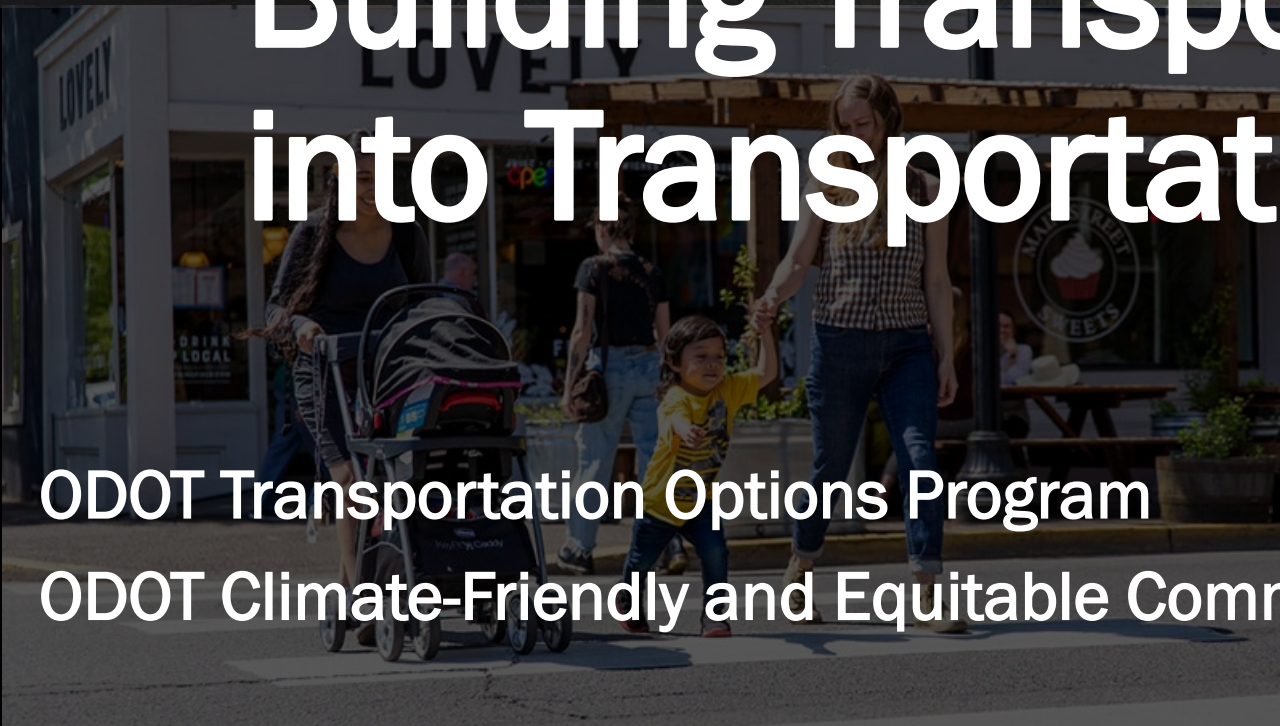




Building Transportation Options into Transportation System Plans



ODOT Transportation Options Program

ODOT Climate-Friendly and Equitable Communities Program

January 22, 2025

Agenda

Transportation System Planning in Oregon

Climate-Friendly and Equitable Communities
Rulemaking

What CFEC means for Transportation Options

How to engage in the planning process

Discussion



What's your
experience?

What is your role? (TO, transit, local planner, etc.)

Have you worked on a TSP in Oregon?



Transportation System Planning in Oregon



Transportation Planning Rules

OAR chapter 660, division 12

In Oregon, the 'TPR' guides local transportation planning and embeds this work within land use planning

The TPR was recently updated through the 'Climate-Friendly and Equitable Communities' rulemaking

Transportation System Plans (TSPs)

- Adopted by cities and counties
- Part of the local Comprehensive Plan
- Establish a 20-year vision for the multimodal transportation system
- Local and state actions must be consistent with the TSP

Transportation System Plans (TSPs)

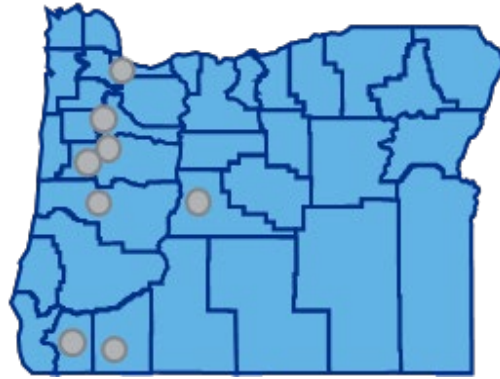
- Built on community engagement
- Sets a vision, goals and measures
- Identifies current & future system needs:
 - Transit & transportation options
 - Walking & biking
 - Roadway
- Prioritizes solutions and investments

Climate-Friendly & Equitable Communities Rulemaking



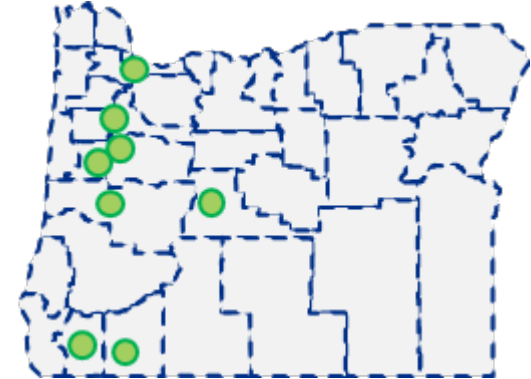
Transportation Planning Rules

OAR chapter 660, division 12



- **Pre-existing rules** apply everywhere else across the state:

- Requires a local TSP to identify existing transit services
- Adopt transit-supportive land use requirements



- **Updated rules** apply in Oregon's 8 metropolitan areas

Climate-Friendly and Equitable Communities Rulemaking

- Series of rule amendments over 2020-2023
- Part of multi-agency **Every Mile Counts** effort to implement the **Statewide Transportation Strategy**
- Directs local plans to work toward meeting Oregon's **climate** and **equity** goals
- Updated rules apply in Oregon's eight **metropolitan areas**

Climate-Friendly and Equitable Communities

Key Elements



Regional Planning

Calibrates local plans to meet regional GHG targets

Integrates local, state, and federal actions



Zoning Reform

Transit-supportive densities in centers and corridors

Limits height, setback, and parking requirements



Parking Reform

Limits parking mandates

Strengthens parking maximums in large cities



Community Engagement

Requires mapping and consultation with EJ communities

Prioritize plans on equitable outcomes



Transportation Planning

Complete walking, cycling, transit networks

Prioritize key areas

Project selection

Review alternatives to auto capacity

What CFEC means for Transportation Options



New Opportunities for Transit & TO in TSPs

A paradigm shift for transportation plans

- Planning framework must consider:
 - Equity
 - Safety
 - Access for people with disabilities
 - Completion of the multimodal network
 - Achieving our climate goals
- New TO section in TSPs
 - Describe existing programs, services, and projects
 - Describe the needs of underserved populations
 - Future TDM needs (carpool parking, park & rides, transit pass programs, intercity connections...)
 - Requires coordination with TO and transit providers



New Opportunities for Transit & TO in TSPs

Key steps in a TSP

Community engagement plan

Goal-setting

Existing Conditions

Future Needs & Solutions

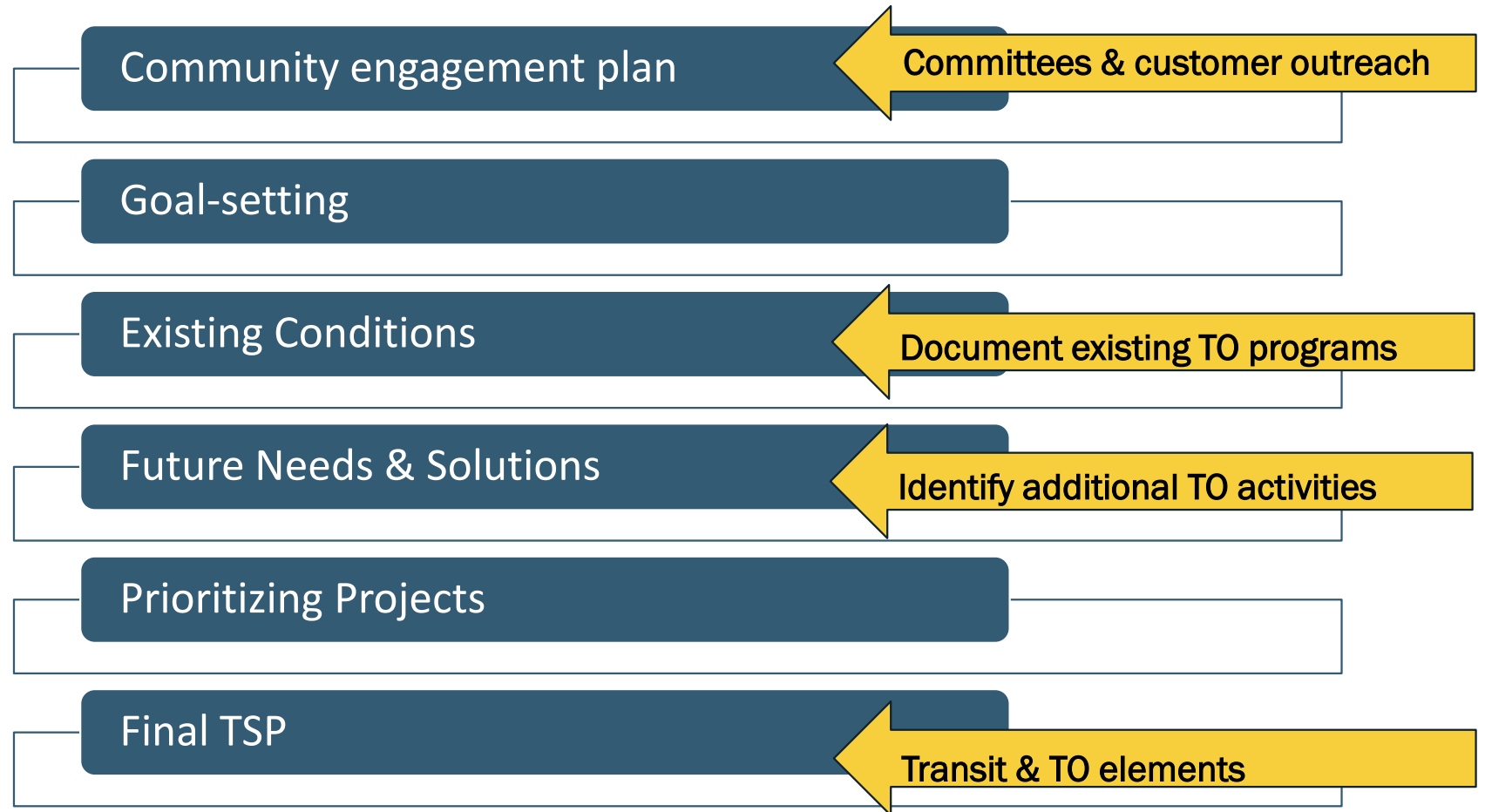
Prioritizing Projects

Final TSP



New Opportunities for Transit & TO in TSPs

When to engage in a TSP



New Opportunities for Transit & TO in TSPs

Community Engagement

- TO and transit providers can join advisory committees
- New equitable engagement process
 - Center voices of underserved community members
 - Address impacts of climate change and racist planning practices
 - Identify where underserved populations live and travel
 - Understand how projects may benefit/burden underserved community members
 - Report back

ODOT's TO grants program:

- Focuses on programs benefitting underserved communities
- Uses a cohort model to support peer-to-peer learning
- Aligns with Get There Oregon program support



New Opportunities for TO in TSPs

Existing Conditions Review

- Existing TO and TDM programs, services, and projects
- Educational, encouragement, and other TDM programs and services that focus on non-SOV transportation
- TDM programs and policies that discourage SOV travel
- Transportation options needs of underserved populations

Opportunity to provide more detail about current TO programs (and non-SOV travel conditions in general)



New Opportunities for TO in TSPs

Future Needs & Solutions

- Forecast how people are likely to live and travel over the next 20 years
- Future TDM needs, including:
 - Commute trip reduction programs for large employers
 - Physical improvements (e.g., carpool parking)
 - Regional solutions for intercity travel
- Solutions must seek to:
 - Complete the multimodal network
 - Address all gaps & deficiencies for pedestrian, bicycle and transit networks



What does TO look like in a TSP?

Example 1: Eugene 2035 TSP

- Summarizes City policy around transportation demand management (TDM)
- Identifies existing regional programs and services that serve people who live, work, and study in Eugene
- Includes appendix listing Transportation Options programs and services that could be expanded or added

Example 2: Tigard on the Move 2040 TSP

- Summarizes City partnerships supporting Transportation Options – Westside Transportation Alliance and Metro
- Implementation Plan lists TDM programs and outreach among greenhouse gas emission reduction strategies

New Opportunities for Transit & TO TSPs



Transportation Options as a solution

- Some roadway expansion projects require additional "Enhanced Review" to move forward – both local and ODOT roads
- Look at transit, TO, active transportation and operational improvements as part of the solution
- TO may be a viable alternative in combination with transit and/or active modes

Important for transit & TO leaders to be at the table



ECO Rule and local planning

- OARs 340-242-010 thru 0290
- Apply to Portland area large employers
- DEQ rules, but ODOT supports implementation through partner grants and other resources
- Get There Oregon has tools for employers and TO providers



How to engage in the planning process



How to engage



Spotlight on Your Engagement

- Anticipate being asked to be on committees – or reach out proactively
- Your expertise is needed:
 - Existing transportation options programs and activities
 - Outreach to program users and transit riders
 - Needed TO programs to reduce single-occupant vehicle use
 - TO and transit needs & project priorities
 - How transit & TO are effective solutions



How to engage

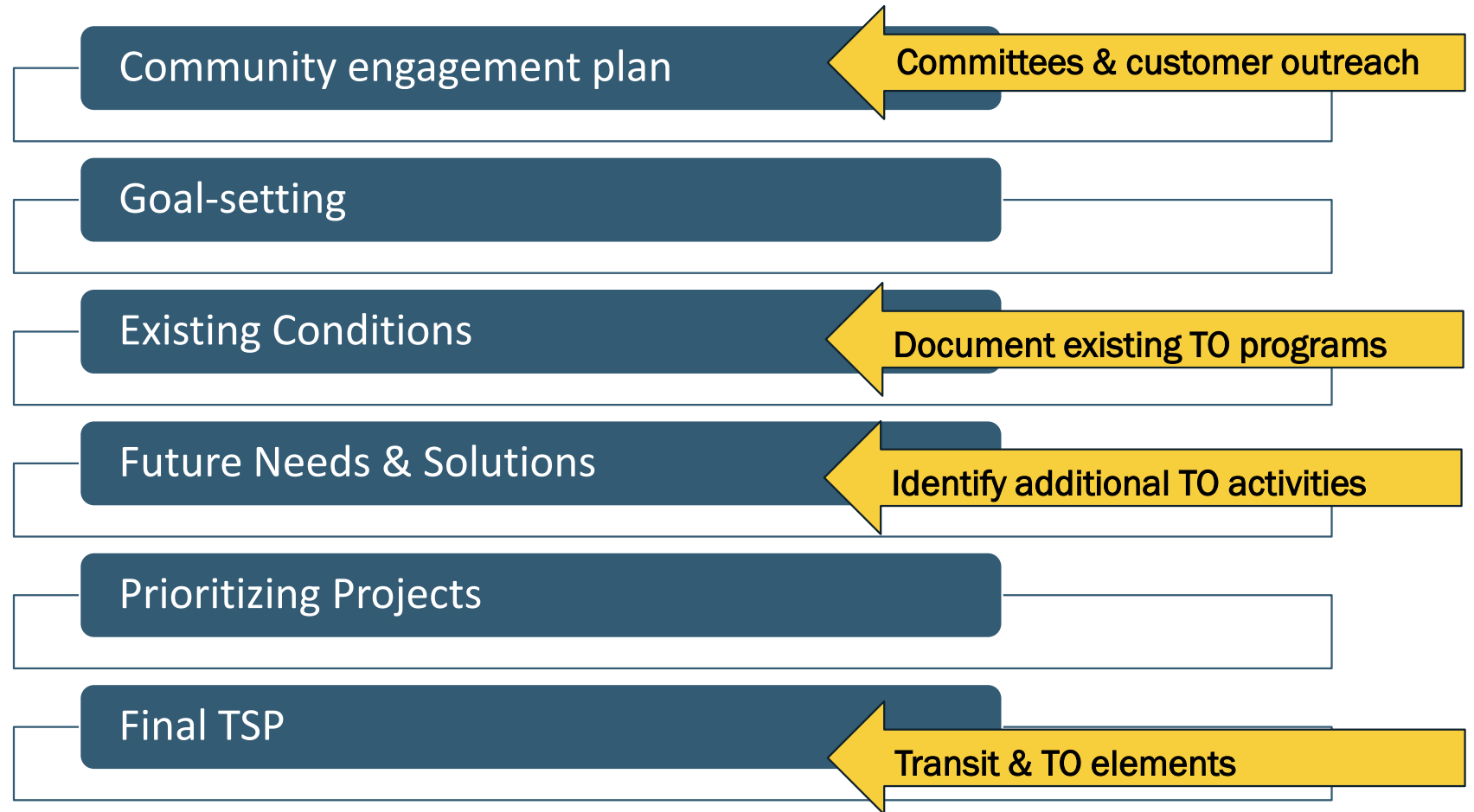
Opportunities for ODOT grantees

*Recipient shall act as a **champion for and expert on transportation options** locally, regionally and statewide. Recipient shall, as appropriate, coordinate with transit agencies, city and county officials, local or regional working groups, **committees, task forces, and professional associations to improve transportation options** and to stay informed and **involved with local transportation options-related policy, legislation and projects.***



New Opportunities for Transit & TO in TSPs

Transit & TO in the TSP: A Recap



Takeaways

A paradigm shift for transportation plans

- Updated rules boost transit and TO in local plans
- Keep building partnerships with cities & counties
- Take your seat at the table
- Integrate your TO plans into local planning



Discussion



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OAR 660-012-0145: Transportation Options Planning

1 of 3

*(1) The **transportation system options element** of a transportation system plan shall include:*

- (a) The **existing** programs, services, and projects identified in section (2);*
- (b) The **future** transportation demand management needs identified in section (3) and the performance targets set as provided in OAR 660-012-0910; and*
- (c) A trip reduction strategy for **large employers**.*



OAR 660-012-0145: Transportation Options Planning

2 of 3

*(2) Cities and counties shall coordinate with transportation options providers, public transportation service providers, state agencies, and other cities and counties to identify **existing transportation options and transportation demand management programs, services, and projects**. These shall include, but are not limited to:*

- (a) **Education, encouragement**, and other transportation demand management programs and services that focus on forms of transportation other than single-occupant vehicles;*
- (b) Transportation demand management programs and policies that **discourage** the use of single-occupancy vehicles; and*
- (c) Transportation options needs of **underserved populations**.*



OAR 660-012-0145: Transportation Options Planning

3 of 3

*(3) Cities and counties shall coordinate with transportation options providers, public transportation service providers, and other cities and counties to identify **future transportation demand management needs**. These shall include, but are not limited to:*

- (a) **Commute trip reduction** consultation and promotion of programs such as the provision of transit passes and parking cash-out;*
- (b) **Physical improvements** such as carpool parking spaces and park and ride locations; and*
- (c) Regional solutions for **intercity travel**.*

