

# INTEGRATED TRANSPORTATION PLANNING

Planning is a continual process that is required by both federal regulations and state law (ORS 184.618). The following diagram provides an overview of Oregon’s transportation planning. It shows how the Oregon Transportation Plan (OTP), the 25-year statewide multimodal transportation plan, and the state mode and topic plans provide the framework that influences decisions from planning through project selection. The Governor appointed Oregon Transportation Commission (OTC) establishes state transportation policy by adopting statewide transportation plans.

## Set Statewide Policy



Statewide policy is established through the Oregon Transportation Plan and its mode and topic plans. The OTP provides a vision for Oregon’s transportation future and is the guiding document for the development of regional and local long-range transportation plans. There is extensive public participation throughout the plan development process. The statewide plans take effect when adopted by the OTC.

## Define Local and State Needs



Agency mode and topic plans refine the broad OTP goals, policies, and strategies to the individual modes. The plans also define or refine the role of the state and the role of the department. Investment and program priorities are determined. Mode plans include the Aviation, Bicycle and Pedestrian, Highway, Public Transportation, and Rail plans. Topic plans include Freight, Transportation Options, and Safety Action. The mode and topic plans are elements of the statewide OTP and assume legal authority accordingly. The OTC adopts mode and topic plans except the Aviation Plan, which is the responsibility of the Department of Aviation.

## Scope and Select Investments and Projects



Facility plans for state-owned transportation assets are developed by ODOT; agency staff also works with local governments, transit agencies, and stakeholders to plan for transportation facilities in Metropolitan Planning Organizations (MPO), cities and counties. Facility plans are usually long term plans that describe the facility’s function and any improvements needed to perform the function. For a public transportation provider, facility plans might include services too; long term transit plans may be reflected in the provider’s plan or the local or regional transportation system plan.

Technical assistance, analysis in support of plans and project development, data and coordination are provided by ODOT in support of both ODOT-initiated planning and planning efforts initiated by either MPOs or local governments including transit districts. This can include information from transportation asset management systems, transportation modeling, air quality conformity analysis, assistance to the Agency’s Area Commissions on Transportation (ACTs), working with the general public, and participating in other agencies’ planning processes.

Project and investment selection is primarily based on state and local facility plans; for a transit agency short term investment plans could also be described in a Transit Development Plan. Federal regulations require ODOT to develop a Statewide Transportation Improvement Program (STIP). The STIP shows four years of transportation projects and investments, and is updated approximately every two years and adopted by the Oregon Transportation Commission (OTC). The development of this program involves identification and prioritization of projects based on planning efforts, technical data and stakeholder involvement.



Input on project or investment selection occurs through the ACTs, MPOs, local processes, agency processes and public review. Recommendations for ODOT project selection are made to the OTC. Other agencies, local jurisdictions and transit agencies, and MPOs develop capital improvement programs that reflect their priorities and are approved by their governing body.

**Deliver and Operate System**

The final steps in this process are carried out through jurisdictions including ODOT making decisions about investment selection, capital purchases, project development, and project construction as they deliver and operate the state's transportation system. Stakeholder involvement often continues through adoption of the improvement projects or investments and often into project development for construction projects.

### Integrated Transportation Planning

