

ENERGY REGULATIONS, GUIDELINES and POLICIES

Various regulations and guidelines require the Oregon Department of Transportation to consider to evaluate energy efficiency and to incorporate energy saving procedures into transportation facilities and programs.

A. National Environmental Policy Act (NEPA) of 1969

The National Environmental Policy Act (NEPA) of 1969 was established to minimize or eliminate damage to the environment caused by actions funded or taken by the federal government. NEPA establishes policy, sets goals, and provides means for carrying out the policy. In order to comply with the National Environmental Policy Act (NEPA), an energy analysis is appropriate for some proposed transportation projects.

B. FHWA Technical Advisory T 6640.8

The Federal Highway Administration Technical Advisory T 6640.8, dated February 24, 1982, states that Environmental Impact Statements “*should discuss in general terms the energy requirements and conservation potential of various alternatives under consideration.*”

C. Transportation Planning Rule (OAR 660-12-035)

Section 35 of the Transportation Planning Rule (OAR 660-12-035) states that the following standards shall be used to evaluate and select transportation system alternatives:

The transportation system shall minimize adverse economic, social, environmental and energy consequences.

D. Statewide Planning Goals: Goal 13 (OAR 660-015-0000(13))

GOAL 13: ENERGY CONSERVATION

OAR 660-015-0000(13)

To conserve energy:

Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

GUIDELINES

A. Planning

1. Priority consideration in land use planning should be given to methods of analysis and implementation measures that will assure achievement of maximum efficiency in energy utilization.
2. The allocation of land and uses permitted on the land should seek to minimize the depletion of non-renewable sources of energy.
3. Land use planning should, to the maximum extent possible, seek to recycle and re-use vacant land and those uses which are not energy efficient.
4. Land use planning should, to the maximum extent possible, combine increasing density gradients along high capacity transportation corridors to achieve greater energy efficiency.
5. Plans directed toward energy conservation within the planning area should consider as a major determinant the existing and potential capacity of the renewable energy sources to yield useful energy output. Renewable energy sources include water, sunshine, wind, geothermal heat and

municipal, forest and farm waste. Whenever possible, land conservation and development actions provided for under such plans should utilize renewable energy sources.

B. Implementation

1. Land use plans should be based on utilization of the following techniques and implementation devices which can have a material impact on energy efficiency:

- a. Lot size, dimension, and siting controls;
- b. Building height, bulk and surface area;
- c. Density of uses, particularly those which relate to housing densities;
- d. Availability of light, wind and air;
- e. Compatibility of and competition between competing land use activities; and
- f. Systems and incentives for the collection, reuse and recycling of metallic and nonmetallic waste.

E. Oregon Transportation Plan

The Oregon Transportation Plan (OTP) gives direction to the coordination of transportation modes and states the desired characteristics of a transportation system. The Oregon Transportation Plan includes guidelines which operate in conjunction with the Transportation Planning Rule.

Goal 4 of the Oregon Transportation Plan, Sustainability, sets a policy framework that applies to all types of travel and transportation investments. The policies provide guidance on environmental quality, energy supply and creating communities that support the integration of land use and transportation including the key fundamentals of building street networks, connecting modes and utilizing land in efficient ways that reduce travel.

Policy 4.1 includes “*environmental responsibility*,” as a characteristic for a transportation system. Policy 4.1 of the OTP states:

To provide a transportation system that is environmentally responsible and encourages conservation of natural resources.