January 6, 2005

To: Metropolitan Policy Committee

From: Tom Schwetz

Subject: Item 5g: Draft Oregon Transportation Plan Policies

Action Requested: Information and Discussion Only

Background

The Oregon Transportation Plan (OTP) was last updated in 1992 and is the state's twenty-year multi-modal plan for the statewide transportation system. The plan includes policies for public transportation, highways, bicycle and pedestrian facilities, waterways, airports and railroads. It considers private and public facilities and the local, regional, and state elements of the system.

The OTP is the guiding document for the state modal plans and local transportation system plans. The OTP is the state transportation system plan (TSP) along with the modal and corridor plans. As such, the Central Lane RTP (TransPlan) is required to be consistent with the OTP. The OTP is also used to establish state-level priorities for use of funds programmed in the State Transportation Improvement Program (STIP).

The OTP is currently being updated by ODOT. The goal of the plan update is to reaffirm the vision of a balanced, multimodal transportation system established under the 1992 OTP, to address challenges arising from changing conditions and new technologies, and to identify investment priorities within expected revenues through 2025.

ODOT began its current update to the OTP in early 2004 and an initial briefing was provided to MPC on the scope of the update in June 2004. At this point, a draft set of policies has been developed through the update committee process. ODOT is seeking comment on the draft policies by March 1, 2005. ODOT staff is scheduled to attend the MPC meeting on February 10th to discuss the draft policies further with MPC.

The draft policies are included as Attachment 1. Attachment 2 provides a general overview of the scope and process of the update. Attachment 3 provides the update's current schedule.

Attachments:

Attachment 1: Draft OTP Policies

Attachment 2: Oregon Transportation Plan FAQ

Attachment 3: Oregon Transportation Plan Tasks and Schedule

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OREGON TRANSPORTATION PLAN UPDATE
Draft Goals, Policies and Actions
September 17, 2004 revisions

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GOAL 1: MOBILITY AND ACCESSIBILITY

Overview

Oregonians want a well-integrated transportation system so they can travel easily within and between communities as well as participate in the global economy. They want transportation choices, flexibility, and good connections between modes within a healthy environment, a healthy economy and healthy communities. They value mobility, the ability to travel for work, recreation, and personal business, and the ability to transport products to market.

The backbone of Oregon's intercity transportation system is in place. Interstate and statewide highways provide mobility for long-distance travel for people, services and goods. Mainline and shortline railroads haul freight within Oregon and connect with rail-lines across the country. State-supported passenger rail services operate from Eugene to Portland with connections across the state via Thruway bus services. Intercity buses serve major cities. Portland International Airport sends people and high value goods across the country and the world while other commercial and general aviation airports connect closer destinations. Barges carrying bulk and container cargoes on the Columbia River transfer goods to ocean-going vessels. Pipelines carry oil and natural gas along major corridors across the state.

But access to transportation options, connections from one kind of transportation to another, and conflicts between long-distance travelers and travel within a community could be improved. For persons with disabilities, low incomes or other limitations, access to basic transportation services is essential to employment and quality of life, but they sometimes need assistance.

Congestion represents a growing threat to mobility. During the past 25 years, population has increased and traffic on major roads in urban areas has grown about four times faster than the number of roadway lane-miles. While congestion has increased in other metropolitan areas, peak period traffic on the major road system in the Portland metropolitan area has spread to four hours, affecting both people and the movement of goods.

Since building new infrastructure is very expensive and funding is limited, construction of new highways, rail lines or airports in the future will be strategic. In addition to new facilities, emphasis will be on less costly solutions—maintaining assets, improving operations, removing bottlenecks, using technology, and linking appropriate land uses and transportation. The Oregon Transportation Plan sets the overall policy and investment strategies. The location-specific tradeoffs among transportation modes and between maintenance and increased operations, land use-transportation integration and increased capacity should be addressed in transportation system plans.

GOAL 1 - MOBILITY AND ACCESSIBILITY

To enhance Oregon's quality of life and economic vitality by providing a balanced, efficient, cost effective and integrated multimodal transportation system that ensures appropriate access to all areas of the state, the nation and the world with connectivity among modes and places.

POLICY 1.1 –Development of an Integrated Multimodal System

It is the policy of the State of Oregon to plan and develop a balanced, integrated transportation system with modal choices.

ACTION 1.1.1

Plan and develop a multimodal transportation system that increases the efficient movement of goods and people for commerce and production of goods and services and is coordinated with regional and local plans. Require regional and local transportation plans to address existing and future

a. Centers of economic activity,

b. Routes and modes connecting passenger and freight facilities,

c. Intermodal facilities, and

d. Major intercity and intra-city transportation corridors and supporting transportation networks.

ACTION 1.1.2

Promote the growth of intercity bus, truck, rail, air, pipeline, and marine services to link all areas of the state with national and international transportation facilities and services. Increase the frequency of intercity services to provide travel options.

ACTION 1.1.3

Identify transportation needs that extend beyond state borders in order to promote solutions that will increase multimodal passenger and freight connections to state systems to meet the needs of residents and businesses located near state borders and to encourage and streamline interstate access to major destinations within and beyond Oregon. Cooperate with neighboring states to improve interstate travel.

ACTION 1.1.4

In developing transportation plans to respond to transportation needs, use the most effective modes and effective solutions in the long term. Before adding new facilities, consider managing the existing transportation infrastructure and services more effectively.

- Manage effectively the existing transportation system.
- Improve the efficiency and operational capacity of existing transportation infrastructure and facilities by making minor improvements to the existing system.
- Add capacity to the existing transportation system.
- Add new facilities to the transportation system.

POLICY 1.2 - Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that is easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged. [See "transportation disadvantaged" definition in Appendix 1 – Definitions, Page 20.]

ACTION 1.2.1

In accordance with Policy 1.1, Action 1.1.4, develop and promote inter and intra city public transportation.

- Optimize existing services and find innovative ways to augment public transportation infrastructure and travel options to levels appropriate to the community size and to an effective network of connections.

- Where opportunities for coordination with other transportation service providers exist, work to integrate programs and align investments of service providers involved with the design, delivery and funding of mobility services, especially in smaller communities. Focus on mobility management and customer needs.

- Use information technologies to effectively link customers and transportation services, and support local transportation options programs including individualized marketing programs.

- Promote frequent public transit and passenger rail services as a method to increase ridership and travel times.

ACTION 1.2.2

Better integrate multimodal passenger networks to expedite travel and to provide travel options. Locate and design transportation facilities to connect with other modes.

- Locate bus and train stations centrally with integrated travel options and information.

- Coordinate rail and air connections with motor vehicle transportation.

- Design new roadways and retrofit existing roadways to support multimodal functions (e.g. construct ADA ramps, sidewalks, crossings, bus pullouts, and bicycle facilities) within existing urban and rural communities, new

developments, and especially in locations where public transportation exists or may exist. Design roads to support public transportation and roadway operations that give priority to transit vehicles.

- Support the development of street networks that form grids in order to increase connections and travel options (e.g. walking, biking, and transit). Consider minimum local street connection standards for urban areas.

- Support efforts by local governments to plan and provide an adequate system of arterial and collector roadways to serve planned land uses.

POLICY 1.3 – Relationship of Interurban and Urban Mobility

It is the policy of the State of Oregon to provide intercity mobility through and near urban areas in a manner which minimizes adverse effects on urban land use and travel patterns but provides for efficient long-distance travel.

ACTION 1.3.1

Develop the transportation network so that local trips can be conducted primarily on the local system and the interstate and statewide facilities can primarily serve inter-city movement, and interconnect the systems. In metropolitan planning organizations (MPOs), use a regional planning approach and inter-regional coordination. Outside MPOs, use a regional planning approach and inter-regional coordination where possible.

ACTION 1.3.2

Develop, maintain and improve parallel roadways, freight rail, transit and light rail to provide alternatives to using intercity highways for local trips where possible.

ACTION 1.3.3

Encourage development of a system of open access passenger facilities throughout the state to expedite transfers between modes, routes and carriers. Encourage development of efficient intermodal freight facilities, open to access to all where feasible, to encourage efficient shifts among modes. Support information systems and technologies that facilitate transfer of people and goods.

GOAL 2 – MANAGEMENT OF THE SYSTEM

Overview

Transportation agencies and providers can extend transportation capacity, improve operational efficiency, and improve safety and security through transportation demand and transportation system management. Transportation demand management seeks to reduce the need to travel and includes such practices as location of traffic generators near public transit and other transportation facilities, carpools, flexible work schedules and telework.

Transportation system management involves better managing the way transportation operates. These practices include asset management, protection of transportation corridors, use of intelligent transportation system devices, reduction of conflicts between transportation modes and users, and increased cooperation and communication between jurisdictions and providers.

Both demand and system management can enhance capacity at generally less cost than adding new infrastructure.

GOAL 2 - MANAGEMENT OF THE SYSTEM

To improve the efficiency of the transportation system by optimizing the existing transportation infrastructure capacity with improved operations and management.

POLICY 2.1 - Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of travelers and shippers.

ACTION 2.1.1

Use demand management and other transportation systems operation techniques that reduce peak period travel, that spread traffic volumes away from the peak period, and that improve traffic flow. For highways, such techniques might include high occupancy vehicle lanes with express transit service, truck-only lanes, van/carpools, parking management programs, telework, flexible work schedules, peak period pricing, ramp metering, motorist information systems, traffic signal optimization, route diversion strategies, incident management, better utilization of land and enhancement of other modes of transportation including rail, transit, bicycling and walking.

ACTION 2.1.2

Protect the integrity of statewide transportation corridors and facilities from encroachment by such means as managing access to state highways, limiting interchanges, creating safe rail crossings and controlling incompatible land use around transportation facilities.

ACTION 2.1.3

Use advanced traveler information devices, incident management, improvements to signaling systems, and other technologies to extend the efficiency and capacity of transportation systems. Develop protocols for alternate routing to respond to incidents.

ACTION 2.1.4

Enhance efficiency and reduce conflicts among transportation users, for example, by reducing bottlenecks and geometric constraints, and improving modal crossings. Provide for a network of arterials and highways to efficiently move goods and services while enhancing safety and community movements on local streets. Provide for signal prioritization and road patterns that

support public transit. Support rail reconfiguration and additional tracks that reduce conflicts between passenger and freight movements.

ACTION 2.1.5

Support incentives and regulations for locating high traffic generators and mixed use development near public transportation. [Incentives listed in Appendix 1 – Definitions, Page 19]

POLICY 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

ACTION 2.2.1

Increase cooperation, coordination and partnerships between jurisdictions and agencies to improve system operations and maintenance.

ACTION 2.2.2

Continue to provide and support a strong policy of size and weight enforcement including innovative technologies to protect and preserve the existing infrastructure. Use innovative technologies to route over-size and over-weight vehicles.

ACTION 2.2.3

Develop, enhance and implement management systems for transportation assets including highway pavement, bridges, right of way, maintenance and public transportation facilities and equipment, and other infrastructure.

ACTION 2.2.4

Work with local, state and federal governments to revise regulations and standards to improve the efficiency and reliability of goods and passenger movements consistent with environmental and safety goals and regulations. Remove legal impediments to the most efficient use of transportation capital assets. [See “capital asset” definition in Appendix 1 – Definitions, Page 19]

POLICY 2.3 – Pricing

It is the policy of the State of Oregon to use pricing wherever possible to reflect facility and service costs and to encourage efficient use of transportation facilities and services.

GOAL 3: ECONOMIC VITALITY

Overview

Oregon's economy is diverse; it relies on forest products and agriculture as well as manufacturing and technology-based businesses. The state's businesses require a range of transportation services—from low cost, low speed to frequent, reliable fast services--and an effective multimodal transportation system to reach markets and conduct business.

The Federal Highway Administration predicts that the total number of tons moved to, from and within Oregon will nearly double by 2020. The value of goods moved is expected to increase from $201 billion to $704 billion between 1998 and 2020. International freight movements are forecast to increase at a faster rate than domestic freight transportation.

Trucks haul about 76 percent of the tons and 82 percent of the value of freight shipments while rail carries 18 percent of the tons and 9 percent of the value. About 6 percent of freight is waterborne, representing less than 2 percent of the value. High value goods tend to go via air and represent less than 1 percent of the total tons, but almost 8 percent of the value of freight movements.

Shippers, transportation-providers and consumers depend on an efficient, reliable transportation system. The Freight System Policy emphasizes planning coordinated with economic strategies, improved operations, good intermodal connections, innovative technology, and cooperation and communication to improve efficiency and reliability. The goal is to gives Oregon a competitive advantage for moving high value goods faster and more reliably and for moving all commodities efficiently and reliably.

The movement of people is also critical for economic vitality. Workers must be able to get to their jobs, whether they are in metropolitan areas or rural communities. People must be able to travel for business within Oregon and to other states and countries. Tourism is an important part of Oregon's economy in all parts of the state. Policy 3.2, Moving People to Support Economic Vitality recognizes that people should be able to easily access the transportation system and transfer from mode to mode and place to place.

GOAL 3 - ECONOMIC VITALITY

To promote the expansion and diversification of Oregon's economy through the efficient and effective movement of people, goods, services and information in a safe, energy efficient and environmentally sound manner.

POLICY 3.1 – An Integrated and Efficient Freight System

It is the policy of the State of Oregon to promote an integrated and efficient freight system involving air, barges, rail, ships, trucks and pipelines to provide Oregon a competitive advantage by moving goods faster and more reliably.

ACTION 3.1.1

Develop coordinated state, regional and local transportation plans that address freight issues and economic strategies. Co-locate economic activities and appropriate transportation facilities, such as industrial uses, with access to freight transportation options.

ACTION 3.1.2

Encourage innovative technology, management and information-sharing that will facilitate goods movement and economic strategies.

ACTION 3.1.3

Support dialogue among transportation providers, users and government agencies and jurisdictions to address transportation issues. Work with shippers and transportation providers to improve traffic flows and interactions between modes. Support a multimodal freight office within the Oregon Department of Transportation to facilitate movement of goods and services.

ACTION 3.1.4

Improve system efficiency and reduce conflicts by using grade separations at rail and highway crossings whenever possible, by improving transportation networks, and by enhancing intermodal connections.

ACTION 3.1.5

Systematically address barriers to efficient truck movements on roads, highways and intermodal connectors.

ACTION 3.1.6

Support rail transportation to achieve greater efficiency of goods movements through public/private partnerships.

- Retain local rail service to the maximum extent possible.
- Protect abandoned rail rights-of-way for alternative or future use.
- Consider complementary rail uses, including tourist trains and commuter rail service, to extend the viability of rail lines.
- Consider strategic relocation of rail lines to improve transportation system efficiency.

ACTION 3.1.7

To enhance air freight movements, maintain and improve state and regional air cargo terminals and facilities and their links with surface transportation systems. Cooperate and coordinate with other states to improve air services.

ACTION 3.1.8

Work with port districts, state and federal agencies, carriers and shippers to enhance goods movements by water.

- Support and facilitate marine intermodal movements.
- Support capabilities for remaining competitive with other West Coast ports.
- Maintain adequate port facilities to support the state's participation in international markets.

ACTION 3.1.9

Support and facilitate expansion and development of capacity in pipelines where markets exist.

POLICY 3.2 - Moving People to Support Economic Vitality

It is the policy of the State of Oregon to develop an integrated system of transportation facilities, services and information so that intrastate, interstate and international travelers can travel easily for business and recreation.

ACTION 3.2.1

Increase coordination and cooperation among state agencies, local governments and private entities to facilitate travel. Support trip planning, convenient intermodal connections and ticket interlining so that travelers can easily move from one mode to another and place to place.

ACTION 3.2.2

In regional and local transportation system plans, support options for traveling to employment, services and businesses including options for employees who cannot afford to live where they work. These might include walking, bicycling, ride-sharing, public transportation, rail and telework**.**

ACTION 3.2.3

Support intercity and interstate rail and air services to facilitate business and recreational travel.

ACTION 3.2.4

Support state and federal Scenic Byways and Tour Routes and connections to parks and recreation areas. Address scenic values in corridor planning, improvements and maintenance.

ACTION 3.2.5

Promote tourism via bicycle, rail, air, motor vehicle and boat. Support connections to hiking trails.

POLICY 3.3 - Development of the Transportation Industry

It is the policy of the State of Oregon to promote, incubate and develop transportation- related industry and services in Oregon.

GOAL 4: SUSTAINABILITY

Overview

The concept of sustainability is increasingly applied to society to help ensure that future generations equitably enjoy the quality of life common to Oregonians today. Sustainability is creating a balance between the environmental, economic, and community objectives. Sustainability takes into account both local and global views, applying a timeframe that considers costs over lifetimes rather than bienniums.

Transportation is a focus of sustainability because it is prominent in the many issues that sustainable development aims to address, including urban sprawl, greenhouse gas emissions and fossil fuel depletion.

Goal 4, Sustainability sets a policy framework that applies to all types of travel and transportation investments. The policies provide guidance on environmental protection, equity, and creating conditions 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 the distance needed to travel. Aesthetic and environmental values are underscored as a way to maintain Oregon as a prosperous place to visit, live, and work.

GOAL 4 – SUSTAINABILITY

To provide a transportation system that meets present needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. This system will be efficient and offer a choice of transport mode. It distributes benefits and burdens fairly and is operated, maintained and improved to be sensitive to both the natural and built environments.

POLICY 4.1 - Environmentally Responsible System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

ACTION 4.1.1

Take into account both the natural and built environments in the design, construction, operation and maintenance of the transportation system. Reduce adverse impacts on native habitats and species and help restore ecological processes. Where adverse impacts cannot be avoided, minimize or mitigate their effects on the environment.

- Encourage the development of green streets, roadways, highways and parking lots to reduce environmental impacts. [See "green street, roadway, highway, parking lot" definition in Appendix 1 – Definitions, Page 19.]

ACTION 4.1.2

Develop a long range plan for moving toward a diversified and cleaner energy supply to maintain the mobility of passenger and freight transportation modes. Involve state, regional and local jurisdictions and agencies as well as transportation providers, shippers and the general public.

- Support the conversion of passenger vehicles and public fleets to more fuel-efficient and alternative fuel vehicles, especially to cleaner fuels. Review the tax credit provisions to encourage these activities.

- Support Oregon's adoption of the California tailpipe emission standards for cars and light trucks.

ACTION 4.1.3

Develop a contingency plan for fuel shortages affecting passenger and freight transportation. Involve state, regional and local jurisdictions and agencies as well as transportation providers, shippers and the general public.

ACTION 4.1.4

Minimize the consumption of non-renewable construction materials and promote their efficient use and reuse. Use incentives to promote recycling materials.

ACTION 4.1.5

To determine the most cost-effective investments, consider using life-cycle costs in transportation maintenance, purchase of equipment and design and engineering of infrastructure where appropriate.

ACTION 4.1.6

Encourage the development and implementation of environmental management systems. [See "environmental management system" definition in Appendix 1 – Definitions, Page 19]

POLICY 4.2 - Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture, or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impact on human health and/or environment resulting from transportation activities.

POLICY 4.3 – Creating Communities

It is the policy of the State of Oregon to increase access to goods and services and promote health by encouraging development of communities and neighborhoods that integrate residential, commercial and employment uses making shorter trips, transit, walking and bicycling feasible. Integrate features that support the use of alternative modes.

ACTION 4.3.1

Encourage the efficient use of land with development that has a mix of uses, a range of densities, land use intensities, and transportation options in order to increase the efficiency of the delivery of transportation.

ACTION 4.3.2

Coordinate state and local private and public resources to provide transportation improvements and services that help stimulate active and vital downtowns and mainstreets.

ACTION 4.3.3

Support bicycling and walking networks that are easy, safe, and convenient in communities.

- Fill in missing gaps in sidewalks and bikeways, especially to important community destinations such as schools, shopping areas, parks, medical facilities and transit.

- Enhance walking, bicycling and connections to public transit through appropriate community and main street design.

ACTION 4.3.4

Promote Location Efficient Incentives in Oregon to help increase the opportunities for individuals and families to purchase homes within areas well-served by transit. [See "Location Efficient Incentives" in Appendix 1 – Definitions, Page 20.]

ACTION 4.3.5

Promote flexible transportation facility designs that serve and respond to the natural, built, historic and cultural environments in order to support economic development and preserve quality of life.

ACTION 4.3.6

Reduce transportation as a barrier to daily activities for those who rely on transportation alternatives by providing:

- Access to public transportation and the knowledge of how to use it.
- Engineering designs that consider the needs of the mobility challenged including seniors, people with disabilities, and children.

ACTION 4.3.7

Recognize that transportation and other mobility services designed to meet local needs and conditions are likely to differ from community to community.

ACTION 4.3.8

Consider the proximity and availability of public transit when planning the location and siting of public facilities and services.

GOAL 5: SAFETY AND SECURITY

Overview

Although the definitions of safety and security are closely related, safety within the context of transportation involves reducing the risk for transportation-related crashes or incidents. Security involves reducing the exposure to dangers including criminal and terrorist activity and natural disasters such as earthquakes and floods. Both safety and security measures include planning, education, engineering, enforcement, and emergency response.

In spite of the increased number of miles traveled and the number of people traveling, fatalities and incidents involving almost all modes of transportation were lower in 2003 than they were a decade before. In Oregon, the rate of fatalities per 100 million vehicle miles traveled declined from 1.76 in 1992 to 1.46 in 2003. While the trend is encouraging, the numbers are still high: in 2003, there were 512 fatalities and 28,256 injuries involving motor vehicles alone.

In the 2004 Transportation Safety Action Plan, the Oregon Transportation Commission adopted performance measures calling for a reduction in transportation-related deaths to a rate of 9.75 (or 342 lives lost) per 100,000 population by 2010 and a further reduction to a rate of 9.00 (or 315 lives lost) per 100,000 population by 2025 (based on 2002 population).

Terrorist attacks since September 11, 2001 have demonstrated the vulnerability of the transportation system to incidents involving air, marine facilities, rail, public transportation and highways and the potential for large scale disruptions. In response, the federal Department of Homeland Security is guiding security efforts at transportation facilities throughout the country. State and local governments, port authorities and other transportation entities are addressing vulnerabilities and responses to terrorists as well as to criminal activities and natural disasters.

The Safety and Security Policy calls for creation of a safety leadership group of governmental, public and private entities and development of a Strategic Transportation Safety Action Plan to address problems and target resources effectively. The Safety Actions emphasize cooperation, coordination and strategic actions in engineering, education, enforcement and emergency response.

The Policy recognizes that the federal government will be leading security responses and that the state will be responding to national guidelines, but it calls for increased planning and again improved communication, coordination and cooperation.

The Policy anticipates that new technology in vehicles, on commodities and cargo, and in transportation infrastructure will contribute to safer and more secure conditions. New technology will also assist in data integration and risk analysis.

GOAL 5 – SAFETY AND SECURITY

To build, operate and maintain the transportation system so that it is safe and secure.

POLICY 5.1 – Safety and Security

It is the policy of the State of Oregon to improve continually the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

ACTION 5.1.1

Create a safety leadership group to provide for cooperation among federal, state and local governments, private enterprises, and user and advocacy groups in order to address safety issues strategically and implement more effective safety programs.

ACTION 5.1.2

Provide transportation security consistent with the leadership of federal, state and local homeland security entities. Ensure that all modes of transportation have security plans encompassing prevention, detection and response. Security plans should provide for coordinated response across all entities and prioritize actions based on critical impact.

ACTION 5.1.3

Develop a comprehensive Strategic Transportation Safety Action Plan addressing all modes of transportation based on risk analysis to reduce fatal, injury and property damage accidents among system users. This plan and other state transportation plans should include but not be limited to measures that address:

- Key areas in driver behavior and impairment
- Commercial driver performance and vehicle standards
- Use of technology
- Safety needs of vulnerable populations such as the young, aged and disabled
- Regular opportunity for information sharing across the modes
- Adequacy of trauma care statewide

ACTION 5.1.4

Support the further development and improvement of interoperable communication systems among safety and security-related agencies, jurisdictions and private entities. Ensure that clear communication protocols are established.

ACTION 5.1.5

Ensure that laws and regulations are appropriate to meet multimodal safety and security goals. Coordinate enforcement of transportation safety and security laws and regulations intended to reduce injury and property damage. Use enforcement strategically to address the identified problems of each mode.

ACTION 5.1.6

Ensure the development and delivery of coordinated and comprehensive safety and security awareness, education and training programs.

ACTION 5.1.7

Ensure that safety and security issues are addressed in planning, design, construction, operation and maintenance of new and existing transportation systems, facilities and assets.

ACTION 5.1.8

Support the delivery of timely emergency medical services to transportation-related incidents and crashes in urban and rural areas. Improve the transportation system to facilitate delivery of necessary supplies and services for non-transportation emergencies.

ACTION 5.1.9

Address the potential impact of security measures on the management of transportation movements in order to minimize delays in the movement of people, goods and services.

ACTION 5.1.10

Develop and implement a reliable, comprehensive and coordinated multimodal transportation data, crashes and incidents reporting program to manage and evaluate transportation safety with the goal of better data integration. The data should be timely, easy to use, and accessible to all users to support analysis and effective response to safety problems.

POLICY 5.2 – Hazardous Material

[PLACEHOLDER: It is the policy of the State of Oregon to assure the safe, efficient transport of hazardous materials in Oregon. ACTIONS: Should address driver license screening and adequate provisions for rest stops.]

GOAL 6: FUNDING THE TRANSPORTATION SYSTEM

This policy section has yet to be developed. It will be addressed by the Steering Committee at a later meeting.

GOAL 7: COORDINATION, COMMUNICATION AND COOPERATION

This policy section has yet to be developed. It will be addressed by the Steering Committee at a later meeting.

PLACEHOLDERS:

- In metropolitan planning organizations (MPOs), use a regional planning approach and inter-regional coordination. Outside MPOs, use a regional planning approach and inter-regional coordination where possible.

- Provide affected community residents meaningful and appropriate opportunity to influence decisions about proposed transportation activities that will affect their environment and/or health. Seek out and facilitate the involvement of those potentially affected as appropriate to the decision.

- In planning and project development, do analysis to determine whether benefits and burdens are proportionally distributed.

- Address government roles and responsibilities with the objective of developing a system that functions as one system.

APPENDIX 1 – DEFINITIONS

Capital asset: As used in Action 2.2.4, physical property including roadways, public transportation vehicles, and transportation facilities.

Environmental Management Systems: A continual cycle of planning, implementing, reviewing and improving the processes and actions that an organization undertakes to meet its business and environmental goals. Most EMSs are built on the "Plan, Do, Check, Act" model. EMS implementation ensures that procedures are in place for taking remedial action if problems occur.

Facility plan: State, regional or local plan for individual transportation facilities such as a state airport master plan, corridor plan, transportation system plan that applies to specific areas or facilities, or refinement plan.

Green street, roadway, highway or parking lot: A street, roadway, highway or parking lot designed to:

- Integrate a system of stormwater management.
- Reduce the amount of water that is piped directly to streams and rivers.
- Be a visible component of a system of "green infrastructure" that is incorporated into the aesthetics of the community.
- Make the best use of vegetation for stormwater interception as well as temperature mitigation and air quality improvement.
- Ensure the roadway has the least impact on its surroundings, particularly at locations where it crosses a stream, wildlife corridor or other sensitive area.

Incentives in Action 2.1.5: Examples of incentives for locating high traffic generators and mixed use development near public transportation include, but are not limited to, the following:

- Property tax relief
- Changes to mobility standards
- Transit passes
- Development credits
- Location efficient mortgages
- Employer home finances support

Intermodal facilities: Facilities that allow passenger and/or freight connections between modes of transportation. Examples include airports, rail stations, marine terminals, and truck-rail facilities.

Location efficient incentives: Incentives for businesses or residents to locate where there is public transit. One type of incentive is Location Efficient Mortgages which allow lenders to increase the amount of mortgage for a potential purchaser based on the lower transportation costs of a home located near public transit services.

Modes: Types of transportation including air, bicycles, motor vehicles, pedestrians, pipelines, public transit, rail, and marine.

Multimodal: The movement of goods or people by more than one transportation mode.

Transportation disadvantaged: Those individuals who have difficulty in obtaining transportation because of their age, income, physical or mental disability.

Transportation system: Various transportation modes or facilities (aviation, highways, public transportation, rail, bicycle and pedestrian, waterway transport, and pipeline) serving as single unit or system.

VISIT THE OREGON TRANSPORTATION PLAN WEB SITE

http://egov.oregon.gov/ODOT/TD/TP

Under Menu on left click on OR Transportation Plan

Comments are always welcome

Gail Curtis, Plan Manager 503-731-8206
gail.e.curtis@odot.state.or.us

Carolyn Gassaway, Co-Manger 503-986-4224
carolyn.h.gassaway@odot.state.or.us

To obtain copies of Oregon Transportation Plan material, contact:

Oregon Department of Transportation
Transportation Development Division
Planning Section
555 13th St. NE, Suite 2
Salem, OR 97301-4178 Telephone: (503) 986-3179 Fax: (503) 986-4174
Email: Michael.D.Rock@odot.state.or.us

Oregon Transportation Plan

What is the Oregon Transportation Plan

The Oregon Transportation Plan (OTP) adopted in 1992 is the state's twenty-year multi-modal plan for the statewide transportation system. The plan includes policies for public transportation, highways, bicycle and pedestrian facilities, waterways, airports and railroads. It considers private and public facilities and the local, regional, and state elements of the system. The OTP is the guiding document for the state modal plans and local transportation system plans; and it establishes investment scenarios.

Why a Plan Update

- To assess the future travel needs of Oregonians on a comprehensive statewide basis**.** The Oregon Transportation Plan is the single opportunity to assess transportation issues and needs on a statewide basis.
- To identify ways to improve the efficiency, safety and security of the transportation system.
- To address congestion issues in the face of population and economic growth.
- To establish statewide multimodal transportation investment priorities to support the movement of people and goods.
- To address policy gaps and satisfy federal and state mandates that require maintaining a 20-year plan. According to ORS 184.618, developing and maintaining a state transportation policy and a comprehensive, long-range plan is a primary duty of the Oregon Transportation Commission.

Plan Update Direction

The plan update direction focuses on

- One-system
- Partnerships
- Operations
- Sustainability (encompasses economic, community and environmental values)

Work Products

- Analysis of transportation related trends
- Policy update
- Financial forecast
- Inventory of system condition and needs
- Identification of system priorities and investment strategies based on projected revenues and needs
- Outreach Program
- Plan implementation strategy

Plan Update Period, Process and Timeline

- **Plan Period: 2005-2030**

- **Process: Open and continuous coordination with broad outreach directed by a Steering Committee chaired by Gail Achterman, Oregon Transportation Commissioner and served by 3 Policy Committees**

- **Start Plan: Winter 2004**
- **Draft Plan Public Review Fall, 2005**
- **Adopt Plan: June, 2006**

Project Staff

Gail Curtis, Plan Manager	gail.e.curtis@odot.state.or.us	503-731-8206
Carolyn Gassaway, Co-Manager	carolyn.h.gassaway@odot.state.or.us	503-986-4224
Michael Rock, Planner 2	micheal.d.rock@odot.state.or.us	503-986-3179

Plan Web site

http://egov.oregon.gov/ODOT/TD/TP

Under Menu on left click on OR Transportation Plan

OREGON TRANSPORTATION PLAN
Tasks and Schedule
December 2004 - Plan Adoption

Steering Committee Tasks and Schedule

January 7: **Scenario Development**

*Opportunities for system operations in Oregon
*Development of alternative scenarios
*Definition of performance measures (accessibility & sustainability)

February 9: **Transportation Needs, Mode Growth and Revenue Forecasts**

*Any uncompleted refinement of alternative scenarios
Needs analysis, mode growth forecasts and revenue forecasts for

- Aviation
- Public Transit
- Rail
- Marine Ports
- Intermodal
- Local Government

March 9: **Reference Scenario, and More on Transportation Needs and Revenue**

*Reference scenario results and implications
Needs analysis, mode growth forecasts and revenue forecasts for

- Highway
- Bicycle/Pedestrian

April 13: **Revenue Sources and Policy Refinement**

Current funding structure and issues
Potential funding sources/strategies
Alternate fuel tax study
Policy development on funding
Policy on communication, coordination and cooperation
Other policy refinements

May 11: **Implementation Strategy**

Review of trends and challenges section of plan
Exploration of preferred funding strategy
Elements of implementation strategy

June 8: **Alternative Scenarios**

*Alternative scenarios results
Identification of preferred scenario (not modeled after this meeting)
Development of implementation strategy

July 13: **Completion of Draft Steering Committee Plan**

Vision and policy changes as result of analysis

Completion of preferred funding strategy
Completion of implementation strategy
Performance measures for plan

*Key tasks for policy analysis

Completion of Plan

July – September 2005	OTC review of draft plan
October –November	Public review of draft plan
December	Preparation of revised plan for committees
January 2006	Policy and Steering Committee review of revised plan
February – March	OTC review of revised plan
May	Public hearing (after 45-day comment period)
June 2006	OTC adoption of plan

Last revised: 12/17/04