



# TPR Implementation

**Metropolitan Planning Work & Highlight on TSP Scoping**

**March 5, 2025**

# Agenda

- Welcome and Introductions
- Funding Transportation Plans
- TSPs: Strategic scoping & resources
- Discussion
- Program Updates



# Funding Transportation Plans



# Federal Funding Update

## What's on hold? What's moving forward?

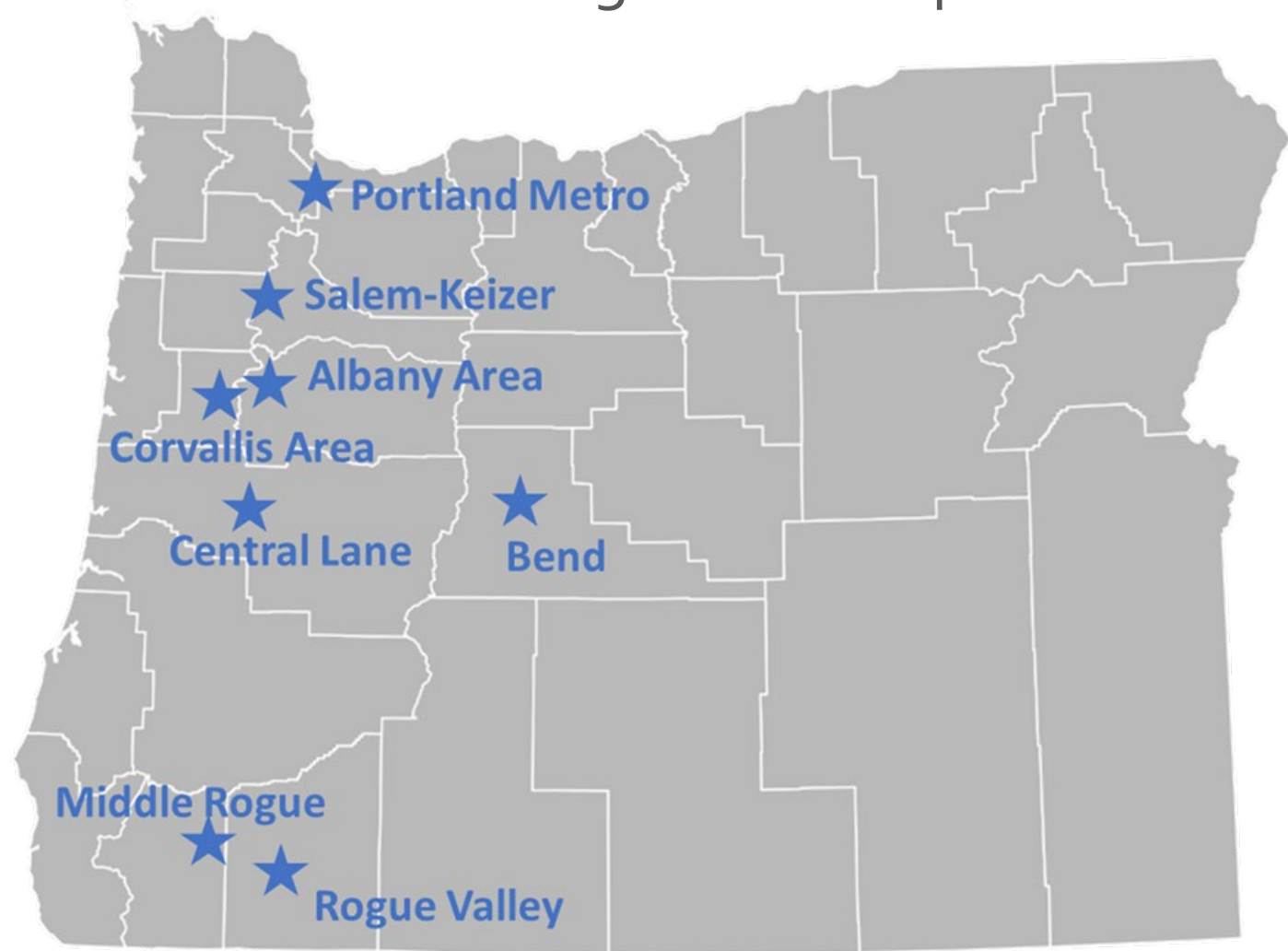
- Sharing information as we learn more (see weblink below)
- **Affected:** Discretionary grants from Infrastructure Investment and Jobs Act and Inflation Reduction Act
- **Not Affected:** Funds obligated and programmed in STIP can be spent; new funds cannot be obligated
  - TGM and Metropolitan Planning funds have been obligated
- Formula funds generally not affected, except formula funds for NEVI program on hold

<https://www.oregon.gov/odot/about/pages/federal-funding-eo-pause.aspx>



# Metropolitan Planning Program

Updated Transportation Planning Rules apply to cities and counties within Oregon's metropolitan areas



# Metropolitan Planning Program

## Funding approach

- To keep program within available budget, will prioritize TSPs for cities required to have major TSP updates before 2030
  - **Cities over 10k outside of the Portland Metro area**
- Cities under 5k population and in Portland Metro area do not have a set deadline
- Cities between 5-10k population can seek exemptions
- Local agency responsible for most community engagement work



# Metropolitan Planning Program

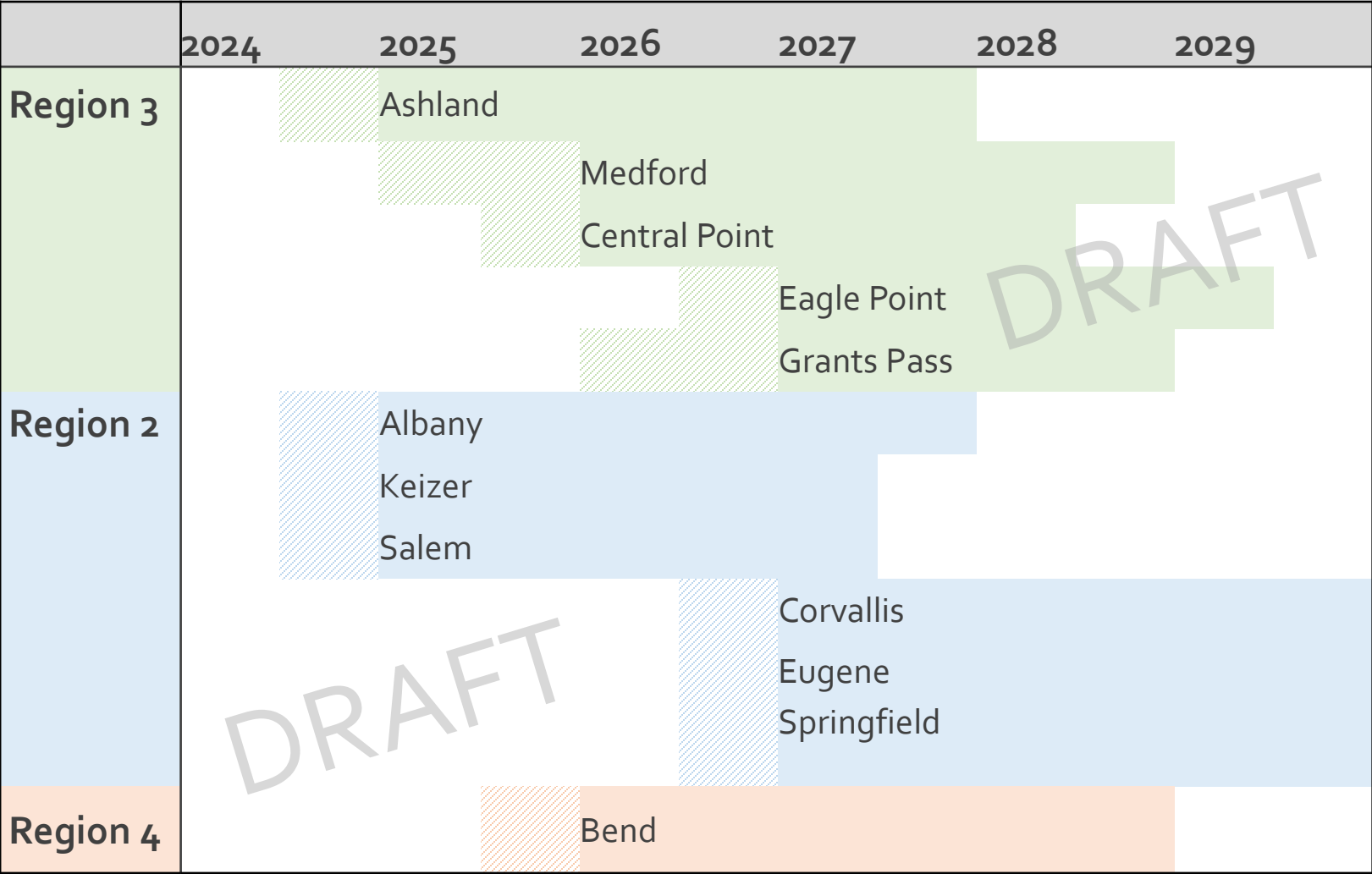
## TSPs funded in the short-term

Albany	Eugene
Ashland	Grants Pass
Bend	Keizer
Central Point	Medford
Corvallis	Salem
Eagle Point	Springfield



# Metropolitan Planning Program

## Draft TSP funding schedule



# TGM Program Funding

## TGM planning grants for TSPs

- Grants intended to support integrated land use/transportation planning including TSP development
- In metropolitan areas, communities required to update their TSP to comply with the TPR are eligible to apply
- To be well positioned, communities should:
  - Work with ODOT and DLCDC to complete a TSP assessment
  - Designate Climate-Friendly Areas (as applicable)

### Resource

[TGM Planning Grants](#)



# TGM Program Funding

## Application Timeline

- March 31<sup>st</sup>: Pre-applications due
- May 5<sup>th</sup>: Application period begins
- July 31<sup>st</sup>: Applications due
- September: Awards announced





Metropolitan Planning Program	TGM Planning Grants
Programmed	Annual competitive grants
Limited to planning work in metropolitan area TSP updates	Range of land use planning work
Region Planner is Agency Project Manager, Statewide Planner facilitates contract and invoices	Region TGM planner manages both project <u>and</u> contract
Restricted to cities with update deadlines in TPR	Cities, counties statewide can apply
Cash match (10.27%) required	Cash or in-kind match (12%)



# Scoping a TSP in a Metropolitan Area



# Strategic Scoping

## What we're hearing

- What is the right level of scope for my community?
- How is community engagement different?
- What are the equity analysis requirements?
- What are the Rule 0830 requirements?
- How are requirements different for financial constraint and technical analysis?



## Strategic Scoping

# What is the Right Level of Scope for my Community?

Start by assessing your most recent TSP

- ODOT leading TSP assessments with DLCD support
- Assessments identify update needs and options to comply with updated TPR
- Analysis and engagement for recent TSPs can support updates

Options: exemptions or a focused scope of work

- DLCD provides exemptions
- Minor and Interim updates are an option for focused or urgent TSP updates – limited requirements will apply
- Any scope can be strategic and streamline where possible



# Strategic Scoping

## TSP Assessment Process

### Connect with ODOT staff

- Timing needs
- Ongoing and upcoming planning work
- Share existing plans (comprehensive, area, facility plans)

### Draft preliminary assessment

- ODOT staff prepares
- DLCD staff reviews

### Review preliminary assessment

- City, ODOT, and DLCD meet to identify gaps/errors

### Finalize assessment

- ODOT revises and re-submits to City
- City reviews and confirms/corrects findings



## Strategic Scoping

# How is community engagement different?

Community engagement continues to be key

- Increased emphasis on **underserved communities** – informing, engaging, making decisions
- Ties into new **equity analysis** requirements

## Two levels of Equity Analysis

- **Engagement-focused Equity Analysis:** major TSP updates in communities with under 5k population, minor TSP updates, and designating climate-friendly areas.
- **Major Equity Analysis:** major TSP updates in communities with 5k+ population



## Strategic Scoping

# What are the Equity Analysis requirements?

**Engagement-Focused Equity Analysis** required for major TSP updates in communities with under 5k population, minor TSP updates, and designating climate-friendly areas.

- Engage with underserved communities to identify key community outcomes
- Evaluate how proposed changes affect underserved communities (quantitative and qualitative)
- Report back on how feedback informed the plan

## Resources

- [TSP Guidelines](#)
- Equitable Engagement Toolkit (DLCD, forthcoming)



# Strategic Scoping

## What are the Equity Analysis requirements?

**Major Equity Analysis** required for major TSP updates in communities with over 5k population.

All requirements for Engagement-Focused analysis, plus:

- **Spatial analysis** to identify where underserved populations live and travel
- **Review of local history and policy** to address current and past harms and exclusion

### Resources

- [TSP Guidelines](#)
- DLCD [climate change vulnerability analysis](#)
- Equitable Engagement Toolkit (DLCD, forthcoming)



# Strategic Scoping

## How does Rule 0830 Apply in my Community?

### What is Rule 0830?

- Requires TSPs to evaluate alternatives to expanding auto capacity
- Local agencies must authorize the project to include on TSP project list

### What projects does this apply to?

- New or extended streets (4+ lane arterials, highways, freeways, vehicle bridges)
- New or expanded interchanges
- Added travel lanes (on arterials, collectors, highways, or freeways)
- New or extended freeway auxiliary lanes of one-half mile or more

### Exemptions for projects that:

- Have a capital cost under \$5M
- Reallocate ROW to non-auto modes
- Improve intersections but don't add through lanes
- Manage access, improve safety, make operational changes



## Strategic Scoping

### How does Rule 0830 Apply in my Community?

- 0830 review can occur before or during a TSP
- Pre-work is valuable! Review potential projects prior to TSP scoping.
- Key changes to TSP scope may include:
  - Geography of community engagement
  - Focused review and engagement on modal alternatives that may address the need for the project
  - Authorization report to include project on TSP project list
  - VMT analysis (if included on constrained project list)
- If part of a TSP, include as contingency work nested within established tasks.



## How does Rule 0830 Apply in my Community?

### Resources

- How to apply Rule 0830 in your Community  
Joint webinar with DLCD  
9-10 a.m. March 12, 2025  
[Use this link to join the webinar via Zoom](#)  
Meeting ID: 897 6974 4278, Passcode: 696220
- [TSP Guidelines](#)
- ODOT Region staff reviewing local plans for likely 0830 projects



## Strategic Scoping

### What are the financial constraint requirements?

- Many TSPs already include financially constrained lists
- Updated rules require that constrained lists:
  - Limit projects to 125% of available funding
  - Include projects from other agencies in planning area
- Must include local, regional and state funding sources 'reasonably likely' to support projects
- Can remove programmed funding (SRTS, active transportation, matching, maintenance, etc.) – be thoughtful and tie into broad prioritization process



# Strategic Scoping

## Methods to Develop Growth Assumptions

- Regional forecasts
  - Start with RTP to estimate federal and state funds
  - Local TSP should align with level of fiscal constraint in RTP
- Historical data
  - Base growth assumptions on past city and county tracking of revenues and expenditures
- Growth projections
  - Forecasted population and employment growth can provide an index for identifying growth assumptions
- Economic indicators
  - Inflation, fuel prices, and changing demographics may influence growth assumptions

**Resource:** [TSP Guidelines](#) (FAQ sheet forthcoming)



# Strategic Scoping

## How are analysis requirements different?

- Requirements for safety analysis and modeling are not that different
- Key changes relate to Rule 0830
  - Additional alternatives analysis required
  - If project is included on the constrained project list, VMT analysis of the full project list is required
- Performance standards (one non-auto focused) must be adopted in the TSP and may be used to develop solutions

## Resources

- [Local performance standards toolkit](#)
- VMT per capita modeling and analysis guidance (forthcoming)



## Strategic Scoping

### Are Safety analysis requirements different?

Safety is a core theme for TSPs, and analysis requirements remain the same:

- 5 years of crash data reviewed for patterns (including crash rate comparison)
- Identify Safety Priority Index System (SPIS) sites
- Highway Safety Manual screening with excess proportion and critical rate methods



# Questions & Discussion



# Program Updates



# Scenario Planning & GHG target- setting

## **Salem Scenario Planning**

- Reviewing scenario testing with Advisory Committee
- Will inform preferred scenario to achieve region GHG target.

## **Eugene Scenario Planning**

- Calculating future year draft targets
- GHG reduction performance measures and associated targets will be reviewed by Advisory Committee.

## **Region GHG Targets**

- Calculating draft targets and developing report format for the Albany and Bend regions.
- Kicking off Corvallis work



# Multimodal Inventory Project

- Project will produce multimodal infrastructure datasets needed for TSP updates
- Data collection and development will occur across 3 cohorts:
  - Pilot (data in mid-2025) → testing methods for 2025 & 2026
  - 2025 (data by end of 2025)
  - 2026 (data by end of 2026)
- Beginning to combine existing and new AI-produced data
- Will begin discussions about long-term data management options at upcoming committee meetings
- Stay engaged via our project email list or attend late spring Virtual Briefing



# Analysis & Modeling Guidance

Analysis Procedures Manual updates anticipated spring 2025.

Key elements posted to the [Metropolitan Planning webpage](#):

- Performance measure & standard application guidance
- Ashland and Milwaukie case studies integrating CFAs in long-term planning
- Household-based VMT per capita calculation methodology
- Upcoming work to create level of traffic stress shapefiles based on data from the multimodal inventory



# Development Review Guidelines

## Updated Guidelines are posted

- Updates reflect changes to development review within Climate Friendly Areas and Metro 2040 Town Centers
  - Multimodal gap summary required for plan amendments in CFAs. Includes highway impact summary if state system impacted.
  - Rule 0060 applies outside of CFAs
- Future revisions to Guidelines will integrate performance standards developed in Oregon Highway Plan update. Current standards apply until then



Contact us!

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