

GOAL 4: IMPLEMENTATION

To implement the Transportation Plan by creating a stable but flexible financing system, by using good management practices, by supporting transportation research and technology, and by working cooperatively with federal, regional and local governments, Indian tribal governments, the private sector and citizens.

FINANCE

The current structure and level of transportation funding in Oregon is inadequate to meet the needs of either the individual publicly-funded modes of transportation or the system as a whole. This deficiency hampers the state's ability to meet transportation objectives.

While considerable progress has been made in the recent past in increasing funding for state and local investments in transportation, in many cases this progress has merely maintained the previous level of underfunding and has not closed the gap. The increased use of alternative fuels also raises questions about the adequacy of existing revenue methods. In order to meet the existing needs of the transportation system, not to mention the new emerging needs as the state undergoes growth and economic transition, a new funding structure will be needed. Under experimentation and development at the international and national levels are new methods of transportation funding, such as user fees based on a concept known as "marginal cost pricing." Oregon can learn from these experiments. Ultimately, a new funding structure will have to be approved by the state legislature and the voters.

The finance policies will guide the development and allocation of state funding for transportation services, facilities and projects.

POLICY 4A - Adequate Funding

It is the policy of the State of Oregon to develop and maintain a transportation finance structure that provides adequate resources for demonstrated and proven transportation needs. This funding package should incorporate federal, state, local and private funding and should provide adequate funding for all transportation modes and jurisdictions.

POLICY 4B - Efficient and Effective Improvements

It is the policy of the State of Oregon to develop and maintain a transportation finance structure that promotes funding by the state and local governments of the most appropriate improvements in a given situation and promotes the most efficient and effective operation of the Oregon transportation system.

POLICY 4C - Cost and Benefit Relationships

It is the policy of the State of Oregon to modernize and extend the user pays concept to reflect the full costs and benefits of uses of the transportation system and to reinforce the relationship between the user fees and uses of the related revenues.

POLICY 4D - Flexibility

It is the policy of the State of Oregon to change the structure of the transportation finance system to provide more flexibility in funding, investment and program options.

POLICY 4E - Achievement of State Goals

It is the policy of the State of Oregon to plan and manage the transportation finance structure to contribute to the accomplishment of the state's environmental, land use and economic goals and objectives.

POLICY 4F - Equity

It is the policy of the State of Oregon to develop a transportation finance system which consciously attempts to provide equity among competing users, payers, beneficiaries, providers of the transportation system and regions of the state.

MANAGEMENT PRACTICES

Good management practices are essential to an effective and efficient transportation system. The management practices policy and actions reflect the fact that Oregon's basic transportation systems—its highway, railroad, airport and port systems—are largely in place. Although new facilities and services are envisioned, high priority is placed on preserving and maintaining existing systems in order to protect the investments in them and avoid the higher costs of deferred maintenance.

The main purpose of some statewide highways and railways is to carry traffic long distances to large and small cities and major economic centers. When intense development occurs along the highway or railway and access to the development is not controlled, through traffic and local traffic needs conflict. Access management is one way to maintain the through function of the highway. Controlling the number of grade crossings is a way to protect the function of the railway.

Congestion is another management problem. An alternative to adding new facilities to a highway is to manage the timing or the kind of transportation demand. Demand management techniques spread traffic volumes and encourage motorists to use public transit or other transportation alternatives and to use alternative routes or travel times. Similar good management techniques can be applied to relieve congestion at airports and marine ports.

Larger cities are developing new techniques for transportation management. Federal and state-funded training programs can extend information about these techniques to small cities and private transportation providers and operators.

POLICY 4G - Management Practices

It is the policy of the State of Oregon to manage effectively existing transportation infrastructure and services before adding new facilities.

ACTION 4G.1

Place priority on preserving, maintaining and improving the transportation infrastructure and services that are of statewide significance.

ACTION 4G.2

Manage such factors as the number, spacing, type and location of accesses, intersections and signals in order to operate the transporta-

*The highway crew on I-84 near
Farewell Bend replaces asphalt with
improved materials.*



tion system at reasonable levels of service and in a cost-effective manner.

ACTION 4G.3

Use demand management and other transportation systems operation techniques that reduce peak period single occupant automobile travel, that spread traffic volumes away from the peak period, and that improve traffic flow. Such techniques include HOV (high occupancy vehicle) lanes with express transit service, carpools, parking management programs, peak period pricing, ramp metering, motorist information systems, route diversion strategies, incident management, and enhancement of alternative modes of transportation including bicycling and walking.

ACTION 4G.4

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

ACTION 4G.5

Continue to provide and support a strong policy of size and weight enforcement which will protect and preserve the existing infrastructure.

ACTION 4G.6

Consider the use of life-cycle costs in the design and engineering of bridges, tunnels and pavement.

ACTION 4G.7

Develop, establish and implement management systems for highway pavement, bridges, public transportation facilities and equipment, and intermodal transportation facilities and systems.

ACTION 4G.8

Provide management training and technology-sharing for public and private transportation providers and operators.

RESEARCH AND TECHNOLOGY TRANSFER

Although the infrastructure for the transportation system of the 21st century is largely in place, the system must be managed more efficiently as it is managed more intensely. Innovative management practices, land use patterns and new technologies need to be researched and evaluated. Oregon needs to create a research and evaluation agenda that will reveal workable techniques.

POLICY 4H - Research and Technology Transfer

It is the policy of the State of Oregon to promote the development of innovative management practices, technologies and regulatory techniques and safety measures that will further implementation of the Oregon Transportation Plan and lead to new approaches to meeting mobility needs.

ACTION 4H.1

Form a partnership with Oregon and/or Pacific Northwest universities and private industry to promote transportation research.

ACTION 4H.2

Broaden the Oregon Department of Transportation's research responsibilities to include research for all modes.

ACTION 4H.3

Prepare and implement a transportation research agenda for the State of Oregon which includes analysis of the relative costs of implementation measures put forth in this plan.

ACTION 4H.4

Promote the transfer of emerging transportation technologies and planning and management practices to state, regional and local governments and the private sector. Support the Technology Transfer Center.

ACTION 4H.5

Establish a demonstration program to encourage alternatives to the use of the automobile.

INTERGOVERNMENTAL RELATIONSHIPS

The planning and development of Oregon's transportation system will require joint effort by federal, state, regional and local governments. In the past, each level of government has had its role defined largely by tradition, federal funding requirements and state legislative mandates. Sometimes roles have simply been assumed. Other times they have been consciously determined through a deliberative policy-making process. In the future, transportation planning and development will become even more complex as the state's population grows and fiscal and environmental constraints call for new approaches to meeting Oregon's mobility needs. Cooperation among federal, state, regional and local governments will be essential.

The LCDC Transportation Planning Administrative Rule (OAR 660-12) outlines the governmental roles within Oregon and is reflected in the policies below. The rule separates governmental responsibilities into three types: state, regional (metropolitan planning organization (MPO) or county), and local (cities and counties).

POLICY 4I - State Responsibilities

It is the policy of the State of Oregon that the Oregon Department of Transportation shall define a transportation system of statewide significance that

- Accommodates international, interstate and intercity movements of goods and passengers that move into and through urban and rural areas;
- Accommodates connections between different parts of the system, including intermodal transfers of goods and passengers on the system;
- Provides a minimum level of mobility within the state, including access to the system;
- Recognizes that maintaining an acceptable level of transportation mobility in Oregon's four metropolitan planning organization (MPO) regions is a matter of special statewide concern.

ACTION 4I.1

Establish criteria in the Oregon Transportation Plan and modal plans to guide the development of MPO and other regional transportation plans.

ACTION 4I.2

Adopt MPO and other regional plans when they meet established criteria.

ACTION 4I.3

Carry out Oregon Department of Transportation responsibilities for transportation planning and development as described in the Land Conservation and Development Commission's Transportation Planning Administrative Rule (OAR 660-12).

- State transportation project plans shall be compatible with acknowledged local comprehensive plans.

POLICY 4J - MPO and Other Regional Responsibilities

It is the policy of the State of Oregon that

- MPOs and counties outside of MPOs shall define a transportation system of regional significance adequate to meet identified needs for the safe movement of people and goods between and through communities and to regional destinations within their jurisdictions; and
- Regional transportation plans shall be consistent with the adopted elements of the state transportation system plan.

ACTION 4J.1

Regional transportation plans shall establish criteria for applicable local government transportation plans. MPOs and counties shall

- Ensure local plans conform to state and regional system plans; and
- Assure consistency and appropriate linkages of local plans with regional plans to meet local needs.

ACTION 4J.2

MPOs and counties shall carry out their responsibilities for transportation planning and development as described in the LCDC Transportation Rule (OAR 660-12).

POLICY 4K - Local Government Responsibilities

It is the policy of the State of Oregon that

- Local governments shall define a transportation system of local significance adequate to meet identified needs for the movement of people and goods to local destinations within their jurisdictions; and
- Local government transportation plans shall be consistent with regional transportation plans and adopted elements of the state transportation system plan.

ACTION 4K.1

Cities and counties shall adopt regional and local transportation plans as part of their comprehensive plans.

ACTION 4K.2

Local governments shall carry out their responsibilities for transportation planning and development as described in the LCDC Transportation Rule (OAR 660-12).

POLICY 4L - Federal and Indian Tribal Governmental Relationships

It is the policy of the State of Oregon that

- The state shall coordinate its transportation planning and project development with local federal land managers when such plans and projects are on or adjacent to federal lands;
- Federal land managers should consult with the Oregon Department of Transportation in planning and project development which impact the state transportation system; and
- The state shall cooperate with representatives of Indian tribal governments in transportation planning and project development when such plans and projects are on or adjacent to Indian reservations.

PRIVATE/PUBLIC PARTNERSHIP

The state recognizes that most transportation services are provided by the private sector and private interests will provide many of the innovative ideas and technology that will be necessary to accomplish the goals of the Oregon Transportation Plan. The state also recognizes the need to allow the economic marketplace to accomplish its most efficient level of operation. However, the public provides much of the transportation infrastructure and has a specific interest in assuring adequate levels of service. Given the state interest and level of investment in the transportation system, the state must work with private business and industry in planning and implementing transportation goals.

POLICY 4M - Private/Public Partnership

It is the policy of the State of Oregon to involve the private sector to the fullest practical extent in the planning and implementation of the Oregon Transportation Plan.

ACTION 4M.1

Establish private sector participation in the transportation policy and systems plans at all levels of government in Oregon.

ACTION 4M.2

Employ a variety of incentives, established in concert with private interests, to private participation in the implementation of this plan in preference to directives and/or regulation.

ACTION 4M.3

Provide stable, consistent funding for the implementation of this plan to encourage the private sector to commit similarly long-term investments.

PUBLIC PARTICIPATION, INFORMATION AND EDUCATION

This Transportation Plan calls for greater commitments to environmental quality, energy conservation, land use patterns that support alternatives to the use of single occupancy vehicles and efficient ways to move people and their goods. The policies have evolved from discussions among citizens, the private sector, local governments and state agencies, but they cannot be implemented without widespread public understanding and support.

To understand and support these policies, Oregonians need good information and opportunities to participate in the further development and implementation of the Transportation Plan. To achieve these transportation goals, Oregonians must make major changes in habits—using carpools, riding buses and walking more often, allowing higher densities and mixed uses in neighborhoods, and looking at the energy and environmental costs of transportation choices. Participation in transportation choices and changes cannot end with the adoption of this plan.

POLICY 4N - Public Participation

It is the policy of the State of Oregon to develop programs that ensure the opportunity for citizens, businesses, local governments and state agencies to be involved in all phases of transportation planning processes.

ACTION 4N.1

When preparing and adopting a transportation plan, transportation plan element, modal plan, facility plan or transportation improvement program, conduct and publicize a program for citizen, business, local government and state agency involvement that clearly defines the procedures by which these groups will be involved.

ACTION 4N.2

Make information about proposed transportation policies, plans and programs available to the public in an understandable form.

Public participation is essential to transportation planning and development.



POLICY 40 - Public Information and Education

It is the policy of the State of Oregon to provide a program of public information and education for the implementation of the Oregon Transportation Plan.

ACTION 40.1

Implement a public information strategy for the Transportation Plan, including educational and informational programs on

- Land use choices and development pattern issues, targeting architects, planners, developers and financiers;
- Transportation choices and the ways to use them;
- Transportation-related maintenance requirements and benefits;
- Economic and environmental benefits and costs of transportation alternatives, targeting school children;
- Bicycle use and safety, targeting both vehicle drivers and bicyclists;
- Pedestrian safety issues, targeting the under 25 and over 65 age groups in their roles both as vehicle drivers and pedestrians.

ACTION 40.2

Through the Safety Action Plan and other means, expand public awareness of travel safety to reduce transportation-related accidents. Provide information on the primary causes of accidents including drug and alcohol abuse, driver error and vehicle maintenance neglect, and their results in deaths, injuries and economic loss.

