

Attachment B Significance Table



The level of impact is shown in the table utilizing the following symbols.

○ - Little or No Impact ◐ - Moderate Impact ● - Significant Impact

Significance of Oregon Highway Plan Freight Route Designation

| | Issue | Significance of Impact | Comments |
|----|-------------------------------------|------------------------|---|
| 1. | Planning | ◐ | <p>The freight routes are recognized as a system of state highways that facilitate efficient and reliable interstate and intrastate truck movements. These are primarily state highways that carry a significant tonnage of freight by truck and/or serve as the primary interstate and intrastate highway freight connections to ports, intermodal terminals, urban areas and other states.</p> <p>The Oregon Highway Plan (OHP) recognizes the importance of maintaining efficient through movement on these major truck freight routes but at the same time policies within the OHP work to balance the need for movement of goods with other uses of the highway system.</p> |
| 2. | Highway Segment Designations | ● | <p>The OHP states that in Special Transportation Areas (STA), the highway's function as a freight route should be balanced with local accessibility and circulation. STA management plans are required for STAs on the State Highway Freight System.</p> |
| 3. | Expressways | ◐ | <p>Being part of the State Highway Freight System is one of the criteria used for highways proposed as Expressways. The intent of an expressway is travel with minimal interruptions, have controlled access, limited private accesses and pedestrian facilities, and medians are encouraged.</p> |
| 4. | Funding | ● | <p>The OHP states that the State Highway Freight System designation does not guarantee additional state investment in these routes. The STIP Project Eligibility Criteria and Prioritization Factors recommend that OHP Policies including 1C, State Highway Freight System, be considered for D-STIP, Modernization and Preservation project prioritization. Priority shall also be given to DSTIP, Modernization, Preservation and Bridge projects that leverage other funds and public benefits. An example of leverage is direct benefit to multiple modes of travel. The state bridge eligibility criteria focus on Interstate Highways and OHP freight routes.</p> <p>HB 2041 states in Section 37 that in developing the STIP ODOT</p> |

| | Issue | Significance of Impact | Comments |
|----|------------------------------|-------------------------------|---|
| | | | <p>shall give priority to freight mobility projects that are located on identified freight routes of statewide or regional significance. The definition of freight mobility projects in HB 2041 is more encompassing than the OHP freight routes definition, as evident in projects selected, which include state and local roadways other than the OHP freight routes.</p> <p>The proposed Project Eligibility Criteria and Prioritization Factors for the 2008-2011 STIP include as a factor, “Projects that support freight mobility.” They include modernization projects on freight routes of statewide or regional significance, including: highways on the State Highway Freight System as designated in the OHP; or highways or local roads designated as NSH intermodal connectors; or other highways with a high volume or percentage of trucks or which are important for regional or interstate freight movements, or local freight routes designated in a regional or local transportation plan.</p> |
| 5. | Mobility Standards | ● | <p>The OHP requires slightly higher mobility standards (lower maximum volume-to-capacity ratios) for freight routes than other Highways. This means that slightly less congestion is to be planned for the OHP freight routes. On Regional and District Highways, the mobility standards will tolerate less congestion. The maximum volume to capacity ratio for a Statewide Highway inside an urban growth boundary on a freight route is .75, while a Statewide Highway inside an urban growth boundary not on a freight route is .80. This will lead to a more rigorous standard for review of plan amendments and zone changes. <i>(This particular example is based on Table 6, page 80 of the OHP (Non-MPO outside of STAs where non-freeway speed limit < 45 mph).</i></p> <p><i>(Note that changes are proposed to the mobility standards (Table 6) which can be found in section III of the staff report.)</i></p> |
| 6. | Pavement Preservation | ○ | <p>The OHP states that ODOT will invest in thicker highway pavements on designated freight routes. It also says that Statewide Highways should be maintained at a higher condition than Regional and District Highways. However, due to limited funding, being part of the State Highway Freight System is not a major factor in pavement management or maintenance. In practice, pavement thickness is primarily based on field tests, condition of the roadway, truck counts and truck configurations.</p> |

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| 7. | Highway Design |  | <p>Being part of the State Highway Freight System is a factor in roadway design and is addressed in the Highway Design Manual. In designing a roadway, the Highway Design Manual takes into consideration highway functional classification, the State Highway Freight System, truck volumes and configurations, mobility standards and other factors. Highway design issues impacted by the State Highway Freight System designation include typical roadway section widths, median barrier, weigh stations and intersection design and their attendant cost implications. HB 2041 (ORS 366.215) states that the Oregon Transportation Commission may not permanently reduce the vehicle-carrying capacity of an identified freight route when altering, relocating, changing or realigning a state highway unless safety or access considerations require the reduction. <i>(An exemption can be granted if commission finds it in the best interest of the state and freight movement is not unreasonably impeded.)</i></p> |
| 8. | Access Management |  | <p>Permitting standards do not change just because a highway section is designated part of the State Highway Freight System. Permitting standards are based on State Highway Classifications, highway segment designations and whether or not the segment is urban or rural or an expressway. Higher mobility standards required by an OHP freight route designation may impact design and spacing considerations for access management approach permits.</p> <p><i>(Note that a proposed change to OHP Policy 1B would create an additional factor in determining spacing standards in urban areas. Inside a UGB on a highway that is not an expressway, and with a posted speed ≤ 35 mph the spacing and mobility standards formerly applicable to a designated Urban Business Area would apply. See section III of the staff report.)</i></p> |

