

Oregon Transportation Plan Appendix D: Oregon Compliance with FHWA Statewide and Nonmetropolitan Planning Requirements

Purpose of this appendix is to demonstrate that the Oregon Department of Transportation (ODOT) is carrying out a continuing, cooperative, and comprehensive performance-based statewide transportation planning process in compliance with the Federal Highway Administration (FHWA) legislation. This statewide planning process provides for consideration and implementation of projects, strategies, and services in coordination with local jurisdictions and other stakeholders. The appendix describes how ODOT statewide policy plans are in compliance with the FHWA National Goals and Planning Factors, and how ODOT's statewide transportation planning process considers performance-based planning.

The FHWA requires ODOT to develop a comprehensive performance-based planning process for statewide transportation planning purposes. ODOT has a long history of utilizing performance-based planning processes for the development of statewide transportation policy and to support strategic transportation decision making. This commitment to performance-based planning processes is evident in ODOT's long range transportation system plan, the Oregon Transportation Plan (OTP) and the associated mode and topic plans, which guide transportation investments and decision making in Oregon. This performance-based process satisfies the requirements as described in federal regulations. The OTP and associated mode and topic plans are in compliance with the Federal Highway Administration requirements.

Background

The Moving Ahead for Progress in the 21st Century Act (MAP-21) passed in 2012 requires state transportation agencies to demonstrate the use of asset management principles and strategies in the statewide transportation planning process. The FAST Act was passed in 2015 to provide long term funding certainty for surface transportation infrastructure planning and investment. This federal legislation amends provisions for state transportation agencies to incorporate performance goals, measures, and targets into the process of statewide transportation planning, identification of transportation improvements, and project selection. Public involvement remains a primary component of the planning process.

The legislation sets the framework for transportation investment in order to;

- Improve mobility on America's highways
- Create jobs and support economic growth
- Accelerate project delivery and promote innovation

The federal legislation continues the statewide and nonmetropolitan planning process, which establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions throughout the State. The statewide long-range plans must describe the performance measures and targets that States and MPOs use in assessing system performance and progress in achieving the performance targets. The long-range plans must also address the National

Goals and the ten FHWA planning factors in order to carry out a continuing, cooperative, and comprehensive statewide transportation planning process. Additionally, the legislation requires the planning process to consider projects and strategies that: improve the resilience and reliability of the transportation system, provide stormwater mitigation, and enhance travel and tourism.

Oregon's Statewide Transportation Planning Process

ODOT's statewide transportation planning efforts consist of the development of the OTP and associated mode and topic plans. These state policy plans establish a long-range vision and policy framework that direct the work of ODOT and transportation decision-making across the state. ODOT's planning processes are guided by Oregon's Statewide Planning Goals and Guidelines, which express the state's policies on land use and related topics, such as transportation, citizen involvement, housing, and natural resources. Goal 12: Transportation requires ODOT to prepare a statewide transportation system plan (TSP) that identifies a transportation system and services to meet the transportation needs of Oregon. The OTP and the mode and topic plan serves as the state TSP, and are developed in compliance with the statewide planning goals. The State Agency Coordination Agreement requires that the policies, projects, and programs of local and regional transportation plans be consistent with the state TSP, and through this requirement the goals and policies of the OTP influence local and regional planning actions and investment decisions.

Oregon Transportation Plan

The OTP, adopted by the Oregon Transportation Commission in 2006, is the state's long-range multimodal transportation system plan. The OTP is the overarching policy document for a series of mode and topic plans that together form the state transportation system plan. The OTP considers all modes of Oregon's transportation system as a single system and addresses the future needs of Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and waterway facilities, public transportation and railroads through 2030. It assesses state, regional, and local public and private transportation facilities. The OTP was developed using a performance-based approach which analyzed a number of different scenarios that examined the impact of potential policy decisions under different funding levels and investment priorities. All the scenarios examined the potential impacts of policy changes or future conditions on Oregon's transportation system, economy and land use. The results of the policy and economic analysis informed the development of the plan goals, policies, and strategies, as well as an implementation framework to efficiently utilize available funding to meet the transportation needs of Oregon.

The OTP establishes goals, policies, strategies and initiatives that address the core challenges and opportunities facing Oregon. The plan provides the framework for prioritizing transportation improvements based on varied future revenue conditions, but does not identify specific projects for development. The goals, policies and strategies of the OTP guide transportation decision making across the state and set the stage for performance management to occur in the specific mode and topic plans associated with the OTP. The mode and topics plans associated with the OTP include;¹

¹ *Statewide Policy Plans*. Oregon Department of Transportation.

- Oregon Freight Plan
- Oregon Transportation Safety Action Plan
- Oregon Bicycle and Pedestrian Plan
- Oregon Transportation Options Plan
- Oregon Highway Plan
- Oregon State Rail Plan
- Oregon Aviation Plan
- Oregon Public Transportation Plan

ODOT Policy Regarding Performance-Based Planning

ODOT has a history of incorporating strategic performance-based decision making into long range transportation planning activities. Strategic performance-based planning facilitates a comprehensive look at the transportation system, allowing for targeted investment that will provide the most benefit to the system and its users. This approach includes modeling tools, analysis, and research in all of its transportation planning processes in order to help quantify and better understand the potential outcomes of policy decisions and investment actions.

OTP Policy 2.2 - Management of Assets directs ODOT to “manage transportation assets to extend their life and reduce maintenance costs”. This policy is reflected in the policies of the mode and topic plans; in particular the Oregon Highway Plan contains long standing performance measures to monitor the implementation of the highway plan, as well as the performance of the highway system in Oregon. Each goal area of the Oregon Highway Plan contains a number of relevant performance measures which can be used to gauge progress towards achieving the goal, these performance measures include; mobility standards, bridge and pavement preservation standards, safety improvement standards, and travel alternative standards.

In response to the MAP-21 requirements on asset management, ODOT is developing a Transportation Asset Management Plan (TAMP) to document information about Oregon National Highway System pavement and bridge assets, their condition, use and performance, the processes by which they are managed, and results of alternative management practices and financial decisions. The TAMP seeks to provide accurate and reliable information for ODOT to share with internal and external users, partner agencies, and stakeholders, and presents the current status of pavement and bridge assets, including their condition, use, and performance. The TAMP also describes the key risks faced by the agency and how the agency intends to manage and mitigate these risk in the near term and long term. Additionally, the TAMP presents a financial plan covering at least ten years and outlines an investment strategy aimed at efficient and cost effective use of public revenue that improves or preserves the conditions and performance of the transportation system and supports the achievement of the OTP and national goals

<https://www.oregon.gov/ODOT/Planning/Pages/Plans.aspx>. Accessed December, 2017.

In order to strengthen ODOT's commitment to performance-based planning and to satisfy the FAST Act requirements, the following strategies associated with OTP Policy 2.2-Management of Assets will be added to the OTP:

Strategy 2.2.4-

ODOT will work in coordination and cooperation with cities and counties to develop a set of uniform standards for the consistent description and reporting on the condition of the transportation infrastructure in the State. The standards must include conditions of pavement and bridges, and must be used for regular reporting to the Oregon Transportation Commission by counties and cities.

Strategy 2.2.5-

ODOT will coordinate and cooperate with the MPOs to establish statewide and MPO specific targets that comply with the federal performance areas and measures;

- *ODOT will develop and maintain a process for coordination with MPOs to establish relevant targets; the process will outline the roles and expectations of both ODOT and the MPOs in the process.*
- *ODOT will deliver regular reporting to the appropriate federal agencies and the OTC on the progress towards achieving the targets as required by federal legislation.*

Performance-Based Approach for Statewide Planning Processes

ODOT is committed to the continued enhancement of performance-based planning processes that supports transportation decision making in Oregon, the FHWA national transportation planning goals, and the public transportation system. Since the passage of Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and MAP-21 in 2012, ODOT has kept management systems in place for data gathering and analytics on the conditions of bridges, pavement preservation, and transportation safety. ODOT has active relationships with MPOs, local jurisdictions, public transportation providers for data and information sharing regarding policy development and system investments. ODOT will continue to work with MPO's, local jurisdictions, public transportation providers where applicable, and other relevant stakeholders to cooperatively and collaboratively implement performance-based planning approaches that at a minimum address the following performance areas and associated performance measures;²

Highway Safety Improvement Program

- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and non-motorized serious injuries

² 23 CFR 490. National Performance Management Measures. Electronic Code of Federal Regulations <https://www.law.cornell.edu/cfr/text/23/part-490>. Accessed December, 2017.

Pavement Condition

- Percentage of pavements of Interstate System in Good conditions
- Percentage of pavements of the Interstate System in Poor condition
- Percentage of pavements of the non-Interstate NHS in Good condition
- Percentage of pavements of the non-Interstate NHS in Poor condition

Bridge Condition

- Percentage of NHS bridges classified as in Good condition
- Percentage of NHS bridges classified as in Poor condition

National Highway System Performance³

- Percent of the person-miles traveled on the Interstate that are reliable (Interstate Travel Time Reliability measure)
- Percent of person-miles traveled on the non-Interstate NHS that are reliable (Non-Interstate Travel Time Reliability measure)

Freight Movement on Interstate System

- Truck Travel Time Reliability (TTTR) Index (Freight Reliability measure)

Congestion Mitigation and Air Quality- Traffic Congestion

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita (PHED measure)
- Percent of Non-SOV Travel

Congestion Mitigation and Air Quality- On-Road Mobile Source Emissions

- Total Emissions Reduction; 2-year and 4-year cumulative reported emission reductions, for all projects funded by CMAQ funds, of each criteria pollutant and applicable precursors (PM2.5, PM10, CO, VOC, and NOx) under the CMAQ program for which the area is designated nonattainment or maintenance

To fulfill these requirements ODOT will continue to utilize performance-based transportation planning processes that include:

- ODOT's responsibilities regarding necessary data to calculate and monitor targets for reporting
- ODOT's responsibilities regarding analysis to calculate performance results
- ODOT's responsibilities to coordinate with relevant stakeholders in monitoring measures
- ODOT's responsibilities for reporting progress towards achieving performance targets
- ODOT's responsibilities for coordination with stakeholders and FHWA for revising measures

³ On October 5, 2017, FHWA published a notice of proposed rulemaking proposing the repeal of the Greenhouse Gas (GHG) measure. <https://www.gpo.gov/fdsys/pkg/FR-2017-10-05/pdf/2017-21442.pdf>. Accessed December, 2017

ODOT is committed to continue regular reporting activities on these measures and associated targets that include:

- the condition and performance of the National Highway System in the State;
- the effectiveness of the investment strategy document in the State asset management plan for the National Highway System;
- progress in achieving performance targets identified, and
- the ways in which the State is addressing congestion at freight bottlenecks, including those identified in the national freight strategic plan.

Oregon Transportation Plan Compliance with FHWA National Goals and Planning Factors

The OTP and associated mode and topic plans are in compliance with FHWA National Goals and Planning Factors. The goals, policies, strategies, and actions of the OTP and the mode and topic plans support the quality of life and the economy of Oregon, and refine investment actions to improve or preserve the condition and performance of the transportation system. ODOT staff reviewed these policies and strategies to determine that the OTP and the individual mode and topic plans complied with the FHWA goals and planning factors. Please refer to *Table 1 and Table 2* for a complete listing of the OTP and mode and topic plan policies and strategies that comply with the FHWA goals and planning factors.⁴

Transportation policies contained in the OTP and the mode and topic plans are readily available using the OR-Plan *Exploring Oregon's Transportation Policies* website.⁵ The OR-Plan website consolidates all of the policies, strategies, and actions of the OTP and mode and topic plans into a centralized website for use in decision making and setting priorities. Through the OR-Plan website public, elected officials and decision-makers, local agency staff, transportation advocates, transportation professionals, and ODOT staff have an easy, user friendly web-based structure to access ODOT's transportation policies. ODOT staff utilized the website to help determine compliance with the FHWA goals and planning factors.

FHWA National Goals

The national Federal highway program performance goals as established by Congress are:⁶

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.

⁴*Oregon Transportation Plan Appendix D: Oregon Transportation Plan Compliance with FHWA Statewide and Nonmetropolitan Planning Requirements. To Be Determined.*

⁵ *OR-Plan Exploring Oregon's Transportation Policies*. Oregon Department of Transportation. <https://www.oregon.gov/ODOT/Planning/Pages/OR-Plan.aspx>. Accessed December, 2017

⁶ 23 USC 150; *National goals and performance management measures*. Electronic Code of Federal Regulations. [http://uscode.house.gov/view.xhtml?req=\(title:23%20section:150%20edition:prelim\)](http://uscode.house.gov/view.xhtml?req=(title:23%20section:150%20edition:prelim)) Accessed December, 2018

- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

FHWA Planning Factors

FHWA requires that each State shall carry out a continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address the following factors:⁷

- (1) Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
- (3) Increase the security of the transportation system for motorized and non-motorized users;
- (4) Increase accessibility and mobility of people and freight;
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- (7) Promote efficient system management and operation;
- (8) Emphasize the preservation of the existing transportation system;
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation;
- (10) Enhance travel and tourism.

Consideration of these planning factors must be reflected in the statewide transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of statewide, regional, and local issues.

Findings of Compliance with FHWA Planning Factors

⁷ 23 CFR 450; Subpart B—Statewide and Nonmetropolitan Transportation Planning and Programming. Electronic Code of Federal Regulations. <https://www.ecfr.gov/cgi-bin/text-idx?SID=1e905e1328c4a345264dddcfc1b7f52f&mc=true&node=sp23.1.450.b&rgn=div6>. Accessed December, 2017.

Through the OTP and the mode and topic plans, ODOT has demonstrated compliance with the FHWA planning factors in the statewide planning process through policies that address transportation systems development, land use, employment, economic development, human and natural environment, and housing and community development.

Planning Factor 1. Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.

Findings: The OTP and the mode and topic plans contain a number of policies intended to enhance the economic vitality of Oregon and to facilitate economic activity. Oregon's transportation investments help create and maintain a competitive economic environment for all types of industries and jobs by providing an efficient and reliable transportation system necessary for long term productivity and access to labor and customers.

Planning Factor 2. Increase the safety of the transportation system for motorized and non-motorized users.

Findings: Safety within the context of transportation means reducing the risk of transportation related crashes or incidents as people use the transportation system. The OTP and the mode and topic plans address transportation safety for all modes utilizing the transportation system. In particular, the Transportation Safety Action Plan provides long-term goals, policies and strategies and near term actions to eliminate deaths or life-changing injuries on Oregon's transportation system. The Transportation Safety Action Plan serves as Oregon's Strategic Highway Safety Plan (SHSP) as required by federal law (MAP-21), and creates a framework to improve multimodal transportation safety culture in Oregon.

Planning Factor 3. Increase the security of the transportation system for motorized and non-motorized users.

Findings: Transportation security practices allow individuals to travel on the transportation system in a safe manner, and serve to keep the transportation system secure and operational following a natural or man-made disaster. Increasing security includes reducing exposure, enhancing perceptions of security for system users, and increasing resilience to dangers, including natural disasters such as earthquakes and floods as well as criminal and terrorist activity. The OTP and the mode and topic plans include policies to increase the security of the transportation system in Oregon. In particular, the Transportation Safety Action Plan includes policy for enhancing security for the highway system, as well as for bicycling, walking, and transit.

Planning Factor 4. Increase accessibility and mobility of people and freight.

Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to

important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.

Planning Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

Findings: Oregon Statewide Planning Goal 12: Transportation requires ODOT to provide and encourage a safe, convenient, and economic transportation system through; considering all modes, addressing local and regional needs, conserving energy, minimizing negative social, economic and environmental impacts and costs, providing for the needs of all users, and conforming to local plans. The OTP and mode and topic plans are in compliance with Oregon Statewide Planning Goal 12 and contain findings to demonstrate how the policies in the plans address the requirements in the goal. The OTP contains policies intended to improve safety of the system, support economic vitality, preserve and enhance the natural environment, and promote coordination with local jurisdictions during transportation and land use planning processes.

Planning Factor 6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.

Findings: The OTP and the mode and topic plans contain a variety of policies to enhance the connectivity and integration of the transportation system to support Oregon's growing population and economy. The Transportation Options Plan contains policies to increase traveler opportunities to choose to bike, walk, take transit, share rides and telecommute in order to promote an efficient, reliable, and affordable transportation system that supports all modes and system users. The OTP and the Oregon Freight Plan contain policies to enhance the connectivity and integration of the freight system to support a variety of industries moving goods into, within, and out of Oregon, helping Oregon's economy thrive. This includes policies to create transload facilities to support efficient movement of goods between modes, such as truck to rail, enhancing financial and energy efficiency.

Planning Factor 7. Promote efficient system management and operation.

Findings: The OTP addresses efficient system management and operation through policies that provide for asset management practices and improved highway operations. System management is improved through policies that provide for data gathering and the monitoring of assets in order to support informed decision making to effectively manage the varied assets that comprise the state's transportation system. System operations are improved through policies that enable activities to inform the traveler on road conditions, improve traffic flow, provide information on travel alternatives, and

invest in new technology. These practices and investments reduce congestion, improve travel times, reduce emissions and fuel use, as well as provide a number of other system and traveler benefits.

Planning Factor 8. Emphasize the preservation of the existing transportation system.

Findings: The OTP and the mode and topic plans contain policies that emphasize the importance of preserving the existing transportation system investments. Preservation of existing infrastructure is a critical funding priority in order to protect the significant investments that comprises Oregon's transportation network. Regular treatments and maintenance schedules extend the life of transportation facilities, and can result in reduced maintenance costs in the future. Efficient operations can also help to extend the usefulness of the existing transportation infrastructure already in place.

Planning Factor 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

Findings: The OTP and the mode and topic plans include policy to ensure the transportation system is resilient in the face of natural or man-made disasters, and reliable for users to facilitate economic growth and meet the transportation needs of citizens. Resiliency and reliability are important to ensure that the transportation system is able to meet the needs of all users under a variety of conditions. Resiliency and reliability are improved through a range of policies that enable investment in traveler information services and incident response programs, and Transportation Options programs that educate individuals about alternative travel choices to aid in managing congestion and increasing accessibility.

The OTP contains policy to practice stewardship of natural resources and to reduce environmental impacts, including stormwater impacts of the transportation system. OTP policy directs ODOT to reduce consumption of non-renewable construction materials and reduce or mitigate other environmental impacts resulting from the transportation system. This is accomplished through such things as the consideration of the Oregon Conservation Strategy and the Oregon Plan for Salmon and Watersheds, the department's Stormwater Management Program, as well as coordination with other state agencies and various stakeholders across the state.

Planning Factor 10. Enhance travel and tourism.

Findings: Travel and tourism are important contributors to the state's economic vitality and are addressed through policy in the OTP and the mode and topic plans that recognize the importance of intra and interstate travel for recreation purposes, including both ground and air transportation. In addition to the OTP, the Oregon Bicycle and Pedestrian Plan contains policies to support and promote bicycle tourism across the state through targeted investments and partnerships with other state and local organization.

Oregon Transportation Plan Compliance with FHWA Planning Factors

The following table demonstrates how the policies and strategies contained in the OTP are in compliance with the FHWA Planning Factors.

Table 1: OTP Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 1. Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.</p>	<p><i>Findings: The OTP and the mode and topic plans contain a number of policies intended to enhance the economic vitality of Oregon and to facilitate economic activity. Oregon’s transportation investments help create and maintain a competitive economic environment for all types of industries and jobs by providing an efficient and reliable transportation system necessary for long term productivity and access to labor and customers.</i></p>	<p>Policy 1.1 Strategy 1.1.1 Policy 3.1 Strategy 3.1.1 Strategy 3.1.3 Strategy 3.1.11 Policy 3.2 Strategy 3.2.3 Strategy 3.2.4 Strategy 3.2.5 Policy 3.3 Strategy 3.3.1 Strategy 3.3.2</p>
FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 2. Increase the safety of the transportation system for motorized and non-motorized users.</p>	<p><i>Findings: Safety within the context of transportation means reducing the risk of transportation related crashes or incidents as people use the transportation system. The OTP and the mode and topic plans address transportation safety for all modes utilizing the transportation system. In particular the Transportation Safety Action Plan provides long-term goals, policies and strategies and near term actions to eliminate deaths or life-changing injuries on Oregon’s transportation system. The Transportation Safety Action Plan serves as Oregon’s Strategic Highway Safety Plan (SHSP) as required by federal law (MAP-21), and creates a framework to improve multimodal transportation safety culture in Oregon.</i></p>	<p>Policy 5.1 Strategy 5.1.2 Strategy 5.1.5 Strategy 5.1.6 Strategy 5.1.9</p>

Table 1: OTP Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 3. Increase the security of the transportation system for motorized and non-motorized users.</p>	<p><i>Findings: Transportation security practices allow individuals to travel on the transportation system in a safe manner, and serve to keep the transportation system secure and operational following a natural or man-made disaster. Increasing security includes reducing exposure, enhancing perceptions of security for system users, and increasing resilience to dangers, including natural disasters such as earthquakes and floods as well as criminal and terrorist activity. The OTP and the mode and topic plans include policies to increase the security of the transportation system in Oregon. In particular, the Transportation Safety Action Plan includes policy for enhancing security for the highway system, as well as for bicycling, walking, and transit.</i></p>	<p>Policy 4.1 Strategy 4.1.3</p> <p>Policy 4.2 Strategy 4.2.3</p> <p>Policy 5.1 Strategy 5.1.2 Strategy 5.1.8</p> <p>Policy 5.2 Strategy 5.2.2</p>
FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 4. Increase accessibility and mobility of people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.</i></p>	<p>Policy 1.1</p> <p>Policy 1.3 Strategy 1.3.2</p> <p>Policy 2.1 Strategy 2.1.2 Strategy 2.1.3 Strategy 2.1.4</p> <p>Policy 2.2 Strategy 2.2.1 Strategy 2.2.3</p> <p>Policy 3.1 Strategy 3.1.6</p> <p>Policy 3.2 Strategy 3.2.2</p> <p>Policy 4.3 Strategy 4.3.5</p>

Table 1: OTP Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p><i>Findings: Oregon Statewide Planning Goal 12; Transportation requires ODOT to provide and encourage a safe, convenient, and economic transportation system through; considering all modes, addressing local and regional needs, conserving energy, minimizing negative social, economic and environmental impacts and costs, providing for the needs of all users, and conforming to local plans. The OTP and mode and topic plans are in compliance with Oregon Statewide Planning Goal 12 and contain findings to demonstrate how the policies in the plans address the requirements in the goal. The OTP contains policies intended to improve safety of the system, support economic vitality, preserve and enhance the natural environment, and promote coordination with local jurisdictions during transportation and land use planning processes.</i></p>	<p>Policy 1.3 Strategy 1.3.1</p> <p>Policy 2.1 Strategy 2.1.6</p> <p>Policy 3.4 Strategy 3.4.1 Strategy 3.4.2 Strategy 3.4.3</p> <p>Policy 4.1 Strategy 4.1.1 Strategy 4.1.2 Strategy 4.1.4 Strategy 4.1.5 Strategy 4.1.7</p> <p>Policy 4.2 Strategy 4.2.1 Strategy 4.2.2</p> <p>Policy 4.3 Strategy 4.3.4</p> <p>Policy 7.1 Strategy 7.1.2 Strategy 7.1.3 Strategy 7.1.5 Strategy 7.1.6</p> <p>Policy 7.2 Strategy 7.2.1 Strategy 7.2.2</p> <p>Policy 7.3 Strategy 7.3.1 Strategy 7.3.2</p>

Table 1: OTP Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain a variety of policies to enhance the connectivity and integration of the transportation system to support Oregon’s growing population and economy. The Transportation Options Plan contains policies to increase traveler opportunities to choose to bike, walk, take transit, share rides and telecommute in order to promote an efficient, reliable, and affordable transportation system that supports all modes and system users. The OTP and the Oregon Freight Plan contain policies to enhance the connectivity and integration of the freight system to support a variety of industries moving goods into, within, and out of Oregon, helping Oregon’s economy thrive. This includes policies to create transload facilities to support efficient movement of goods between modes, such as truck to rail, enhancing financial and energy efficiency.</i></p>	<p>Policy 1.1 Strategy 1.1.2 Strategy 1.1.3 Policy 1.2 Strategy 1.2.1 Strategy 1.2.2 Policy 3.1 Strategy 3.1.5 Policy 3.2 Strategy 3.2.1 Policy 4.3 Strategy 4.3.3</p>
FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 7. Promote efficient system management and operation.</p>	<p><i>Findings: The OTP addresses efficient system management and operation through policies that provide for asset management practices and improved highway operations. System management is improved through policies that provide for data gathering and the monitoring of assets in order to support informed decision making to effectively manage the varied assets that comprise the state’s transportation system. System operations are improved through policies that enable activities to inform the traveler on road conditions, improve traffic flow, provide information on travel alternatives, and invest in new technology. These practices and investments reduce congestion, improve travel times, reduce emissions and fuel use, as well as provide a number of other system and traveler benefits.</i></p>	<p>Policy 1.3 Strategy 1.3.2 Policy 2.1 Strategy 2.1.1 Strategy 2.1.4 Strategy 2.1.7 Strategy 2.1.8 Strategy 2.1.9 Policy 2.2 Strategy 2.2.3 Policy 3.1 Strategy 3.1.6 Policy 6.4 Strategy 6.4.2</p>

Table 1: OTP Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 8. Emphasize the preservation of the existing transportation system.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policies that emphasize the importance of preserving the existing transportation system investments. Preservation of existing infrastructure is a critical funding priority in order to protect the significant investments that comprises Oregon’s transportation network. Regular treatments and maintenance schedules extend the life of transportation facilities, and can result in reduced maintenance costs in the future. Efficient operations can also help to extend the usefulness of the existing transportation infrastructure already in place.</i></p>	<p>Policy 2.2 Strategy 2.2.1 Strategy 2.2.2 Policy 3.1 Strategy 3.1.9 Strategy 3.1.10 Policy 5.1 Strategy 5.1.2 Policy 6.2 Strategy 6.2.2 Policy 6.5 Strategy 6.5.1</p>
FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</p>	<p><i>Findings: The OTP and the mode and topic plans include policy to ensure the transportation system is resilient in the face of natural or man-made disasters, and reliable for users to facilitate economic growth and meet the transportation needs of citizens. Resiliency and reliability are important to ensure that the transportation system is able to meet the needs of all users under a variety of conditions. Resiliency and reliability are improved through a range of policies that enable investment in traveler information services and incident response programs, to Transportation Options programs that educate individuals about alternative travel choices to aid in managing congestion and increasing accessibility.</i></p> <p><i>The OTP contains policy to practice stewardship of natural resources and to reduce environmental impacts where appropriate, including stormwater impacts of the transportation system. OTP policy directs ODOT to reduce consumption of non-renewable construction materials and reduce or mitigate other environmental impacts resulting from the transportation system. This is accomplished through such things as the consideration of the Oregon Conservation Strategy and the Oregon Plan for Salmon and Watersheds, the department’s Stormwater Management Program, as well as coordination with other state agencies and various stakeholders across the state.</i></p>	<p>Policy 1.3 Strategy 1.3.2 Policy 2.1 Strategy 2.1.1 Strategy 2.1.4 Strategy 2.1.8 Policy 2.2 Strategy 2.2.3 Policy 3.1 Strategy 3.1.6 Policy 4.1 Strategy 4.1.3 Policy 5.1 Strategy 5.1.2</p>

Table 1: OTP Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Oregon Transportation Plan Policy
<p>Planning Factor 10. Enhance travel and tourism.</p>	<p><i>Findings: Travel and tourism are important contributors to the state’s economic vitality and are addressed through policy in the OTP and the mode and topic plans that recognize the importance of intra and interstate travel for recreation purposes, including both ground and air transportation. In addition to the OTP, the Oregon Bicycle and Pedestrian Plan contains policies to support and promote bicycle tourism across the state through targeted investments and partnerships with other state and local organizations.</i></p>	<p>Policy 3.2 Strategy 3.2.3 Strategy 3.2.4</p>

Mode and Topic Plan Compliance with FHWA Planning Factors

The following table demonstrates how the policies and strategies contained in the mode and topic plans are in compliance with the FHWA Planning Factors.

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 1. Support the economic vitality of the United States, the States, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.</p>	<p><i>Findings: The OTP and the mode and topic plans contain a number of policies intended to enhance the economic vitality of Oregon and to facilitate economic activity. Oregon’s transportation investments help create and maintain a competitive economic environment for all types of industries and jobs by providing an efficient and reliable transportation system necessary for long term productivity and access to labor and customers.</i></p>	<p>Oregon Transportation Safety Action Plan Policy 2.3 Strategy 2.3.10</p>
		<p>Oregon Transportation Options Plan Strategy 2.e Policy 5.1 Policy 5.4 Policy 5.5 Strategy 5.a Strategy 5.d Strategy 5.e Strategy 5.f Strategy 5.g Strategy 7.m Strategy 7.n Strategy 9.d</p>
		<p>Oregon Bicycle & Pedestrian Plan Policy 4.1 Strategy 4.1E Strategy 4.1F Strategy 4.1G Policy 4.2 Strategy 4.2A Strategy 4.2B Strategy 4.2C Strategy 4.2D Strategy 4.2E</p>
		<p>Oregon State Rail Plan Policy 6.2</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 2. Increase the safety of the transportation system for motorized and non-motorized users.</p>	<p><i>Findings: Safety within the context of transportation means reducing the risk of transportation related crashes or incidents as people use the transportation system. The OTP and the mode and topic plans address transportation safety for all modes utilizing the transportation system. In particular the Transportation Safety Action Plan provides long-term goals, policies and strategies and near term actions to eliminate deaths or life-changing injuries on Oregon’s transportation system. The Transportation Safety Action Plan serves as Oregon’s Strategic Highway Safety Plan (SHSP) as required by federal law (MAP-21), and creates a framework to improve multimodal transportation safety culture in Oregon.</i></p>	<p style="text-align: center;">Oregon Freight Plan</p> <p>Policy 6.1 Strategy 6.1.1 Strategy 6.1.3</p> <p>Policy 6.2 Strategy 6.2.1</p> <hr/> <p style="text-align: center;">Oregon Transportation Safety Action Plan</p> <p>Policy 1.1 Strategy 1.1.1 Strategy 1.1.2 Strategy 1.1.2 Strategy 1.1.3</p> <p>Policy 1.2 Strategy 1.2.1 Strategy 1.2.2</p> <p>Policy 1.3 Policy 2.1</p> <p>Policy 2.2 Strategy 2.2.1 Strategy 2.2.2 Strategy 2.2.4</p> <p>Policy 2.3 Strategy 2.3.1 Strategy 2.3.2 Strategy 2.3.4 Strategy 2.3.5 Strategy 2.3.8 Strategy 2.3.9 Strategy 2.3.10 Strategy 2.3.11</p> <p>Policy 2.4 Strategy 2.4.1</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 2. Increase the safety of the transportation system for motorized and non-motorized users.</p>	<p><i>Findings: Safety within the context of transportation means reducing the risk of transportation related crashes or incidents as people use the transportation system. The OTP and the mode and topic plans address transportation safety for all modes utilizing the transportation system. In particular the Transportation Safety Action Plan provides long-term goals, policies and strategies and near term actions to eliminate deaths or life-changing injuries on Oregon’s transportation system. The Transportation Safety Action Plan serves as Oregon’s Strategic Highway Safety Plan (SHSP) as required by federal law (MAP-21), and creates a framework to improve multimodal transportation safety culture in Oregon.</i></p>	<p>Oregon Transportation Safety Action Plan Strategy 2.4.2 Policy 3.1 Strategy 3.1.1 Strategy 3.1.2 Strategy 3.1.4 Strategy 3.1.5 Policy 3.5 Strategy 3.5.2 Policy 4.4 Strategy 4.4.1 Strategy 4.4.2 Policy 5.1 Strategy 5.1.3 Policy 5.3 Policy 6.1 Strategy 6.1.5</p>
		<p>Oregon Transportation Options Plan Policy 1.1 Policy 1.2 Policy 1.3 Strategy 1.a Strategy 1.b Strategy 1.d Strategy 1.e Strategy 1.f</p>
		<p>Oregon Bicycle & Pedestrian Plan Policy 1.1 Strategy 1.1A</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 2. Increase the safety of the transportation system for motorized and non-motorized users.</p>	<p><i>Findings: Safety within the context of transportation means reducing the risk of transportation related crashes or incidents as people use the transportation system. The OTP and the mode and topic plans address transportation safety for all modes utilizing the transportation system. In particular the Transportation Safety Action Plan provides long-term goals, policies and strategies and near term actions to eliminate deaths or life-changing injuries on Oregon’s transportation system. The Transportation Safety Action Plan serves as Oregon’s Strategic Highway Safety Plan (SHSP) as required by federal law (MAP-21), and creates a framework to improve multimodal transportation safety culture in Oregon.</i></p>	<p>Oregon Bicycle & Pedestrian Plan Strategy 1.1B Strategy 1.1C Strategy 1.1D Strategy 1.1E Strategy 1.1F Strategy 1.1G Strategy 1.1H Strategy 1.1J Strategy 1.1N Policy 1.2 Strategy 1.2A Strategy 1.2B Strategy 1.2C Strategy 1.2D Strategy 1.2E Strategy 1.2F Policy 1.3 Strategy 1.3D Policy 1.4 Strategy 1.4C Strategy 1.4D Strategy 1.4E</p> <p>Oregon Highway Plan Policy 2F Strategy 2F.2 Strategy 2F.3 Policy 2G Strategy 2G.1 Strategy 2G.2 Strategy 2G.3 Strategy 2G.4</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 2. Increase the safety of the transportation system for motorized and non-motorized users.</p>	<p><i>Findings: Safety within the context of transportation means reducing the risk of transportation related crashes or incidents as people use the transportation system. The OTP and the mode and topic plans address transportation safety for all modes utilizing the transportation system. In particular the Transportation Safety Action Plan provides long-term goals, policies and strategies and near term actions to eliminate deaths or life-changing injuries on Oregon’s transportation system. The Transportation Safety Action Plan serves as Oregon’s Strategic Highway Safety Plan (SHSP) as required by federal law (MAP-21), and creates a framework to improve multimodal transportation safety culture in Oregon.</i></p>	<p>Oregon Highway Plan Strategy 2G.5 Strategy 3d</p>
		<p>Oregon State Rail Plan Policy 5.1 Strategy 5b Strategy 5d Strategy 5e</p>
		<p>Oregon Aviation Plan Strategy 1.2.a - 1</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 3. Increase the security of the transportation system for motorized and non-motorized users.</p>	<p><i>Findings: Transportation security practices allow individuals to travel on the transportation system in a safe manner, and serve to keep the transportation system secure and operational following a natural or man-made disaster. Increasing security includes reducing exposure, enhancing perceptions of security for system users, and increasing resilience to dangers, including natural disasters such as earthquakes and floods as well as criminal and terrorist activity. The OTP and the mode and topic plans include policies to increase the security of the transportation system in Oregon. In particular, the Transportation Safety Action Plan includes policy for enhancing security for the highway system, as well as for bicycling, walking, and transit.</i></p>	<p>Oregon Freight Plan Policy 6.1 Strategy 6.1.4 Policy 11.1 Strategy 11.1.1 Strategy 11.1.2 Strategy 11.1.3 Policy 11.2 Policy 11.3</p>
		<p>Oregon Transportation Safety Action Plan Policy 3.4 Strategy 3.4.1 Strategy 3.4.2</p>
		<p>Oregon Transportation Options Plan Policy 6.5 Strategy 6.f</p>
		<p>Oregon Bicycle & Pedestrian Plan Policy 1.4 Strategy 1.4A Strategy 1.4B Policy 7.2 Strategy 7.2A Strategy 7.2B</p>
		<p>Oregon Highway Plan Policy 1E Strategy 1E.1 Strategy 1E.2 Strategy 1E.3 Strategy 1E.4 Policy 2F</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 3. Increase the security of the transportation system for motorized and non-motorized users.</p>	<p><i>Findings: Transportation security practices allow individuals to travel on the transportation system in a safe manner, and serve to keep the transportation system secure and operational following a natural or man-made disaster. Increasing security includes reducing exposure, enhancing perceptions of security for system users, and increasing resilience to dangers, including natural disasters such as earthquakes and floods as well as criminal and terrorist activity. The OTP and the mode and topic plans include policies to increase the security of the transportation system in Oregon. In particular, the Transportation Safety Action Plan includes policy for enhancing security for the highway system, as well as for bicycling, walking, and transit.</i></p>	<p>Oregon State Rail Plan Policy 2.1 Strategy 2c Strategy 2d Policy 5.1 Strategy 5a Strategy 5b Strategy 5c</p> <hr/> <p>Oregon Aviation Plan Policy 1.2.a Strategy 1.2.a - 1</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 4. Increase accessibility and mobility of people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.</i></p>	<p style="text-align: center;">Oregon Freight Plan</p> <p>Policy 2.1 Strategy 2.1.1</p> <p>Policy 2.2 Strategy 2.2.1</p> <p>Policy 2.3</p> <p>Policy 2.4 Strategy 2.4.1</p> <p>Policy 2.5 Strategy 2.5.1 Strategy 2.5.4</p> <p>Policy 3.3</p> <p>Policy 4.1 Strategy 4.1.2</p>
		<p style="text-align: center;">Oregon Transportation Safety Action Plan</p> <p>Policy 2.3 Strategy 2.3.7</p> <p>Policy 4.1 Strategy 4.1.2 Strategy 4.1.3 Strategy 4.1.4</p> <p>Policy 4.3</p> <p>Policy 4.4</p>
		<p style="text-align: center;">Oregon Transportation Options Plan</p> <p>Policy 3.1</p> <p>Policy 3.2</p> <p>Policy 4.1</p> <p>Policy 4.2</p> <p>Policy 4.3</p> <p>Policy 4.4 Strategy 4.b Strategy 4.c Strategy 4.d</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 4. Increase accessibility and mobility of people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.</i></p>	<p>Oregon Transportation Options Plan Strategy 4.e Strategy 4.l Strategy 4.n Strategy 4.o Strategy 4.p Strategy 4.q Strategy 4.s Strategy 4.t Strategy 4.u Strategy 4.v Strategy 4.w Strategy 4.x Policy 5.3 Policy 5.6 Strategy 5.b Strategy 5.h Policy 7.2 Policy 8.2 Strategy 8.b Strategy 8.c Strategy 8.d Strategy 8.j Policy 10.5 Policy 10.6 Policy 10.7 Strategy 10.f Strategy 10.g Strategy 10.i Strategy 10.k Strategy 10.l</p> <hr/> <p>Oregon Bicycle & Pedestrian Plan Policy 1.1 Strategy 1.1M</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 4. Increase accessibility and mobility of people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.</i></p>	<p>Oregon Bicycle & Pedestrian Plan</p> <p>Policy 2.1 Strategy 2.1B</p> <p>Policy 2.2 Strategy 2.2C</p> <p>Policy 2.3 Strategy 2.3B</p> <p>Policy 2.4 Strategy 2.4C</p> <p>Policy 2.5 Strategy 2.5B Strategy 2.5C</p> <p>Policy 3.1 Strategy 3.1A Strategy 3.1B Strategy 3.1C</p> <p>Policy 3.2 Strategy 3.2A Strategy 3.2C Strategy 3.2D Strategy 3.2E Strategy 3.2F Strategy 3.2G Strategy 3.2H Strategy 3.2I Strategy 3.2J</p> <p>Policy 3.3 Strategy 3.3A</p> <p>Oregon Highway Plan</p> <p>Policy 1A Strategy 1A.1 Strategy 1A.2 Strategy 1A.3</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 4. Increase accessibility and mobility of people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.</i></p>	<p>Oregon Highway Plan</p> <p>Policy 1B</p> <ul style="list-style-type: none"> Strategy 1B.3 Strategy 1B.4 Strategy 1B.7 Strategy 1B.9 Strategy 1B.10 <p>Policy 1F</p> <ul style="list-style-type: none"> Strategy 1F.1 Strategy 1F.2 Strategy 1F.3 Strategy 1F.4 Strategy 1F.5 Strategy 1F.7 Strategy 1F.8 Strategy 1F.10 <p>Policy 1G</p> <p>Policy 1H</p> <ul style="list-style-type: none"> Strategy 1H.1 Strategy 1H.2 Strategy 1H.3 Strategy 1H.4 <p>Policy 2A</p> <ul style="list-style-type: none"> Strategy 2A.1 <p>Policy 2E</p> <ul style="list-style-type: none"> Strategy 2E.1 Strategy 2E.2 Strategy 2E.4 Strategy 2E.5 Strategy 2E.6 Strategy 2E.7 Strategy 2E.8 Strategy 2E.10

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 4. Increase accessibility and mobility of people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.</i></p>	<p>Oregon Highway Plan Strategy 2E.11 Strategy 2E.12 Policy 3A Strategy 3A.1 Strategy 3A.2 Strategy 3A.3 Strategy 3A.4 Strategy 3A.5 Policy 3B Strategy 3B.1 Strategy 3B.2 Strategy 3B.3 Strategy 3B.4 Strategy 3B.5 Strategy 3B.6 Policy 3C Strategy 3C.1 Strategy 3C.2 Strategy 3C.3 Strategy 3C.4 Strategy 3C.5 Strategy 3C.6 Strategy 3C.7 Policy 3D Strategy 3D.1 Strategy 3D.2 Strategy 3D.3 Strategy 3D.4 Policy 3E Policy 4A Strategy 4A.1 Strategy 4A.2</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 4. Increase accessibility and mobility of people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.</i></p>	<p>Oregon Highway Plan Strategy 4A.3 Strategy 4A.4 Strategy 4A.6 Strategy 4A.7 Strategy 4A.9 Policy 4B Strategy 4B.1 Strategy 4B.2 Strategy 4B.3 Strategy 4B.4 Strategy 4B.5 Strategy 4B.6 Policy 4C Strategy 4C.1 Strategy 4C.2 Strategy 4C.4 Strategy 4C.5 Policy 4D Strategy 4D.1 Strategy 4D.2 Strategy 4D.3 Policy 6A Strategy 6A.1 Strategy 6A.2 Strategy 6A.3 Strategy 6A.4 Strategy 6A.5 Policy 6B Strategy 6B.1 Strategy 6B.2 Strategy 6B.3 Strategy 6B.4</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 4. Increase accessibility and mobility of people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policy to provide a transportation system with diverse options and seamless transfers between modes for both people and goods. The OTP and the mode and topic plans contain goals or policies that address mobility and accessibility of people and goods on the transportation system. Mobility is the ability of all transportation users to travel between destinations with relative ease of movement. Accessibility is the opportunity for people to connect to important destinations such as jobs, housing, education, services and social and recreational opportunities using a variety of transportation modes. Mobility and accessibility are more than the ability to operate a private vehicle on the roadway; they also include the ability to use a variety of transportation modes including transit and active transportation. Mobility and accessibility issues include public transportation by bus or rail, alternatives for longer distance travel between cities, special transportation services for senior citizens and people with disabilities, and facilities to support travel by walking, bicycle, wheelchair, scooter, or other means.</i></p>	<p>Oregon Highway Plan Strategy 6B.5 Policy 6C Strategy 6C.1 Strategy 6C.2 Strategy 6C.3 Strategy 6C.4 Policy 6D Strategy 6D.2 Policy 6E Strategy 6E.2</p> <p>Oregon State Rail Plan Policy 3.1 Policy 3.2 Strategy 3b</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p><i>Findings: Oregon Statewide Planning Goal 12: Transportation requires ODOT to provide and encourage a safe, convenient, and economic transportation system through; considering all modes, addressing local and regional needs, conserving energy, minimizing negative social, economic and environmental impacts and costs, providing for the needs of all users, and conforming to local plans. The OTP and mode and topic plans are in compliance with Oregon Statewide Planning Goal 12 and contain findings to demonstrate how the policies in the plans address the requirements in the goal. The OTP contains policies intended to improve safety of the system, support economic vitality, preserve and enhance the natural environment, and promote coordination with local jurisdictions during transportation and land use planning processes.</i></p>	<p>Oregon Freight Plan Policy 2.5 Strategy 2.5.3 Policy 4.1 Strategy 4.1.1 Policy 5.1 Strategy 5.1.3 Policy 7.1 Strategy 7.1.1 Strategy 7.1.3 Strategy 7.1.4 Policy 7.2 Strategy 7.2.1 Policy 8.1 Strategy 8.1.1 Strategy 8.1.2 Policy 8.2 Strategy 8.2.1 Strategy 8.2.2 Policy 9.1 Strategy 9.1.1 Policy 10.1 Policy 15.1 Strategy 15.1.1 Strategy 15.1.2 Strategy 15.1.3</p> <p>Oregon Transportation Safety Action Plan Policy 1.3 Strategy 1a Strategy 1b Strategy 1c Strategy 1d Strategy 1e</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p><i>Findings: Oregon Statewide Planning Goal 12: Transportation requires ODOT to provide and encourage a safe, convenient, and economic transportation system through; considering all modes, addressing local and regional needs, conserving energy, minimizing negative social, economic and environmental impacts and costs, providing for the needs of all users, and conforming to local plans. The OTP and mode and topic plans are in compliance with Oregon Statewide Planning Goal 12 and contain findings to demonstrate how the policies in the plans address the requirements in the goal. The OTP contains policies intended to improve safety of the system, support economic vitality, preserve and enhance the natural environment, and promote coordination with local jurisdictions during transportation and land use planning processes.</i></p>	<p>Oregon Transportation Safety Action Plan Strategy 1h Strategy 1i Strategy 1g</p>
		<p>Oregon Transportation Options Plan Policy 2.4 Strategy 2.b Strategy 2.g Policy 3.4 Strategy 3.a Strategy 3.b Strategy 3.c Strategy 3.d Strategy 3.e Strategy 4.a Strategy 4.r Strategy 6.a Strategy 6.g Policy 7.1 Policy 7.3 Policy 7.4 Strategy 7.a Strategy 7.b Strategy 7.c Strategy 7.d Strategy 7.f Strategy 7.g Strategy 7.h Strategy 7.i Strategy 7.j Strategy 7.k Strategy 7.o Strategy 7.p</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p><i>Findings: Oregon Statewide Planning Goal 12: Transportation requires ODOT to provide and encourage a safe, convenient, and economic transportation system through; considering all modes, addressing local and regional needs, conserving energy, minimizing negative social, economic and environmental impacts and costs, providing for the needs of all users, and conforming to local plans. The OTP and mode and topic plans are in compliance with Oregon Statewide Planning Goal 12 and contain findings to demonstrate how the policies in the plans address the requirements in the goal. The OTP contains policies intended to improve safety of the system, support economic vitality, preserve and enhance the natural environment, and promote coordination with local jurisdictions during transportation and land use planning processes.</i></p>	<p>Oregon Transportation Options Plan Policy 8.3 Strategy 8.a Strategy 8.e Strategy 8.f Strategy 8.g Strategy 8.h Policy 9.4 Policy 9.5 Strategy 9.a Strategy 9.b Policy 10.1 Policy 10.2 Policy 10.3 Policy 10.4 Strategy 10.a Strategy 10.b Strategy 10.c Strategy 10.d Strategy 10.e Strategy 10.j</p> <p>Oregon Bicycle & Pedestrian Plan Policy 1.3 Strategy 1.3B Policy 2.5 Strategy 2.5A Policy 3.3 Strategy 3.3B Policy 4.1 Strategy 4.1A Strategy 4.1B Strategy 4.1C</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p><i>Findings: Oregon Statewide Planning Goal 12: Transportation requires ODOT to provide and encourage a safe, convenient, and economic transportation system through; considering all modes, addressing local and regional needs, conserving energy, minimizing negative social, economic and environmental impacts and costs, providing for the needs of all users, and conforming to local plans. The OTP and mode and topic plans are in compliance with Oregon Statewide Planning Goal 12 and contain findings to demonstrate how the policies in the plans address the requirements in the goal. The OTP contains policies intended to improve safety of the system, support economic vitality, preserve and enhance the natural environment, and promote coordination with local jurisdictions during transportation and land use planning processes.</i></p>	<p>Oregon Bicycle & Pedestrian Plan Strategy 4.1D Policy 7.1 Strategy 7.1A Strategy 7.1B Strategy 7.1C Policy 7.2 Strategy 7.2A Policy 9.1 Strategy 9.1A Strategy 9.1B Strategy 9.1C Policy 9.2 Strategy 9.2A Strategy 9.2B</p> <p>Oregon Highway Plan Policy 1B Strategy 1B.1 Strategy 1B.2 Strategy 1B.5 Strategy 1B.6 Strategy 1B.8 Strategy 1B.11 Policy 1F Strategy 1F.9 Policy 1G Strategy 1G.3 Strategy 1G.4 Strategy 1G.5 Strategy 1G.6 Policy 2A Strategy 2A.2</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p><i>Findings: Oregon Statewide Planning Goal 12: Transportation requires ODOT to provide and encourage a safe, convenient, and economic transportation system through; considering all modes, addressing local and regional needs, conserving energy, minimizing negative social, economic and environmental impacts and costs, providing for the needs of all users, and conforming to local plans. The OTP and mode and topic plans are in compliance with Oregon Statewide Planning Goal 12 and contain findings to demonstrate how the policies in the plans address the requirements in the goal. The OTP contains policies intended to improve safety of the system, support economic vitality, preserve and enhance the natural environment, and promote coordination with local jurisdictions during transportation and land use planning processes.</i></p>	<p>Oregon Highway Plan Strategy 2A.5 Strategy 2A.6 Policy 2B Strategy 2B.2 Strategy 2B.3 Strategy 2B.4 Policy 2C Strategy 2C.1 Strategy 2C.2 Strategy 2C.3 Policy 2F Strategy 2F.6 Policy 5A Strategy 5A.1 Strategy 5A.2 Strategy 5A.3 Strategy 5A.4 Strategy 5A.5 Strategy 5A.6 Strategy 5A.8 Strategy 5A.7 Strategy 5A.9 Strategy 5A.10 Strategy 5A.11 Strategy 5A.12 Strategy 5A.13 Strategy 5A.14 Strategy 5A.15 Strategy 5A.16 Strategy 5A.17</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.</p>	<p><i>Findings: Oregon Statewide Planning Goal 12: Transportation requires ODOT to provide and encourage a safe, convenient, and economic transportation system through; considering all modes, addressing local and regional needs, conserving energy, minimizing negative social, economic and environmental impacts and costs, providing for the needs of all users, and conforming to local plans. The OTP and mode and topic plans are in compliance with Oregon Statewide Planning Goal 12 and contain findings to demonstrate how the policies in the plans address the requirements in the goal. The OTP contains policies intended to improve safety of the system, support economic vitality, preserve and enhance the natural environment, and promote coordination with local jurisdictions during transportation and land use planning processes.</i></p>	<p>Oregon State Rail Plan Policy 1.2 Strategy 1a Strategy 1b Strategy 1c Strategy 1d Strategy 1e Strategy 1f Strategy 1g Strategy 1h Strategy 1i Policy 1.3 Strategy 1a Policy 6.1 Strategy 6a Strategy 6b Strategy 6c Strategy 6d Strategy 6e Strategy 7b</p> <hr/> <p>Oregon Aviation Plan Policy 1.2.d Strategy 1.2.d - 3</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain a variety of policies to enhance the connectivity and integration of the transportation system to support Oregon’s growing population and economy. The Transportation Options Plan contains policies to increase traveler opportunities to choose to bike, walk, take transit, share rides and telecommute in order to promote an efficient, reliable, and affordable transportation system that supports all modes and system users. The OTP and the Oregon Freight Plan contain policies to enhance the connectivity and integration of the freight system to support a variety of industries moving goods into, within, and out of Oregon, helping Oregon’s economy thrive. This includes policies to create transload facilities to support efficient movement of goods between modes, such as truck to rail, enhancing financial and energy efficiency.</i></p>	<p style="text-align: center;">Oregon Freight Plan</p> <p>Policy 2.6 Strategy 2.6.1</p> <p>Policy 3.1 Strategy 3.1.1</p> <p>Policy 3.2 Strategy 3.2.1 Strategy 3.2.2 Strategy 3.2.3</p> <p>Policy 5.1 Strategy 5.1.1 Strategy 5.1.2</p> <p>Policy 5.2 Policy 5.3</p>
		<p style="text-align: center;">Oregon Transportation Options Plan</p> <p>Strategy 4.f Strategy 4.g Strategy 4.h Strategy 4.i Strategy 4.k Strategy 4.m Strategy 8.i Strategy 10.h</p>
		<p style="text-align: center;">Oregon Bicycle & Pedestrian Plan</p> <p>Policy 1.3 Strategy 1.3.E</p> <p>Policy 2.1 Strategy 2.1A</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain a variety of policies to enhance the connectivity and integration of the transportation system to support Oregon’s growing population and economy. The Transportation Options Plan contains policies to increase traveler opportunities to choose to bike, walk, take transit, share rides and telecommute in order to promote an efficient, reliable, and affordable transportation system that supports all modes and system users. The OTP and the Oregon Freight Plan contain policies to enhance the connectivity and integration of the freight system to support a variety of industries moving goods into, within, and out of Oregon, helping Oregon’s economy thrive. This includes policies to create transload facilities to support efficient movement of goods between modes, such as truck to rail, enhancing financial and energy efficiency.</i></p>	<p>Oregon Bicycle & Pedestrian Plan</p> <p>Policy 2.2 Strategy 2.2A Strategy 2.2B</p> <p>Policy 2.3 Strategy 2.3A Strategy 2.3C</p> <p>Policy 2.4 Strategy 2.4A Strategy 2.4B Strategy 2.4D Strategy 2.4E</p> <p>Policy 2.5 Strategy 2.5D</p> <p>Policy 3.2 Strategy 3.2B</p>
		<p>Oregon Highway Plan</p> <p>Policy 4A Strategy 4A.8</p> <p>Policy 4C Strategy 4C.3</p> <p>Policy 4E Strategy 4E.1 Strategy 4E.2 Strategy 4E.3 Strategy 4E.4 Strategy 4E.5 Strategy 4E.6</p>
		<p>Oregon State Rail Plan</p> <p>Policy 1.1 Policy 2.1 Policy 2.2</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight.</p>	<p><i>Findings: The OTP and the mode and topic plans contain a variety of policies to enhance the connectivity and integration of the transportation system to support Oregon’s growing population and economy. The Transportation Options Plan contains policies to increase traveler opportunities to choose to bike, walk, take transit, share rides and telecommute in order to promote an efficient, reliable, and affordable transportation system that supports all modes and system users. The OTP and the Oregon Freight Plan contain policies to enhance the connectivity and integration of the freight system to support a variety of industries moving goods into, within, and out of Oregon, helping Oregon’s economy thrive. This includes policies to create transload facilities to support efficient movement of goods between modes, such as truck to rail, enhancing financial and energy efficiency.</i></p>	<p>Oregon State Rail Plan Policy 2.3 Policy 2.4 Strategy 2b Strategy 2e Strategy 2f Strategy 2h Strategy 2i Strategy 2j Strategy 2k Strategy 2l Strategy 3e</p> <hr/> <p>Oregon Aviation Plan Policy 1.2.e Strategy 1.2.e - 1 Strategy 1.2.e - 2 Strategy 1.2.e - 3 Strategy 1.2.e - 4</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 7. Promote efficient system management and operation.</p>	<p><i>Findings: The OTP addresses efficient system management and operation through policies that provide for asset management practices and improved highway operations. System management is improved through policies that provide for data gathering and the monitoring of assets in order to support informed decision making to effectively manage the varied assets that comprise the state’s transportation system. System operations are improved through policies that enable activities to inform the traveler on road conditions, improve traffic flow, provide information on travel alternatives, and invest in new technology. These practices and investments reduce congestion, improve travel times, reduce emissions and fuel use, as well as provide a number of other system and traveler benefits.</i></p>	<p style="text-align: center;">Oregon Freight Plan</p> <p>Policy 2.1 Strategy 2.1.1</p> <p>Policy 2.2 Strategy 2.2.1</p> <p>Policy 2.3</p> <p>Policy 2.4 Strategy 2.4.1</p> <p>Policy 2.5 Strategy 2.5.4</p> <p>Policy 3.3</p> <p>Policy 4.1 Strategy 4.1.2</p>
		<p style="text-align: center;">Oregon Transportation Options Plan</p> <p>Policy 4.2</p> <p>Policy 4.3 Strategy 4.b Strategy 4.c Strategy 4.d Strategy 4.e Strategy 4.l Strategy 4.n Strategy 4.o Strategy 4.p Strategy 4.q Strategy 4.s Strategy 4.t Strategy 4.u Strategy 4.v Strategy 4.x</p> <p>Policy 5.3</p> <p>Policy 5.6 Strategy 5.b</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 7. Promote efficient system management and operation.</p>	<p><i>Findings: The OTP addresses efficient system management and operation through policies that provide for asset management practices and improved highway operations. System management is improved through policies that provide for data gathering and the monitoring of assets in order to support informed decision making to effectively manage the varied assets that comprise the state’s transportation system. System operations are improved through policies that enable activities to inform the traveler on road conditions, improve traffic flow, provide information on travel alternatives, and invest in new technology. These practices and investments reduce congestion, improve travel times, reduce emissions and fuel use, as well as provide a number of other system and traveler benefits.</i></p>	<p>Oregon Transportation Options Plan Strategy 5.h Policy 7.2 Strategy 8.b Strategy 8.c Strategy 8.d Strategy 8.j Strategy 10.l Oregon Bicycle & Pedestrian Plan Policy 3.1 Policy 3.2 Strategy 3.2A Strategy 3.2C Strategy 3.2D Strategy 3.2E Strategy 3.2F Strategy 3.2G Policy 3.3 Strategy 3.3A</p> <p>Oregon Highway Plan Policy 1F Strategy 1F.1 Strategy 1F.2 Strategy 1F.3 Strategy 1F.4 Strategy 1F.5 Strategy 1F.10 Policy 1G Policy 1H Strategy 1H.1 Strategy 1H.2 Strategy 1H.3 Strategy 1H.4</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p align="center">Planning Factor 7. Promote efficient system management and operation.</p>	<p align="center"><i>Findings: The OTP addresses efficient system management and operation through policies that provide for asset management practices and improved highway operations. System management is improved through policies that provide for data gathering and the monitoring of assets in order to support informed decision making to effectively manage the varied assets that comprise the state’s transportation system. System operations are improved through policies that enable activities to inform the traveler on road conditions, improve traffic flow, provide information on travel alternatives, and invest in new technology. These practices and investments reduce congestion, improve travel times, reduce emissions and fuel use, as well as provide a number of other system and traveler benefits.</i></p>	<p align="center">Oregon Highway Plan</p> <p>Policy 3C Strategy 3C.7</p> <p>Policy 4A Strategy 4A.1 Strategy 4A.2 Strategy 4A.4 Strategy 4A.6 Strategy 4A.7 Strategy 4A.9</p> <p>Policy 4B Strategy 4B.1 Strategy 4B.2 Strategy 4B.3 Strategy 4B.4 Strategy 4B.5 Strategy 4B.6</p> <p>Policy 4C Strategy 4C.1 Strategy 4C.2 Strategy 4C.4 Strategy 4C.5</p> <p>Policy 4D Strategy 4D.1 Strategy 4D.2 Strategy 4D.3</p> <p>Policy 6A Strategy 6A.1 Strategy 6A.2 Strategy 6A.3 Strategy 6A.4 Strategy 6A.5</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 7. Promote efficient system management and operation.</p>	<p><i>Findings: The OTP addresses efficient system management and operation through policies that provide for asset management practices and improved highway operations. System management is improved through policies that provide for data gathering and the monitoring of assets in order to support informed decision making to effectively manage the varied assets that comprise the state's transportation system. System operations are improved through policies that enable activities to inform the traveler on road conditions, improve traffic flow, provide information on travel alternatives, and invest in new technology. These practices and investments reduce congestion, improve travel times, reduce emissions and fuel use, as well as provide a number of other system and traveler benefits.</i></p>	<p style="text-align: center;">Oregon Highway Plan</p> <p>Policy 6B Strategy 6B.1 Strategy 6B.2 Strategy 6B.3 Strategy 6B.4 Strategy 6B.5</p> <p>Policy 6C Strategy 6C.1 Strategy 6C.2 Strategy 6C.3 Strategy 6C.4</p> <p>Policy 6D Strategy 6D.1 Strategy 6D.2</p> <p>Policy 6E Strategy 6E.1 Strategy 6E.2</p> <hr/> <p style="text-align: center;">Oregon State Rail Plan</p> <p>Policy 3.1 Strategy 3b</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 8. Emphasize the preservation of the existing transportation system.</p>	<p><i>Findings: The OTP and the mode and topic plans contain policies that emphasize the importance of preserving the existing transportation system investments. Preservation of existing infrastructure is a critical funding priority in order to protect the significant investments that comprises Oregon’s transportation network. Regular treatments and maintenance schedules extend the life of transportation facilities, and can result in reduced maintenance costs in the future. Efficient operations can also help to extend the usefulness of the existing transportation infrastructure already in place.</i></p>	<p>Oregon Freight Plan Policy 13.1 Strategy 13.1.1</p>
		<p>Oregon Transportation Options Plan Strategy 4.j</p>
		<p>Oregon Bicycle & Pedestrian Plan Policy 3.2 Strategy 3.2J Policy 8.3 Strategy 8.3B</p>
		<p>Oregon Highway Plan Policy 1H Strategy 1H.5 Policy 2F</p>
		<p>Oregon State Rail Plan Policy 3.2 Strategy 3g Policy 5.1 Strategy 5a Strategy 5b</p>
		<p>Oregon Aviation Plan Policy 1.2.a Strategy 1.2.a - 1</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</p>	<p><i>Findings: The OTP and the mode and topic plans include policy to ensure the transportation system is resilient in the face of natural or man-made disasters, and reliable for users to facilitate economic growth and meet the transportation needs of citizens. Resiliency and reliability are important to ensure that the transportation system is able to meet the needs of all users under a variety of conditions. Resiliency and reliability are improved through a range of policies that enable investment in traveler information services and incident response programs, to Transportation Options programs that educate individuals about alternative travel choices to aid in managing congestion and increasing accessibility.</i></p>	<p style="text-align: center;">Oregon Freight Plan</p> <p>Policy 2.4 Strategy 2.4.1</p> <p>Policy 2.5 Strategy 2.5.4</p> <p>Policy 11.1 Strategy 11.1.2 Strategy 11.1.3</p> <p>Policy 11.1 Strategy 11.1.1</p> <p>Policy 11.2</p> <p>Policy 11.3</p>
		<p style="text-align: center;">Oregon Transportation Action Plan</p> <p>Policy 3.4 Strategy 3.4.2</p>
		<p style="text-align: center;">Oregon Transportation Options Plan</p> <p>Policy 4.2</p> <p>Policy 4.4 Strategy 4.b Strategy 4.c Strategy 4.d Strategy 4.e Strategy 4.l Strategy 4.n Strategy 4.o Strategy 4.p Strategy 4.q Strategy 4.s Strategy 4.t Strategy 4.u Strategy 4.v Strategy 4.x</p> <p>Policy 5.3</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</p>	<p><i>Findings: The OTP and the mode and topic plans include policy to ensure the transportation system is resilient in the face of natural or man-made disasters, and reliable for users to facilitate economic growth and meet the transportation needs of citizens. Resiliency and reliability are important to ensure that the transportation system is able to meet the needs of all users under a variety of conditions. Resiliency and reliability are improved through a range of policies that enable investment in traveler information services and incident response programs, to Transportation Options programs that educate individuals about alternative travel choices to aid in managing congestion and increasing accessibility.</i></p> <p><i>The OTP contains policy to practice stewardship of natural resources and to reduce environmental impacts where appropriate, including stormwater impacts of the transportation system. OTP policy directs ODOT to reduce consumption of non-renewable construction materials and reduce or mitigate other environmental impacts resulting from the transportation system. This is accomplished through such things as the consideration of the Oregon Conservation Strategy and the Oregon Plan for Salmon and Watersheds, the department’s Stormwater Management Program, as well as coordination with other state agencies and various stakeholders across the state.</i></p>	<p>Oregon Transportation Options Plan Policy 5.6 Strategy 5.b Strategy 5.h Policy 6.5 Strategy 6.f Policy 8.2 Strategy 8.b Strategy 8.c Strategy 8.d Strategy 8.j Strategy 10.l</p>
		<p>Oregon Bicycle & Pedestrian Plan Policy 3.1 Policy 3.2 Strategy 3.2A Strategy 3.2C Strategy 3.2D Strategy 3.2E Strategy 3.2F Strategy 3.2G Policy 3.3 Strategy 3.3A Policy 7.2 Strategy 7.2A Strategy 7.2B</p>
		<p>Oregon Highway Plan Policy 1E Strategy 1E.1 Strategy 1E.2 Strategy 1E.3 Strategy 1E.4 Policy 1G</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.</p>	<p><i>Findings: The OTP and the mode and topic plans include policy to ensure the transportation system is resilient in the face of natural or man-made disasters, and reliable for users to facilitate economic growth and meet the transportation needs of citizens. Resiliency and reliability are important to ensure that the transportation system is able to meet the needs of all users under a variety of conditions. Resiliency and reliability are improved through a range of policies that enable investment in traveler information services and incident response programs, to Transportation Options programs that educate individuals about alternative travel choices to aid in managing congestion and increasing accessibility.</i></p> <p><i>The OTP contains policy to practice stewardship of natural resources and to reduce environmental impacts where appropriate, including stormwater impacts of the transportation system. OTP policy directs ODOT to reduce consumption of non-renewable construction materials and reduce or mitigate other environmental impacts resulting from the transportation system. This is accomplished through such things as the consideration of the Oregon Conservation Strategy and the Oregon Plan for Salmon and Watersheds, the department’s Stormwater Management Program, as well as coordination with other state agencies and various stakeholders across the state.</i></p>	<p style="text-align: center;">Oregon Highway Plan</p> <p>Policy 2F Policy 4A Strategy 4A.1 Strategy 4A.2 Strategy 4A.4 Strategy 4A.6 Strategy 4A.7 Strategy 4A.9 Policy 4B Strategy 4B.1 Strategy 4B.2 Strategy 4B.3 Strategy 4B.4 Policy 4C Strategy 4C.1 Strategy 4C.2 Policy 4D Strategy 4D.1 Strategy 4D.3</p> <hr/> <p style="text-align: center;">Oregon State Rail Plan</p> <p> Strategy 2c Strategy 2d Policy 3.1 Strategy 3b Policy 5.1 Strategy 5a Strategy 5b</p>

Table 2: Mode and Topic Plan Compliance with FHWA Planning Factors

FHWA Planning Factor	Compliance Findings	Mode & Topic Plan Policy
<p>Planning Factor 10. Enhance travel and tourism.</p>	<p><i>Findings: Travel and tourism are important contributors to the state's economic vitality and are addressed through policy in the OTP and the mode and topic plans that recognize the importance of intra and interstate travel for recreation purposes, including both ground and air transportation. In addition to the OTP, the Oregon Bicycle and Pedestrian Plan contains policies to support and promote bicycle tourism across the state through targeted investments and partnerships with other state and local organizations.</i></p>	<p>Oregon Transportation Options Plan Policy 5.4 Strategy 5.e</p>
		<p>Oregon Bicycle & Pedestrian Plan Policy 4.2 Strategy 4.2A Strategy 4.2B Strategy 4.2C Strategy 4.2D Strategy 4.2E</p>
		<p>Oregon Highway Plan Policy 1D Strategy 1D.1 Strategy 1D.2 Strategy 1D.3 Strategy 1D.4 Policy 5B Strategy 5B.3 Strategy 5B.4 Strategy 5B.5 Strategy 5B.6 Strategy 5B.7 Strategy 5B.8</p>
		<p>Oregon State Rail Plan Strategy 7d</p>
		<p>Oregon Aviation Plan Policy 1.2.d Strategy 1.2.d - 1 Strategy 1.2.d - 2 Strategy 1.2.d - 4 Strategy 1.2.d - 5</p>