ECONorthwest
ECONOMICS • FINANCE • PLANNING

Education
M.A. Community and
Regional Planning,
University of Oregon

B.A. History and
Government, Mills College

Years in Industry: 25

Certifications
American Institute of
Certified Planners (AICP)

Areas of Expertise
Climate

Land Use

Transportation

Economic Development

Strategic Planning

Becky Steckler, AICP, Project Director

Becky Steckler, AICP is a project director at ECOnorthwest and has over 25 years of experience managing land use, transportation, economic development, and strategic planning projects. Becky rejoined ECOnorthwest in 2022 and works on a wide range of projects related to reducing GHG emissions and adaptation and resiliency in the built and natural environments. She is a prolific public speaker and regularly participates in policy work groups and task forces including Oregon's Legislative Task Force on Autonomous Vehicles (2018-2019) and currently serves on the American Planning Association's Trend Scouting Foresight Panel (2022-2023) and the NCHRP 20-102(34) AVs and Land Use Advisory Committee (2023-ongoing).

Prior to working at ECOnorthwest, she was the Program Director at the Urbanism Next Center at the University of Oregon where she conducted technical research on the secondary impacts of emerging technologies – new mobility, e-commerce and goods delivery, and AVs – on land use, urban design, building design, transportation, and real estate and the implications of these changes on equity, health and safety, the economy, and the environment. She also has experience working for the Oregon Chapter of the American Planning Association, the Oregon Department of Land Conservation and Development, and the California Coastal Commission.

REPRESENTATIVE PROJECTS

Becky has served as Project Director on the following projects, unless otherwise noted:

▪ **Climate Resilience Metric Dashboard—Tahoe Regional Planning Agency (2023-Ongoing).** ECOnorthwest is leading an interdisciplinary team to help the Tahoe Regional Planning Agency (TRPA) develop a Climate Resilience Dashboard. TRPA and their partners have invested over $910 million in varied environmental improvement projects (to date). They have created a comprehensive web-based Dashboard, laketahoeinfo.org, to show progress towards environmental goals; provide transparency on projects to regulators, funders, and the public; and communicate how these programs and investments help to preserve the health of Lake Tahoe while protecting the human and natural communities that depend on it. Regional partners recently adopted several Climate related plans and want to add a Climate Resilience Dashboard. The ECOnorthwest team is working with TRPA and their partners to evaluate and select climate-related metrics that consider the relevancy and quality of the data, ease and cost of data collection, while ensuring the metrics are comprehensive and help to describe the potential co-benefits related to equity, health and safety, the economy, and the environment.

- **Washington State Department of Agriculture Climate Resiliency Plan—Washington (2023-Ongoing).** ECOnorthwest is leading a team to help the Washington State Department of Agriculture (WSDA) create a Climate Resiliency Plan. The Plan will describe the risks associated with climate change, help WSDA understand the needs of the key stakeholders and sectors across the state, assess the internal programs and capacities to address these needs and identify gaps, and describe the actions the state can take to leverage existing programs and relationships to support a thriving agricultural sector in Washington.

- **San Carlos GHG In-Lieu Fee—City of San Carlos (2023-2024).** For the City of San Carlos, ECOnorthwest evaluated whether the private market would support an in-lieu fee for development that does not meet the City's rules for electrification and reducing greenhouse gas (GHG) emissions in new life sciences buildings. Fee revenue would support measures to offset the impact of greenhouse gas emissions. ECOnorthwest conducted a market analysis and pro forma analysis to understand the potential impact of an in-lieu fee on development feasibility.

- **NCHRP 19-23 Revenue Strategies for New Mobility—Transportation Research Board (2023-Ongoing).** The introduction and expansion of new mobility services for people and goods come at the same time that trends in electrification, automation, and shared services threaten the traditional models of funding transportation infrastructure, operations, and maintenance. ECOnorthwest is leading an interdisciplinary team of economic and transportation consultants and academics to examine and develop a toolkit for state and local agencies for revenue-related strategies for new mobility modes and services in the personal mobility and goods delivery sectors. The toolkit will consider cost recovery as well as revenue strategies to achieve community goals, including increasing equitable mobility and reducing GHG emissions.

- **Opal Creek Promise Implementation Plan—Oregon (2023-Ongoing).** In 2023, the U.S. Forest Service secured $15 million in funding for the Opal Creek Promise, a commitment made 30 years earlier when 37,500 acres of forest was designated a wilderness area in 1996. Following the 2020 Labor Day fires that burned almost 400,000 acres in Marion, Linn, Clackamas, Jefferson, and Wasco Counties, including Opal Creek, the federal government made good on that promise for $12 million, combined with $3 million in previous funding, to help the region continue to recover from the fires and contribute to its long-term economic development. ECOnorthwest is now helping Marion County develop an evaluation framework and an implementation plan to select $12 million in economic investments to ensure the Santiam Canyon economy now and in the future.

- **Cle Elum Ridge Economic Analysis— Kittitas County, WA (2023).** For the Nature Conservancy and Kittitas County, ECOnorthwest The Nature Conservancy (TNC), in partnership with its Yakima Basin Integrated Plan partners and the Checkerboard Partnership conducted an economic analysis of a proposal to expand the Teanaway Community Forest by including adjacent private lands on Cle Elum Ridge, and establishing a connection to the cities of Cle Elum, Roslyn, and the community of Ronald. This project provided information critical to decision-making for collaborators TNC, the Washington Department of Natural Resources (DNR), Kittitas County, the Yakama Nation, and other key partners in planning and implementing a future for these lands that honors conservation values while providing a significant community amenity and mitigating for expected impacts.

- **Natural Resource Service Delivery Inventory Assessment—City of Portland, OR (2023).** For the Bureau of Environmental Services, Portland Parks & Recreation, Portland Water Bureau, Portland Bureau of Planning and Sustainability, and Portland Bureau of Transportation, ECOnorthwest conducted an inventory and assessment of delivery of services related to nature, green infrastructure, urban watershed management, natural areas, urban tree canopy, and other areas of alignment. The assessment described areas of programmatic overlap. One of the primary purposes of this work was to better understand areas of alignment, including a new organizational and reporting structure that reforms and enhances central service delivery, meets regulatory and financial requirements and best practices, and includes community engagement and consideration.

- **Streetscape Financial Assessment and Financial Plan for the Capital Project Plan—City of Lynnwood (2023).** As subs to Mithun, ECOnorthwest is helping the City of Lynnwood to create a financial plan for the Parks, Recreation, and Cultural Arts Capital Project Plan. The financial plan includes a 10-year park revenue forecast, and identification of funding sources. ECOnorthwest also conducted a cost analysis of streetscape maintenance for the city.

Pre-ECOnorthwest work

- **State of the Research: AVs, Emerging Transportation Technologies, and GHG Emissions—Nationwide (2021-2022).** Public and private sector organizations at the local, regional, state, and federal level are adopting regulations, creating programs, and investing in lower-carbon mobility options to reduce GHG emissions from transportation. At the same time, decision makers are grappling with the rise of new mobility modes (like bike-share and e-scooter-share, Uber, and Lyft, and microtransit), growth in e-commerce and urban delivery, and the impending deployment of autonomous vehicles (AVs). Given the nascency of these emerging transportation technologies, public agencies have just begun to develop and adopt regulations and programs to manage new services and vehicles on the nation's roads. In order to promote evidence-based decisions, Urbanism Next conducted a literature review to update and expand the understanding of how emerging transportation technologies may impact GHG emissions by curating and distributing relevant research and developing a policy brief to inform decision makers.

- **Knight Foundation AV Initiative—Detroit, MI, Miami, FL, Pittsburgh, PA, San Jose, CA (2018-2022).** With funding from the Knight Foundation, the Urbanism Next Center at the University of Oregon has partnered with Cityfi to work with four cities across the United States (Pittsburgh, San Jose, Detroit, and Miami-Dade County, FL) on a five-year project to engage local communities on the topic of autonomous vehicles. Each city has proposed a pilot project (or series of projects) that involve self-driving car deployments and other modes of mobility, and the purpose of the project is to ensure that technology is reflecting community input and meeting local needs. While each city has a tailored strategy to engage residents, all projects will share common objectives to: creatively foster community engagement; use technology to better understand local needs and preferences; and establish best practices for other cities and private sector actors looking to innovate. In 2021, each of the cohort cities will conduct a personal delivery pilot project (with Kiwibot). The Urbanism Next Center will be assessing the process and will produce a final report at the conclusion of the project with important lessons learned.

- **Perfecting Policy with Pilots—Portland, OR (2019-2020).** The shift towards new mobility services—from dockless bikes to transportation network companies—is accelerating and has the potential to impact cities in new and profound ways. Given this, city officials want to better understand how services are impacting the transportation system. Many cities are pursuing pilot projects allowing a limited number of vehicles (such as e-scooters, shuttles, or autonomous vehicles) on city streets and tracking the usage and impact on the city. Several organizations have done some work to begin cataloging pilot projects. However, the number and type of pilot projects are increasing rapidly and to date, no organization has compiled information about the broad swath of pilot projects that exist, analyzed the results of the pilots, and published lessons learned and promising practices. The purpose of this study is not only to compile information about new mobility projects from around North America, but also to identify emerging trends, lessons learned, and promising practices through a series of in-depth case studies.

  The Urbanism Next Center reviewed 220 pilot projects that feature micromobility devices, transportation network companies, microtransit, autonomous passenger vehicles, and autonomous delivery vehicles. The assessment includes a review of the pilot project process, including the regulatory mechanisms used to create the project, fee structure, lessons learned and policy implications. In addition, Urbanism Next is conducting two to three case studies per mode to better understand and illustrate lessons learned and promising practices as they pertain to new mobility pilot projects.

- **Emerging Technologies and Cities: Assessing the Impacts of New Mobility on Cities— Eugene and Gresham, OR (2018-2019).** With support from the National Institute for Transportation and Communities and partnership with the Cities of Gresham, OR and Eugene, OR, this project assesses the challenges, as well as the opportunities, that new mobility and autonomous vehicles present to mid-sized cities and includes recommendations that help cities achieve citywide goals related to equity, the economy, the environment, safety, and transportation. This was a joint project between Urbanism Next Center and the Sustainable Cities Year Project (SCYP) and included work by Urbanism Next Center researchers as well as eight classes and 147 students conducted research on new mobility strategies for the Cities of Gresham and Eugene. The research focused on the secondary effects of new mobility on land use, transportation, urban design, and real estate markets and how those will impact the Cities' policies, programs, and budgets. The professional and student researchers conducted a literature review of existing research and industry trends for passenger and freight delivery via new mobility technologies. The researchers also reviewed promising practices and policies being considered or adopted specific to passenger and freight delivery, primarily in North America, secondarily around the world. Focusing on local plans and regulations, the researchers identified opportunities to improve the existing frameworks by offering policy recommendations, implementation strategies, and recommendations for better city coordination. The lessons learned from this analysis can be used to inform other regions that are considering new strategies and policies related to new mobility.

- **Autonomous Vehicles in the Pacific Northwest: Reducing Greenhouse Gas Emissions in a Time of Automation—Portland, OR, Seattle, WA, and Vancouver, BC (2018-2019).** The Urbanism Next Center at the University of Oregon worked with the cities of Portland, OR;

Seattle, WA; and Vancouver, BC to understand how new mobility technologies such as autonomous vehicles (AV) could affect greenhouse gas (GHG) emissions thereby impacting their ability to achieve the goals in their respective climate action plans. The Urbanism Next team assessed how each city is individually addressing policy issues related to new mobility technologies, and worked with the cities to develop common policies and strategies that help advance their climate goals that are informed by other national and international efforts.

Based on the range of possible outcomes, the cities hope to better understand the policies and programmatic choices available to mitigate negative impacts of new mobility technologies and take advantage of new opportunities to ensure that they can accomplish the goals in their climate action plans.

- **New Mobility in the Right-of-Way—Portland, OR, Seattle, WA, and Vancouver, BC (2018-2019).** With support from the Bullitt Foundation, the Urbanism Next Center worked with Carbon Neutral Cities Alliance at the Urban Sustainability Directors Network (CNCA/USDN) and the cities of Portland, OR; Seattle, WA; and Vancouver, BC to explore the ways in which demand for the right-of-way, broadly, but the curb, more specifically, is changing. The curb has long been in high demand with multiple users vying for limited space, especially for the purposes of parking personal vehicles. However, TNCs and other services have helped to usher in a new age that involves an increased demand for short-term loading and micromobility device parking. AVs will likely exacerbate existing issues with the right-of-way and the curb, which is why it is important that cities tackle curb management in new ways. The report "New Mobility in the Right-of-Way" categorizes and summarizes efforts that are already underway in cities across the world to rethink curb management and identifies major research gaps.

- **Urbanism Next Center Planning Grant—Oregon (2018-2019).** With funding from the National Science Foundation Planning Grant, the Urbanism Next Center at the University of Oregon worked with more than thirty multidisciplinary experts in the academic, public, private, and nonprofit sectors to enhance research capacity and understanding regarding the potential effects of autonomous vehicles (AVs) on cities. Along with researchers from the University of Oregon, these experts worked together to summarize existing literature on the secondary impacts of emerging technologies, identify research gaps, and outline the metrics that will be used to assess the impacts. The ultimate goal of the planning grant was to identify and organize the critical questions and future research needs that will assist in evidence-based decision making for planners, urban designers, and developers. The report, "Multilevel Impacts of Emerging Technologies on City Form and Development" summarizes the outcomes of the project and identifies key research areas related to the impacts of AVs.

- **The NEXUS—Oregon (2020-2022).** Launched in January 2020, the NEXUS is an online clearinghouse of information about the impact of emerging transportation technology on land use, urban design, building design, transportation and real estate and the implication of these impacts on equity, health and safety, the economy, and the environment. Urbanism Next continues to work with our supporters, primarily NUMO, on updating and expanding the website.

- **Planners4Health Health and Planning Assessment—Oregon (2017).** Principal investigator and primary author of the statewide Planners4Health Assessment for the Oregon Chapter of the

American Planning Association (OAPA) focusing on active transportation and the built environment. Managed a subgrant for a health assessment in rural Umatilla County. Managed a health and the built environment speaker's series, coordinating with Oregon Health Authority, the Oregon Transportation Growth Management Program, and local county health programs to bring three national experts to speak about transportation and health issues to communities throughout the state in 2012, 2013, and 2014.

- **Governor's Campus Safety Work Group Recommendations—Oregon (2016-2017).** Project manager for the Governor's Campus Safety Work Group created in response to the 2015 mass shooting at Umpqua Community College in Oregon. I worked directly with the Chair to manage the work group and three sub-groups to conduct research, write and distribute surveys and analyze survey results, develop recommendations, and write the final report recommendations to the Governor of Oregon.

- **Metropolitan Contractor Improvement Partnership Five Year Strategic Plan—Oregon (2015).** As an adjunct researcher for the Community Service Center at the University of Oregon, I worked with the staff and Board of the Metropolitan Contractor Improvement Partnership (MCIP), an organization that helps minority contractors to secure work, successfully manage construction projects and develop their capacity and skills to improve their businesses. I conducted a SWOT analysis and helped the Board create a five-year strategic plan.