



Oregon Transportation Plan Update

Oregon Department of Transportation

November 2005

Oregon Transportation System Faces Global Challenges

Imagine a family of five on a fixed income faced with not enough room in the house, rising heating costs and a leaky roof. Roads, public transportation, airports, railroads, ports and waterways in Oregon are facing similar challenges—traffic and congestion are growing with increasing population and economic activity, fuel costs are rising, the transportation system needs constant maintenance, and there is not enough money to maintain current conditions over the long term.

More than 60 Oregonians from business, industry, government, transportation and advocacy groups considered these challenges as they developed the goals, policies, investment strategies and key initiatives of the Oregon Transportation Plan (OTP). The OTP is the statewide, long-range multimodal document that guides development and investment in Oregon's transportation system for the next 25 years. Originally developed in 1992, the OTP addresses airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterways, public transportation and railroads statewide. The draft plan is now ready for public review and comment.

In the next 25 years, Oregon's transportation system faces a competitive global economy, increasing congestion, an uncertain global oil supply, global warming and security issues. Oregon's population is forecast to grow from 3.4 million in 2000 to 4.8

million in 2030. As the number of people and jobs increase, congestion will grow and travel times will become less reliable. In order to compete in the global economy, our transportation system must be efficient and safe and deliver products and services on time. Although transportation needs are rising, long-term public funding is not keeping up with inflation or the increasing needs.

After analyzing trends, transportation needs, projected revenues and possible transportation futures, the OTP Steering Committee concluded that transportation as we've known it in Oregon will have to change. In order to preserve our standard of living and to continue to improve our economy, we must change the way we make decisions about managing and funding transportation. We have to look at transportation as one unified system that supports our communities, economy and environment. We have to form new partnerships between state and local governments and the public and private sectors to develop, operate and manage the transportation system.

The Oregon Transportation Plan reviews the choices and makes some key recommendations:

- Hold down spending by maintaining and optimizing what the state currently has.

Planning Process

- **February–July 2004:**
OTP Policy Committees develop draft policies.
- **April 2004–September 2005**
Steering Committee develops vision, guides analyses and develops implementation strategies.
- **May–November 2005**
Oregon Transportation Commission reviews Draft OTP.
- **Nov. 17, 2005–March 1, 2006**
Public reviews Draft OTP.
- **March–May 2006**
OTP committees and Commission review revised Draft OTP.
- **June–July 2006**
Commission conducts public hearing on Draft OTP.
- **July–August 2006**
Commission adopts revised OTP.

Website:

www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml

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Draft Goals and Policies to Guide Transportation

Three OTP Policy Committees developed policy recommendations focusing on mobility and economic vitality, sustainability and transportation choices, and safety and security. The OTP Steering Committee, led by Oregon Transportation Commissioner Gail Achterman, guided the planning process and created the goals on funding and coordination. The OTP's seven goals and associated policies provide guidance for statewide modal and local transportation system plans. The goals and policies are summarized below.

Goal 1 - Mobility and Accessibility: Provide a balanced, efficient, cost effective and integrated multimodal transportation system with access and connections between places to support our economy and quality of life. Promote transportation choices that are easy to use, reliable, cost effective and accessible to all potential users.

Goal 2 - Management of the System: Improve the efficiency of the transportation system by using new and expanded operations and management techniques. Address bottlenecks and use demand management, new technology, pricing and other techniques to reduce capacity problems. Manage transportation assets to extend their useful life and reduce maintenance costs.

Goal 3 - Economic Vitality: Promote the expansion of Oregon's economy by efficiently and effectively moving people, goods, services and information. Provide Oregon a competitive advantage by promoting an integrated freight system involving air, barges, pipelines, rail, ships and trucks. Develop an integrated passenger transportation system so that people can travel easily for business and recreation. Promote transportation-related industry and services in Oregon.

Goal 4 - Sustainability: Provide a transportation system that meets pres-

ent needs without compromising the ability of future generations to meet their needs from the joint perspective of environmental, economic and community objectives. Work to provide a transportation system that encourages conservation and protection of natural resources. Encourage the development of communities that integrate different land uses and promote travel choices.

Goal 5 - Safety and Security: Build, operate and maintain a safe and secure transportation system for system users, including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Goal 6 - Funding the Transportation System: Create a transportation funding structure that supports a viable multimodal transportation system and contributes to the state's goals and objectives. Examine mechanisms to expand the beneficiary pay concept, such as tolling, but retain essential fairness including cost responsibility. Use

finance mechanisms that have broad public acceptance and are understandable to system users.

Goal 7 - Coordination, Communication and Cooperation: Pursue coordination, communication and cooperation between all parties to align interests, remove barriers and bring innovative solutions so that transportation functions as one system. Work to expand and provide tools to encourage partnerships that improve and benefit transportation. Involve Oregonians in transportation planning and implementation. Ensure that all Oregonians enjoy the same degree of protection from adverse transportation impacts and equally enjoy the benefits from the transportation system.

For a copy of the draft goal, policy and strategy language, please visit the OTP web site or request a copy of the plan. Comments on these are welcome by the March 1, 2006 deadline. (See the OTP web address and contact information on page 1.)

Key Initiatives Recommended to Focus Plan Implementation

The OTP Steering Committee analyzed potential transportation futures, including high fuel costs, no increased funding, an emphasis on technology and operations instead of capacity projects, and the addition of major statewide improvement projects. The results led to development of the following six key initiatives that summarize the plan's policy direction and focus the implementation of the plan:

1. Maintain the existing transportation system to maximize the value of the assets. If funds are not available to maintain the system, develop a "triage" method for disinvestment, that is, a method of prioritizing system preservation.
2. Optimize system capacity and safety through information technology and other methods.
3. Integrate transportation, land use, economic development and the environment.
4. Integrate the transportation system across jurisdictions, ownerships and modes.
5. Create a sustainable funding plan for Oregon transportation.
6. Invest strategically in capacity enhancements.

Plan Points to Need for Additional Funding

The analyses performed for the updated Oregon Transportation Plan (OTP) show that approximately \$1.3 billion per year in additional investments (in 2004 dollars) are needed to support state highway, local road, transit, rail, airport and port needs during the next 25 years—a 60 percent increase over current annual funding levels of nearly \$2.15 billion. The additional funding is needed to keep up with inflation and projected increases in population and economic activities.

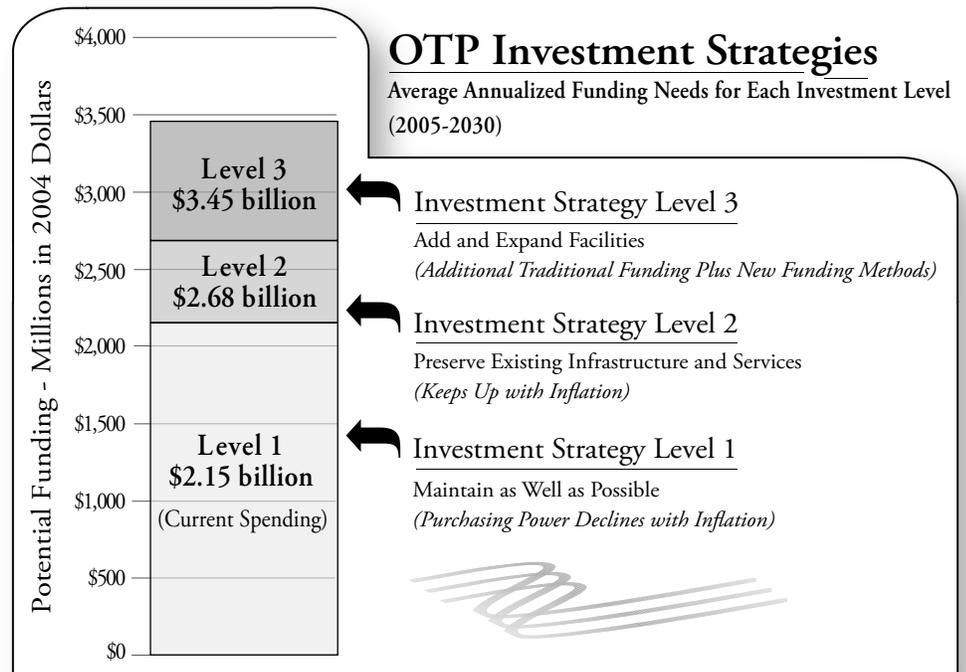
Over the next 25 years, to keep up with inflation alone, an estimated \$533 million per year would be required. Of this amount, approximately \$276 million would be invested in highways, roads and streets; that's an increase equal to a 1 cent increase each year in the state motor fuel tax. Public transit would require an additional \$195 million; airports, ports and rail need \$62 million.

Over the next 25 years, an additional \$773 million per year is needed to pay the public costs of keeping pace with travel growth and increasing transportation system capacity in airports, highways, roads, ports and waterways, public transportation and railroads.

Since investments may not increase with inflation or needs, the OTP describes potential investment

priorities depending on the level of available funding:

- **Investment Strategy Level 1: No additional transportation funding.** This strategy emphasizes maintenance, preservation and operational improvements. With no additional investments, transportation system conditions and services will decline.
- **Investment Strategy Level 2: Funding keeps up with inflation.** This strategy maintains existing facilities and services at their current conditions to the extent possible. It addresses bottlenecks and puts additional funding into operations to preserve capacity as well as preserve infrastructure and services. It does not include major capacity-enhancing improvements.
- **Investment Strategy Level 3: Funding allows major investments in new infrastructure and services.** Some of these investments would be financed from traditional sources while others would be funded through new methods, including value capture (for example, systems development fees) and tolls.



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- Use technology to create efficiencies.
- Work together in new ways across jurisdictions and in public/private partnerships to make the best decisions about transportation projects.
- Develop new funding to meet new demands and keep up with inflation.

- Invest strategically in capacity enhancements.

When the Oregon Transportation Commission adopts the OTP next summer, the key initiatives and goals, policies and strategies will guide the state's transportation system plans and investments over the next 25 years.

Commission members want this plan to reflect Oregonians' values and best

thinking about the state's transportation challenges. The Commission invites the public to review the OTP and provide comments and suggestions in writing or at public meetings around the state through February 2006. The comment period ends March 1, 2006. The latest meeting schedule and draft plan are available at www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml.

Come Learn About the Draft Oregon Transportation Plan

You are invited to learn more about the Oregon Transportation Plan at the following meetings. If you are hearing impaired and need assistance, or if you need a Spanish interpreter, please contact Michael Rock at (503) 986-3179. To view the draft plan, confirm meeting dates, or respond to a survey, visit www.oregon.gov/ODOT/TD/TP/ortransplanupdate.shtml.

Albany	Dec. 8	5 p.m.	Cascades West Area Commission on Transportation Cascades West Council of Governments, 1400 Queen Avenue SE
Bend	Jan. 19	Noon	Bend Metropolitan Planning Organization Policy Board DeArmond Room, Deschutes County Administration Building, 1300 NW Wall Street
Coquille	Dec. 9	9:30 a.m.–Noon	Southwest Area Commission on Transportation Coos County Planning Annex Conference Room, 290 North Central
Corvallis	Feb. 17	9:45 a.m.	Corvallis Area Metropolitan Planning Organization Policy Board Benton Plaza, Lower Floor Board Room, 408 SW Monroe Street
Eugene	Dec. 15	9 a.m.	Eugene-Springfield MPO Transportation Advisory Committee Lane Council of Governments, 4th Floor Large Conference Room, 99 East Broadway
Eugene	Feb. 8	11 a.m.	Lane County Board of Commissioners Public Service Building, 125 East 8th
Eugene	Feb. 9	11:30 a.m.–1:30 p.m.	Eugene-Springfield Metropolitan Policy Committee Eugene Library, Bascom-Tykeson Room, 100 West 10th Avenue
Hood River	Feb. 15	5–8 p.m.	Public Meeting, Hood River County Library, 502 State Street, Hood River
La Grande	Dec. 1	10 a.m.	Northeast Area Commission on Transportation ODOT Region 5 Headquarters, Room 201, 3012 Island Avenue
Lakeview	Jan. 23	1–2 p.m.	South Central Area Commission on Transportation, Elks Lodge, 323 North F Street
Medford	Dec. 13	2 p.m.	Rogue Valley Council of Governments and Rogue Valley Area Commission on Transportation Rogue Valley Medical Center, Smullin Center, 2825 East Barnett Road
Ontario	Nov. 28	10 a.m. (11 a.m. MST)	Southeast Area Commission on Transportation Treasure Valley Community College, Weese Building, Room 4
Portland	Dec. 2	9:30–11:30 a.m.	Metro Transportation Policy Alternatives Committee Metro, Room 370 A-B, 600 NE Grand Avenue
Portland	Feb. 7	5–7:30 p.m.	Portland Metro area public meeting, Metro, Room 370 A-B, 600 NE Grand Avenue
Portland	Feb. 16	7:30–9 a.m.	Metro Joint Policy Advisory Committee on Transportation Metro Council Chamber, 600 NE Grand Avenue
Rainier	Jan. 5	2:15–3 p.m.	Northwest Area Commission on Transportation, Rainier Senior Center, 48 7th Street West
Redmond	Jan. 12	3 p.m.	Central Oregon Area Commission on Transportation Central Oregon Intergovernmental Council Building, 2363 SW Glacier Place
Salem	Jan. 5	3 p.m.	Mid-Willamette Valley Area Commission on Transportation Courthouse Square, Senator Hearings Room, 555 Court Street NE
Salem	Jan. 24	Noon	Mid-Willamette Valley Council of Governments Policy Committee Conference Room, 109 High Street SE



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