



ODOT Climate-Friendly & Equitable Communities Implementation

TSP Funding Program Webinar

Theresa Conley & Zachary Horowitz, P.E.

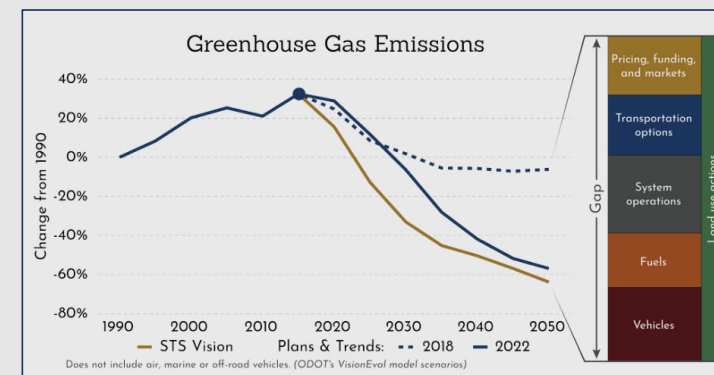
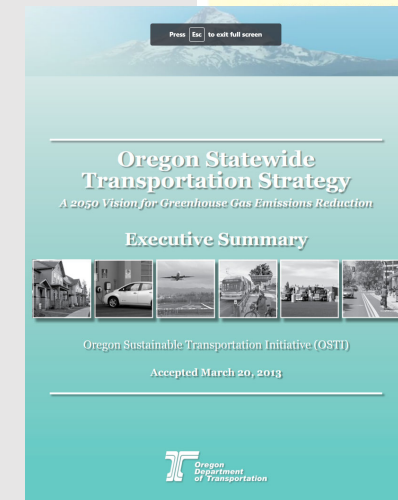
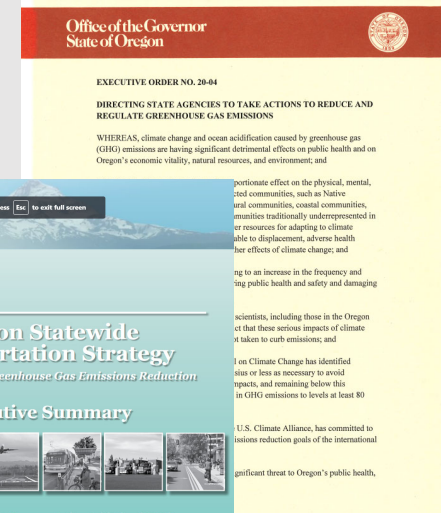
May 18, 2023

Presentation Outline

- CFEC Background
- ODOT CFEC Implementation Updates
- CFEC TSP Funding Program
 - Why a new program?
 - Program structure & eligible uses
 - TSP scheduling considerations
 - Next Steps
 - Proposed TSP schedule
- 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)

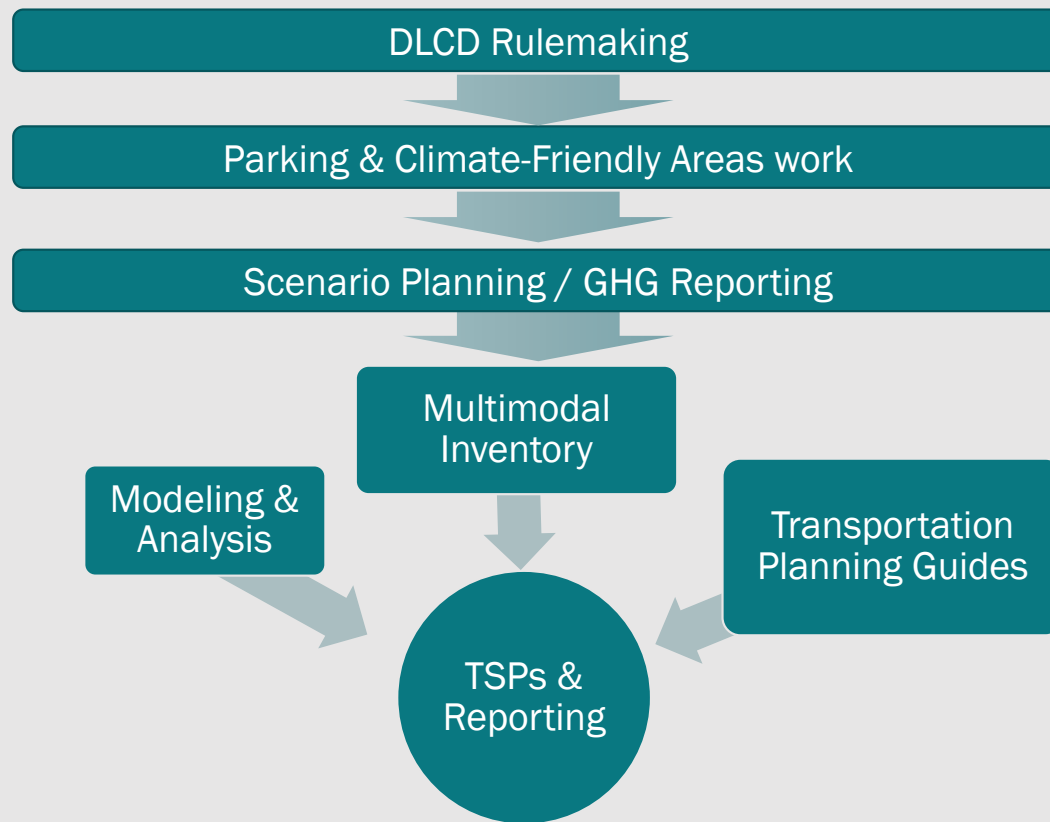
CFEC Background

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



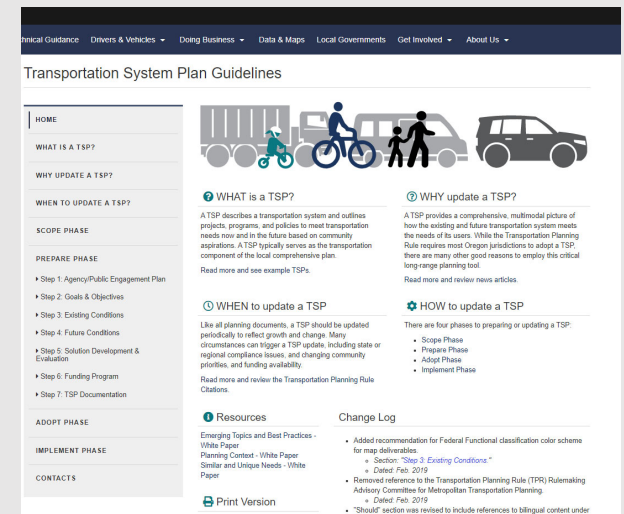
ODOT CFEC Implementation

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

- Updates to Transportation System Plan & Development Review Guidelines
- Bulk of work in 2023 and early 2024
- Key Changes:
 - Equitable engagement & analysis
 - Multimodal inventories
 - Project prioritization shifts away from v/c towards reducing VMT
 - Enhanced review of some projects increasing vehicle capacity
 - Integration of CFAs impacts development review and planning
 - Performance standards for land use decision making that support transportation options
 - Reporting on TSP implementation and GHG reduction targets



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

Modeling/Analysis Guides Update

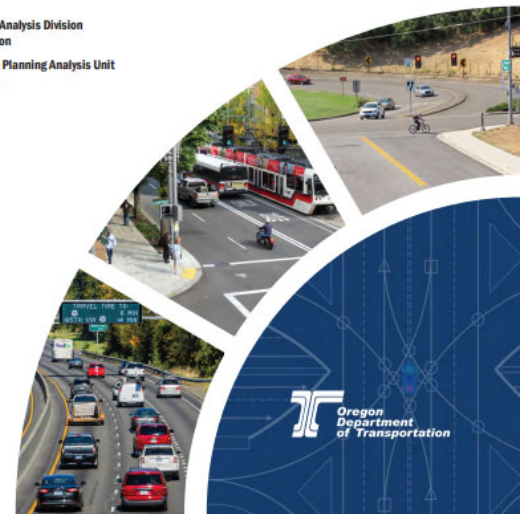
- **Project Goal:** Working with DLCD, develop planning and analysis guidance for metropolitan areas to implement the updated TPR rules.
- **Project Outcomes:**
 1. Define analytical process for calculating household-based VMT per capita
 2. Develop procedures for implementing Climate-Friendly Areas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

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

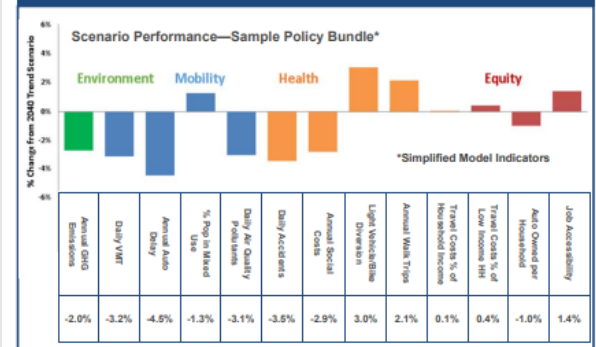
Scenario Planning with VisionEval

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.



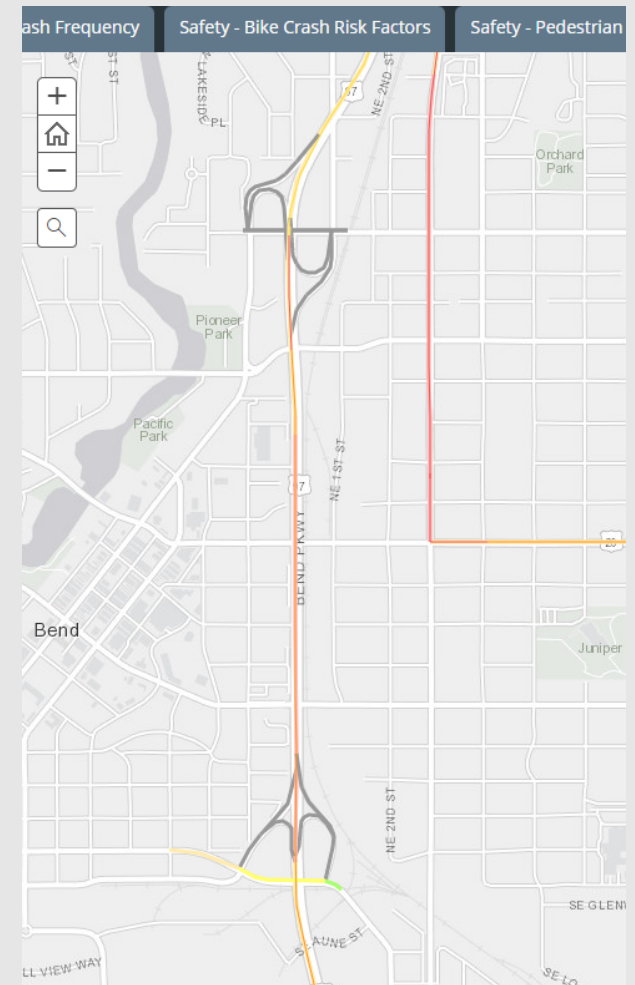
VisionEval merged the successful GreenSTEP family of strategic planning models into a common open-source programming framework supported by a multi-agency partnership to share its use and development. VisionEval family includes two national tools supported by the Federal Highway Administration, that 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



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

Multimodal Inventory

- Currently in consultant selection process
- **Project Goal:** Produce a locally-owned multimodal inventory to support CFEC-compliant planning
- 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



Project Manager: Theresa Conley

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



CFEC TSP Funding Program

TSP Scheduling Considerations

- Workload balancing (ODOT, consultants, locally)
- Local planning & scheduling needs
- When were TSPs updated last?
- Timing of CFA & scenario planning work
- Complexity of the update
- Complexity of modeling
- Alternative Dates & Work Programs



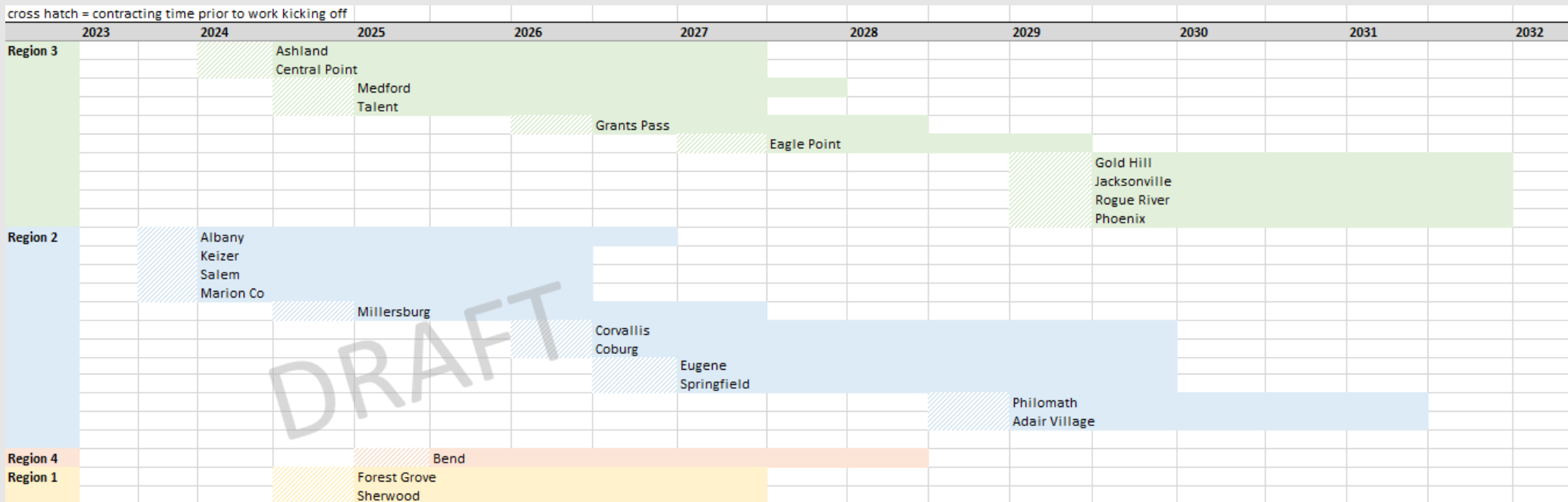
CFEC TSP Funding Program

Next Steps

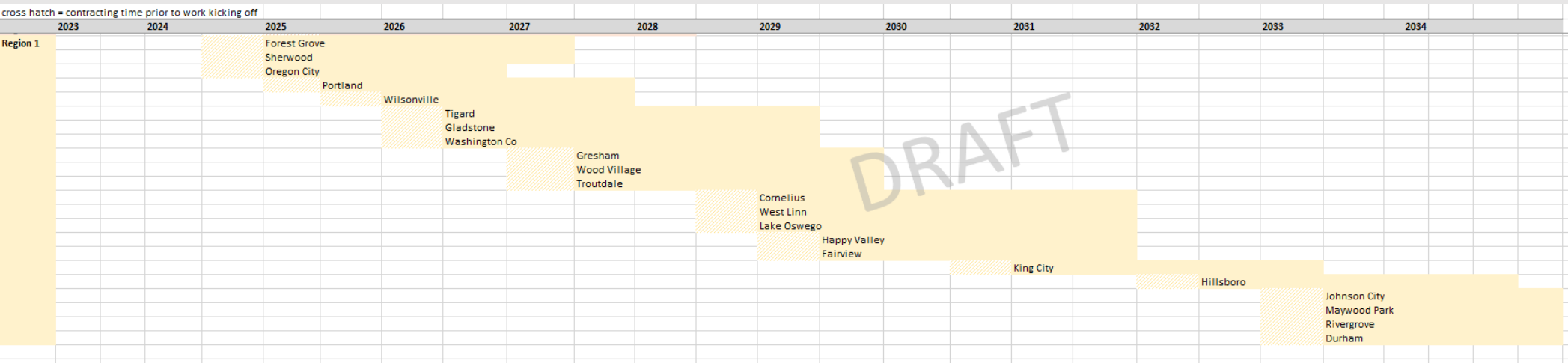
- TSP schedule may evolve
- Identify TSP groupings in coordination with communities
- SOW template & budget estimates
- Begin working with early jurisdictions on scoping
- First mini-RFP targeted for late 2023
- Guidance, tools & data rolling out in 2024 to support early TSPs



TSP Schedule



TSP Schedule



Discussion & Questions

Resources:

- https://www.oregon.gov/odot/Planning/Documents/Climate_Friendly_Communities_TSP_Funding_Program_Handout.pdf
- https://www.oregon.gov/odot/Planning/Documents/TSP_Funding_Program_Schedule.pdf

Contact Information

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CFEC Implementation Summary

- 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

