

Climate Friendly & Equitable Communities

ODOT Work Program Summary

February 2023



The Department of Land Conservation and Development's [Climate Friendly and Equitable Communities](#) rulemaking substantially updated Oregon's administrative rules on housing and transportation planning within Oregon's eight metropolitan areas.

The rules:

- Expand requirements for regional plans to meet the state's greenhouse gas reduction targets
- Include new and expanded requirements for preparing local Transportation System Plans
- Require cities and counties to reform parking regulations
- Require cities to identify 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, in partnership with DLCD, will be supporting communities with implementation efforts. The ODOT Statewide Planning Unit, Transportation Planning & Analysis Unit (TPAU) and the Climate Office will each support CFEC implementation through specific and coordinated initiatives. The Statewide Planning and TPAU units will establish new analysis methods and tools, update guidance documents for transportation planning and provide funding to support implementation at the local level. The ODOT Climate Office will support regional scenario planning efforts. Below is a summary of the ODOT work, an anticipated schedule for that work and key contacts.

ODOT CFEC Implementation Initiatives



New &
Continued
Work

Regional Greenhouse Gas Reduction Planning

The updated rules require all metropolitan areas to develop performance targets to monitor their progress towards meeting the state's greenhouse gas reduction goals. Jurisdictions within all metropolitan areas must also demonstrate that project lists in each local transportation system plan will not increase VMT per capita. The rules specifically expand requirements for regional plans in the three largest metropolitan areas to provide more context around this work. The Portland metropolitan area must track to the state GHG target along with regional performance targets. The Eugene-Springfield and Salem-Keizer metropolitan areas must track to regional performance targets as adopted in their regional plans.

The ODOT Climate Office will support communities in this work, focusing first on regional scenario planning efforts for jurisdictions in the Salem-Keizer and Eugene-Springfield metropolitan areas. ODOT will bring on a consultant to support scenario planning efforts for jurisdictions in the Salem-Keizer

metropolitan area including completion of a regional plan to meet the regional greenhouse gas target and development of performance measures for tracking progress.

ODOT will support jurisdictions in the Eugene-Springfield metropolitan area in completing the preferred scenario requirements from the existing Central Lane Scenario Planning work and developing performance measures for tracking progress towards the scenario.

New guidance will be developed for other metropolitan areas to also set their own preferred scenario that meets the target, if interested. ODOT will also support impacted jurisdictions in the remaining metropolitan areas to develop the initial Major Report required per 660-012-0900. This effort will assist jurisdictions with developing performance measures for tracking progress towards the greenhouse gas target.

Timeline: Contracting will occur during the fall of 2022 with project kickoff in 2023. Scenario planning work will occur through 2024. GHG target performance reporting will also occur in 2023 for the other MPOs.

Contact: Brian Hurley, Brian.J.HURLEY@odot.oregon.gov

Update

Transportation System Plan Guidelines & Development Review Guidelines

The ODOT Statewide Planning Unit will bring on a consultant and convene stakeholders to update ODOT's Transportation System Plan ("[TSP](#)") Guidelines and Development Review ("[Dev-Rev](#)") Guidelines. The TSP Guidelines is a web-based reference document that guides others in developing TSPs - the essential transportation planning document for cities, counties, and tribes in Oregon. The Dev-Rev Guidelines inform ODOT staff and others on when and how to evaluate impacts of proposed land use developments on or near state highways. The two resources will be updated on separate but simultaneous tracks with separate advisory committees with completion of critical CFEC-related updates anticipated for completion by the end of 2023.

Timeline: Contracting will occur in late 2022 with project kickoff in early 2023 and completion of critical CFEC updates by December 2023.

Contact: Theresa Conley, Theresa.L.Conley@odot.oregon.gov

Related work supported by DLCD

DLCD will support communities with implementation of Climate Friendly Areas (CFAs) and parking reforms prior transportation system plan (TSP) updates funded through ODOT.

CFAs are intended to allow for dense mixed-use development with strong walking, biking and transit connectivity. When designating CFAs, cities will also be required to complete a multimodal gaps summary and analyze potential impacts on the state highway system. CFAs are required in Salem, Keizer, Marion County, Albany, Corvallis, Philomath, Eugene, Springfield, Grants Pass, Ashland, Central Point, Medford, Eagle Point, Talent and Bend.

DLCD will also support communities to implement parking reforms required by CFEC rules. Depending on the size of the community, this may include repealing parking mandates, setting parking maximums, implementing parking management action, and installation of conduit for electric vehicle charging locations.

Learn more about these topics on the DLCD CFEC webpage: <https://www.oregon.gov/lcd/CL/Pages/CFEC.aspx>.

Update
& Create

Analysis Procedures Manual, Model Inputs & Performance Measure Guidance

The ODOT Transportation Planning & Analysis Unit will bring on a consultant to update modeling assumptions, transportation analysis procedure guidance in the [Analysis Procedure Manual](#) (APM) and potential performance measures to all comply with CFEC rules. Transportation models are federally required at the regional MPO level and are necessary to develop and track against performance measures, forecast future conditions, and provide the base level of information needed to produce future and alternative traffic volumes for regional and jurisdictional long range system plans, as well as facility plans. For example, modeling guidance will be updated with information on how to convert CFAs into model Transportation Analysis Zone (TAZ) data, reflecting new zoning and housing regulations. The APM is the primary reference for facility – level transportation analysis for use on ODOT-funded planning and project efforts. To meet the needs of the CFEC rulemaking, the APM will be updated to reflect new analysis and modeling requirements, greenhouse gas targets and requirements for transportation systems plan updates. In addition, based on the CFEC rules, supplemental performance measures will be added to the existing mobility-based measures for the future update of ODOT’s Oregon Highway Plan and for use by local jurisdictions.

Timeline: Contracting will occur during the fall of 2022 with project kickoff in early 2023 and completion of critical CFEC updates anticipated by December 2023.

Contact: Zachary Horowitz, PE, Zachary.HOROWITZ@odot.oregon.gov

Create

Multimodal Transportation System Inventory

The ODOT Statewide Planning Unit will bring on a consultant to support local jurisdictions in metropolitan areas meet multimodal inventory and analysis requirements set forth in the updated TPR. The Project will compile, generate and integrate infrastructure inventory data for pedestrian, bicycling, transit and vehicular travel for use in relevant transportation system planning activities and performance measure monitoring requirements. Data will also be collected for, and methodology reviewed for, bicycle and pedestrian level of traffic stress.

Timeline: Contracting will occur in early 2023 with work anticipated to kick off in mid-2023 and extend through mid-2024.

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Who is required to complete a TSP update?

Cities and counties that have a population of 5,000 or more within a metropolitan area must update their TSPs by 2029, excluding those in the Portland Metropolitan area. However, cities under 10,000, counties under 25,000 and counties that have a population of less than 10,000 within an urban growth boundary may seek exemptions through DLCD.

Create

Transportation System Plan Funding Program

The ODOT Statewide Planning Unit will establish the Transportation System Plan Update Program to help fund updates to Transportation System Plans in accordance with CFEC rulemaking. In late 2022 and early 2023, ODOT will work with internal and external stakeholders (including impacted jurisdictions and consultants) to design a strategic and effective funding program. Program design

will consider readiness of data and analysis tools, state agency resources, consultant availability and best use of existing or new contracting tools.

Once the program structure is established, the timing for individual TSP updates will be established by ODOT in coordination with local jurisdictions and reflective of work programs or alternative dates established with DLCD. TSP updates are expected to begin in 2024 and should initiate upon completion of CFA designations, model updates, multimodal inventories and adoption of a regional plan (as applicable).

Timeline: Funding program will be set up in late 2022 with a proposed sequencing of TSPs released in December 2022. Contracting for TSPs may begin in late 2023 for kickoff in early 2024. TSPs required for update by December 31, 2029 will be programmed to allow time for a full TSP process and completion by that date.

Contact: Theresa Conley, Theresa.L.Conley@odot.oregon.gov

Draft CFEC Implementation Timeline



Agency	Key Contact	2022	2023	2024	2025	2026	2027	2028	2029	2030
DLCD-Supported Planning Activities										
	Kevin Young	Climate Friendly Areas (outside of Metro area)*		CFA Study	CFA Zoning					
	Cody Meyer	2040 Town Centers (inside the Metro area)		Regional Functional Plan amended		Local adoption				
	Evan Manvel	Parking Implementation*		A	B					
ODOT-Supported Planning Activities										
	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*								
	Theresa Conley	Local TSP Update Program**		Program Development	Contracting for TSPs and program implementation					
	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 and annually after that.

**Communities may submit proposals for Alternative Dates by January 31, 2023. Salem-Keizer & Eugene-Springfield metropolitan areas may submit Work Programs meeting the Alternative Dates requirement by June 30, 2023. Portland Metro area TSPs may continue past 2029.