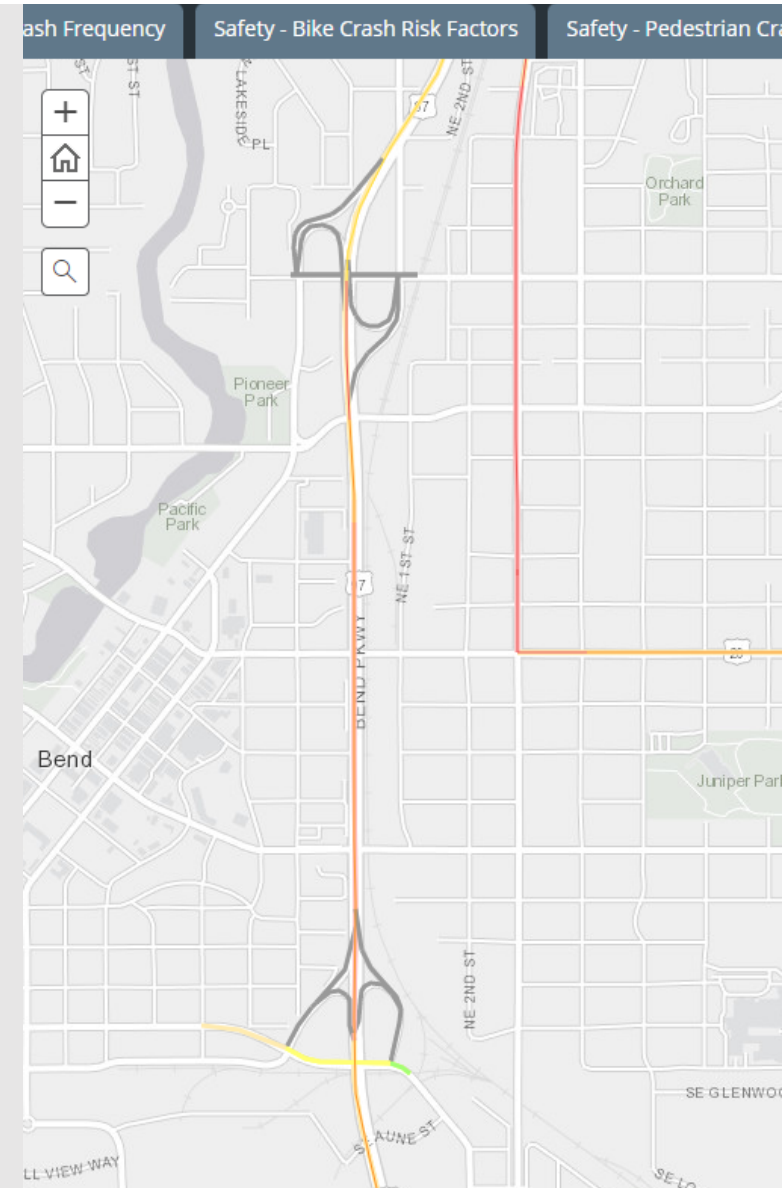
# Modeling/Analysis Guides Update

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- Question: Do we just need “guidance” or do we ALSO need “analysis”?
  - Equity
  - TDM/TSMO
  - Safety (ped/bike risk analyses)
  - Project prioritization
- Modeling/analysis project may not have time, budget, resources to do everything
- Upcoming Opportunities
  - Local jurisdiction TSP updates is a chance to test and implement analyses, processes, and methods
  - Bring your innovative ideas
  - May lead to case studies examples in the APM

# Multimodal Inventory

- **Project Manager:** Theresa Conley
- **Status:** Consultant selection process
- **Project Goal:** Produce a locally-owned multimodal inventory to comply with CFEC requirements for TSPs
- **Local engagement is key**
- **Project will:**
  - Produce initial dataset
  - Compile, generate and integrate data for pedestrian, bicycling, transit and vehicular travel
  - Cover public ROW within urban growth boundaries for cities in metropolitan areas
  - Define longer-term data management, maintenance and storage solutions

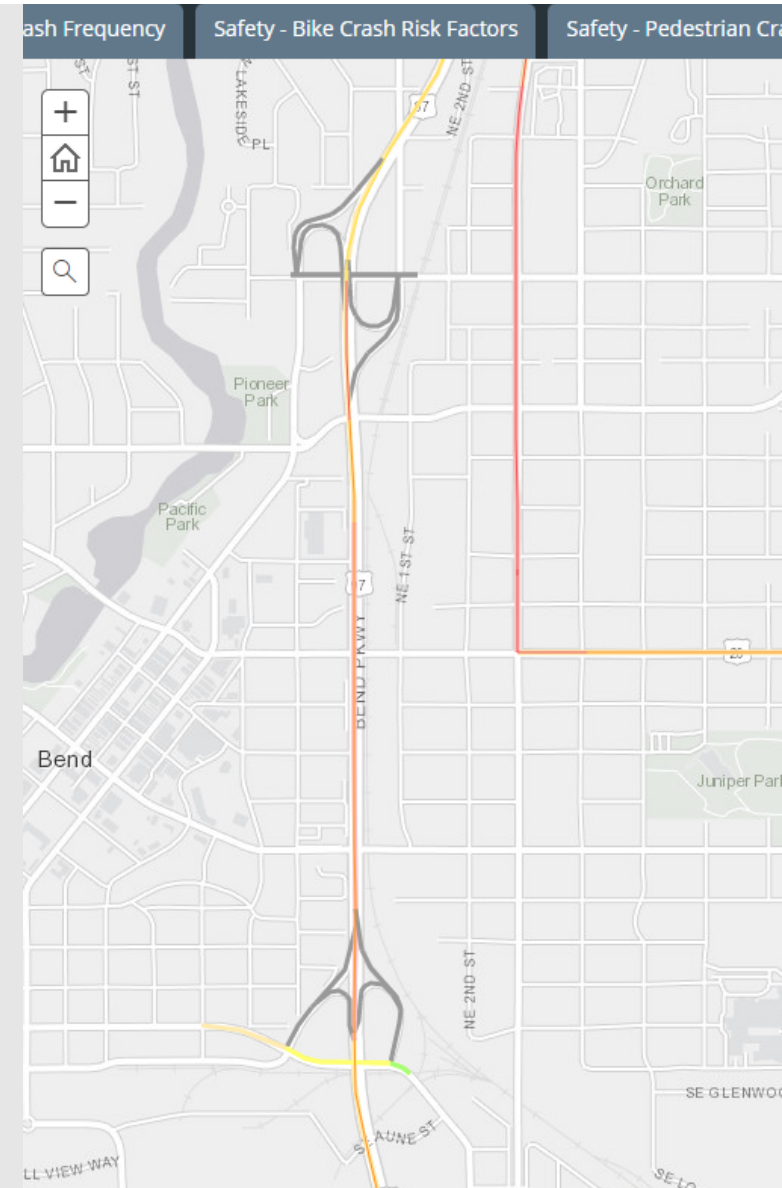




# Multimodal Inventory

## Key questions we've gotten -

- **Scope of Pedestrian Inventory** - along arterials & collectors and all areas within CFAs/Town Centers and within ¼ mile of schools
- **Long-term goal** – this project will define but not 'construct' a long-term data management solution
- **Timing** – Goal is to have some data ready for TSPs kicking off in 2024
- **Key uses for data** – TSP inventories, enhanced multimodal gap analysis (for local/state system), tracking performance of TSP implementation, land use performance standards





# CFEC TSP Funding Program

## Why a new program?

- Support jurisdictions with CFEC implementation
- 40+ TSPs primarily between 2024 – 2029
  - Major TSP Update required by 2029 for cities & counties outside of the Metro area with a population over 5,000 within UGB
  - Cities under 10,000 may seek exemption
  - Alternative date requests unlikely
- Significant and unique work





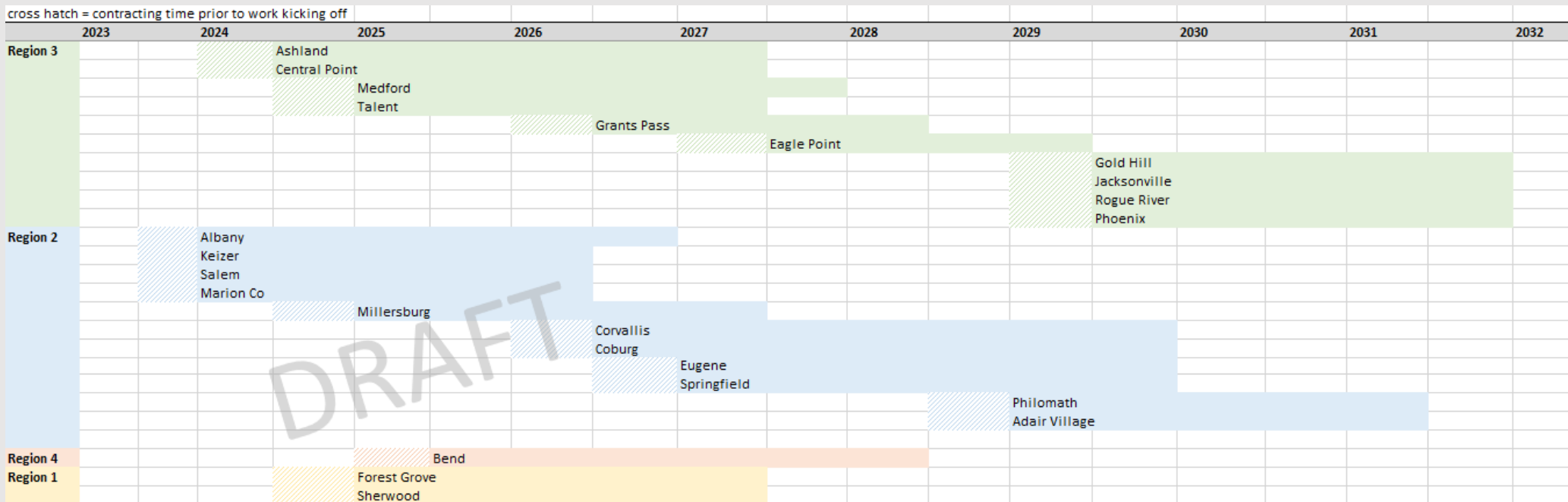
# CFEC TSP Funding Program

## Program Structure & Eligible Uses

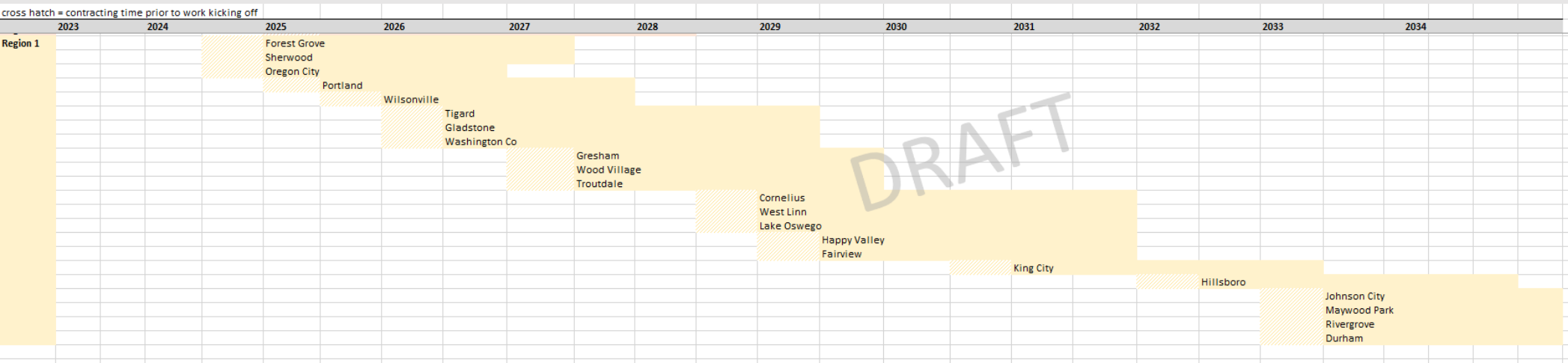
- Not application-based – directly scheduling jurisdictions for funding
- Federal funding with 15% local match
- Looking for efficiencies
  - Mini-RFPs under TLUP price agreement
  - TSPs may be grouped under one contract
  - SOW template - still in development
- Eligible uses currently limited to CFEC-compliant major TSP updates



# TSP Schedule

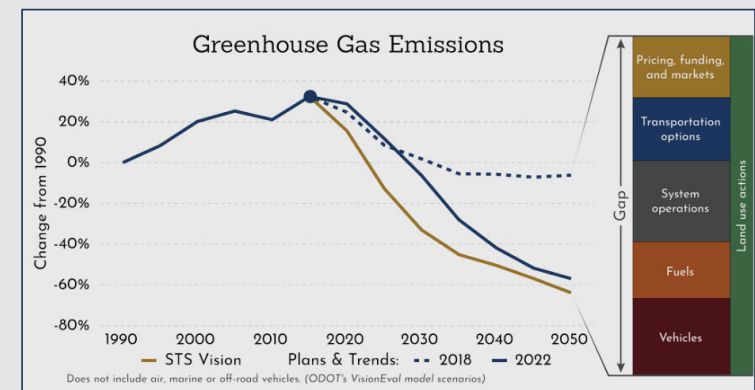
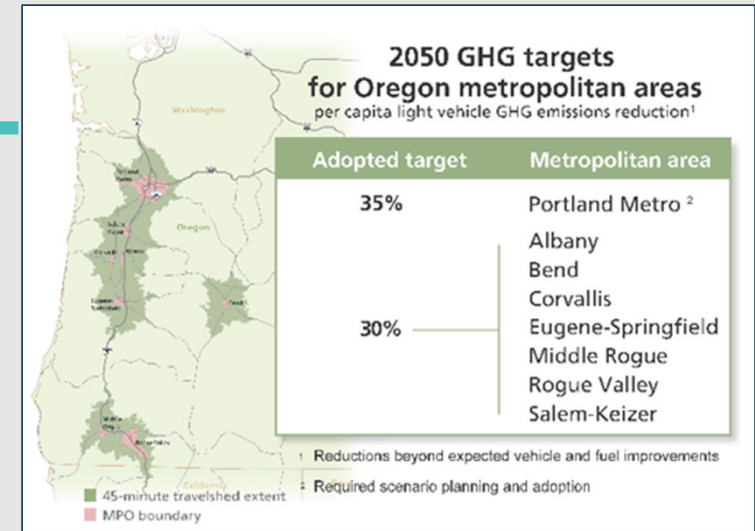


# TSP Schedule



# Key Takeaways

- Scenario planning frames the actions in long term plans to meet climate & equity goals
- CFEC is bringing significant changes to transportation planning:
  - Equity work
  - Setting & reporting on GHG & VMT/capita goals
  - Incorporating Climate-Friendly Areas
  - Land use decision-making
  - Constrained & prioritized project lists
- Interrelated projects underway in 2023, leading to TSP updates in 2024



# Discussion & Questions

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# Contact Information

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