



Oregon Transportation Plan and Oregon Highway Plan

Oregon Department of Transportation

January 2007

Oregon Transportation Plan

Adopted OTP shows need to plan transportation as one integrated system

The Oregon Transportation Commission adopted the Oregon Transportation Plan at its September 2006 meeting, setting the stage for how Oregon plans for the state's long-term transportation solutions. The OTP, the state's 25-year transportation plan addressing all modes of transportation, was originally developed in 1992.

"The Oregon Transportation Plan work shows that we can't continue to think about transportation as individual projects or modes, but as one system," said Oregon Transportation Commissioner Gail Achterman, who served as the OTP Steering Committee Chair.

Approaching transportation as "one system" means that modal, regional and local plans will need to address all parts of transportation in Oregon. A much more integrated approach to transportation will allow us to make strategic decisions that benefit the whole system and the whole state.

"The OTP key initiatives express the new plan's direction and highlight some specific actions to address transportation challenges facing Oregon," said OTP Plan Manager Gail Curtis.

The "Key Initiatives" identified in the plan are to:

- **Maintain** the existing transportation system to maximize the value of the assets.
- **Optimize** system capacity and safety through information technology and other methods.
- **Integrate** transportation, land use, economic development and the environment.
- **Integrate** the transportation system across jurisdictions, ownerships and modes.
- **Create** a sustainable funding plan for Oregon transportation.
- **Invest** strategically in capacity enhancements.

To address the current revenue shortfall and to anticipate potential additional future revenues, the OTP includes three funding levels the state could face in transportation:

Level 1: Current revenue levels decline over the plan period due to inflation;

Level 2: Revenues stay even with inflation but do not meet the forecasted needs from a growing population; or

Level 3: Revenues meet current and future transportation needs.

Since Level 1 deals with declining revenue over time, this condition will necessitate developing triage criteria in order to determine investment priorities with inadequate funding.

Achterman told the Interim House Committee on Transportation that the OTP makes it clear what ODOT and Oregonians need to do to keep the kind of transportation system everyone values.

"First, we have to take care of what we have by preserving and maintaining our assets," she said. "To be able to do this, we need to replace the gas tax or index it (to inflation) or both."

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For more information

To view the key initiatives, plan policies or investment assumptions in more detail or see the complete OTP, visit www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml or contact:

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Re-publication of the 1999 Oregon Highway Plan

The OHP has been the subject of more than 20 amendments since its original adoption date of March 18, 1999, with some of the amendments replacing large sections of the plan. All of the amendments to the OHP through January 2006 are now incorporated into the plan for ease of use and to clarify which policies are currently in effect.

Major changes made to the re-published plan include:

- The addition of the Bypass Policy, adopted in 2003;
- Major changes to Transportation and Land Use Policy 1B;
- Amended Freight Policies and the addition of new State Freight Routes;
- Revisions to the Access Management Spacing Standards (Appendix C);
- Updated Plan inventory tables in Appendices D and E, reformatted and expanded to include highway segment designations, new state freight routes and National Network truck routes; and
- Updated plan maps.

There is a temporary version of the updated plan posted as Amendment 06-22 in the Registry of Amendments, located online at: www.oregon.gov/ODOT/TD/TP/orhwyplan.shtml. A user and printer friendly version will be posted as soon as it is available. For further information contact Nancy Murphy at (503) 986-4128 or Nancy.E.Murphy@odot.state.or.us.

OTP: plan transportation as integrated system

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Achterman said we also need to make the existing system work better. "We need to focus on operations and how we can improve what we have with safety improvements, technology and other strategic investments."

These policy objectives are reflected in the key initiatives.

Achterman added, "Partnerships that leverage investments and gain efficiency will be essential elements to our success. We need to make sure every dollar we invest meets the transportation needs of Oregonians."

Oregon Department of Transportation

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