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## Funding for Critical Transportation System Plan Updates

Updated April 11, 2024

As part of the state's [Every Mile Counts](#) initiative to help Oregon meet its greenhouse gas emission reduction goals from the land use and transportation sector, the Land Conservation and Development Commission updated the Transportation Planning Rules (TPR) in 2022. The resulting [Climate Friendly and Equitable Communities program](#) updates planning requirements for Oregon's transportation and housing planning in regions with populations over 50,000 people (Albany, Bend, Corvallis, Eugene/Springfield, Grants Pass, Medford/Ashland, Portland Metro, and Salem/Keizer). The Oregon Department of Transportation and Department of Land Conservation and Development are committed to supporting these jurisdictions with required planning work, including transportation system plan updates.

### Funding Available for Transportation System Planning

To support implementation of the updated rules, legislature allocated \$4 million to the Department of Land Conservation and Development (DLCD) for parking reform, community engagement, climate-friendly areas and other land use planning. Additionally, the Oregon Department of Transportation (ODOT) allocated \$18.5 million to support implementation at the local government level. This includes \$15 million allocated by the Oregon Transportation Commission to support critical updates to transportation planning guidance documents, completion of a TPR-compliant multimodal inventory, local transportation system plan updates and ODOT staff time required to support city and county efforts.

Approximately \$7.5 million of that \$15 million is available for local transportation system planning. Staff at the two agencies will continue to pursue additional state and federal funding, including a DLCDC \$5 million policy option package; however, additional funding is uncertain.

### Allocating Available Funds

Recognizing that current available funding is not enough to support all needed TSP updates at this time, available funds will be prioritized for communities with a deadline in the TPR to update transportation system plans before 2030. This includes communities over 10,000 outside the Portland metropolitan area. In recognition of work already underway – including Climate Smart Communities, 2040 Centers and regional policies – the TPR does not require TSP updates within the Portland Metro area by any specific date. Similarly, there is no deadline for communities under 5,000 in other metropolitan areas, and jurisdictions between 5,000 and 10,000 are allowed exemptions.

The proposed approach also reallocates community engagement work to local jurisdiction staff. This will leverage local expertise and build both the local capacity and community relationships that are key for ongoing equitable engagement. Consultants would provide support for key tasks involving technical analysis, graphics, advisory committees support, translation and interpretation, and other tasks that jurisdictions staff may not have capacity to take on.

### How will these strategies work?

Taken as a whole, a combination of the two strategies may create cost savings of up to \$17 million and allow the State to implement a TSP funding program that fits within existing resources. ODOT and DLCD are committed to work on TSP scopes to ensure they comply with the requirements of the TPR, while looking for process efficiencies where possible. This includes efficiencies for local agencies working to address housing needs. ODOT staff will look for ways to use program cost savings to support TSP work within the Portland metropolitan area. We expect to learn much more after the first few TSP contracts are executed.

### Next Steps and Continued Support from ODOT and DLCD

- **The TSP funding program will prioritize transportation system plan updates for jurisdictions over 10,000 outside of the Portland Metro area.** These TSP scopes will focus on compliance with the TPR and will shift community engagement activities to the local agency. This will likely increase local match which may be in-kind or direct funding. ODOT staff will reach out to these jurisdictions to confirm timing and discuss next steps.
- **ODOT and DLCD staff will reach out to jurisdictions under 10,000 and in the Portland Metro area** to answer questions, support exemption requests, discuss community planning needs and talk through alternative funding sources like the Transportation Growth Management program. As part of this, ODOT and DLCD will conduct TSP assessments smaller jurisdictions that may pursue alternative funding.
- **DLCD will continue to provide support to 26 communities completing CFEC-aligned planning work** such as community engagement, climate friendly area work, and other CFEC-aligned planning.
- **ODOT will continue to move forward with updating technical guidance, completion of a multimodal inventory and a TSP statement of work template.** We anticipate guidance and early data rolling out in 2024.

### For More Information:

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