

State Plan and Policy Review Checklist

As part of any TSP planning process, jurisdictions must address the statewide planning documents listed in Table 2 as part of the local TSP planning process. Table 2 includes the following:

- Description of the statewide plan;
- An applicability statement, describing how it applies to and guides local planning;
- Plan review questions that indicate what to look for in existing local documents and/or what to expect from the TSP update; and
- A relevancy paragraph with sample language describing how the TSP update will address the statewide plan.

The description and applicability statements provided in Table 2 may be used in a plan policy review, either in the table format provided or otherwise integrated into a technical memorandum. The review questions will help guide a review of the adopted TSP and other relevant local planning documents. Answering these questions will also help the jurisdiction tailor the relevancy paragraph, which provides more details about what the TSP will address.

Table 2: State Document Plan & Policy Review

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| <p>Oregon Transportation Plan (2023)</p> | <p>Description</p> <p>The OTP defines the long-range transportation policy through the year 2050 for the movement of people and goods across the state. The OTP seeks to balance the diverse needs of the users and uses of the transportation system and to guide investments, programs, and processes. The OTP’s vision and actionable direction is intended for all transportation service and facility providers, including state agencies, regional and local governments, and transit agencies.</p> <p>As the long-range transportation system plan for the state, the OTP functions as the “umbrella plan” over statewide modal and topic plans. These statewide plans refine and apply OTP policy to specific modes or topics and guide state, regional, and local investment decisions for the parts of the transportation system that they address.</p> <p>The OTP Vision and Values Statement instructs that “Oregon’s transportation system supports all Oregonians by connecting people and goods to places in the most climate-friendly, equitable, and safe way.” As such, safety, equity, and climate are to be the strongest drivers of decisions. Other policy drivers established by the OTP are maintenance, competing critical connections, sustainable funding, and mobility.</p> <p>The three primary means of implementing OTP outcomes are through policy, programs, and investments. Transportation coordination with regional and local entities will be necessary – particularly in the areas of land use, energy, resiliency and climate, and the economy and tourism.</p> <p>Applicability</p> <ul style="list-style-type: none"> Local and regional TSPs must be consistent with the OTP and the associated mode and topic plans. OTP policies and | <p>Plan Review Questions</p> <ul style="list-style-type: none"> Are adopted Comprehensive Plan policies consistent with the State’s transportation policy framework, as presented in the OTP? Do the adopted TSP goals reflect the OTP’s Vision and Values and the focus on safety, equity, and climate? <p>Sample Relevancy Statement</p> <p>The OTP’s policy areas will guide the TSP update in the following ways:</p> <ul style="list-style-type: none"> Bringing new focus to equity; removing barriers to inclusion and opportunity in transportation decision-making and investment; and planning for and addressing barriers to accessing emerging technology. Renewing the [jurisdiction’s] commitment to safety by making improvements in safety outcomes a system-wide goal, recognizing relationships between safety and equity, and leveraging data and technology. Reducing passenger vehicle per capita VMT and increasing active transportation options and connections. <p>In line with OTP policies, the TSP update will explore ways to make the transportation system more resilient and adaptive in the face of climate change and will seek out context-sensitive solutions through a public process that is transparent and inclusive.</p> |

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| | <p>strategies provide guidance for local and regional policy development, project identification, and project prioritization.</p> <ul style="list-style-type: none"> • Regional and local TSPs further refine the OTP’s broad policies and investment priorities. Local TSPs can offer refinement by defining standards, instituting performance measures, and calling for the development of operational strategies. • While developed to govern the State transportation system, the OTP’s goals, objectives, policies, and strategies also provide beneficial policy guidance for enhancing and maintaining the local transportation system. | |
| <p>Oregon Highway Plan (Ongoing Updates as Needed)</p> | <p>Description The Oregon Highway Plan (OHP) is a modal plan of the OTP that guides Oregon Department of Transportation’s (ODOT’s) Highway Division in planning, operations, and financing. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies listed under Plan Review Questions, in particular, are relevant to the TSP update process.</p> <p>Applicability Local and regional TSPs must be consistent with OHP policies and standards for the state highway system. Local plans and development requirements can implement the state requirements by reflecting the intended function of state facilities in supporting policies, system investment and management, and performance decisions.</p> | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • Policy 1A: What are the classifications of the state highways in your jurisdiction and what, according to the state classification system, is the management objective for their function? • Policy 1B: Are there state highways in your jurisdiction that require more attention regarding a coordinated approach to land use and transportation planning? Does your jurisdiction have, or desire to have, a Special Transportation Area (STA), where local access is a priority, or Urban Business Areas (UBA), where mobility is balanced with local access? • Policy 1C: Are there designated state freight routes in your jurisdiction? (Highways included in this designation have higher highway mobility standards than other statewide highways.) • Policy 1D: Does your jurisdiction currently have, or are you considering pursuing, a Scenic Byway designation on any highways traversing your jurisdictions, where aesthetic and design elements should be considered along with safety and performance? • What are the state mobility targets for highways within your jurisdiction? Do you anticipate that the TSP update will result in a recommendation for an alternative mobility target? • Policy 1G: Does the adopted comprehensive plan policies and/or goals and objectives in the adopted TSP memorialize the |

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| | | <p>jurisdiction’s commitment to maintaining performance and improving safety on the highway system by improving efficiency and management on the existing roadway network before adding capacity? Is it the jurisdiction’s policy to make improvements to the local street network to minimize local trips on the state facility?</p> <ul style="list-style-type: none"> • Policy 2G: Do adopted comprehensive plan policies include and/or does the adopted TSP discuss safety and the prevention of conflicts at rail crossings? Is the design of crossings addressed, in particular at-grade and grade-separated crossings for pedestrian and bicycle access? • Policy 3A-E: Do adopted comprehensive plan policies and/or goals and objectives in the adopted TSP support compliance with state access spacing standards, or support moving in the direction of those standards for new approaches or changes of use of an existing approach? Are there adopted plans for the management of interchanges in the jurisdiction or are there special planning concerns related to these facilities? • Policy 4A: On what facilities will planning emphasize the need to maintain and improve the efficiency of freight movement (state-designated Freight Routes within the jurisdiction)? • Policy 4D: Do adopted comprehensive plan policies include and/or does the adopted TSP detail appropriate demand management techniques to help decrease congestion, energy consumption, and vehicle miles traveled and protect air quality? • Do adopted policies reflect the State’s funding priorities, which focus on making investments to enhance safety and manage and preserve the existing system? <p>Sample Relevancy Statement The TSP planning process will consider policies in the OHP for any improvements, modifications, or policies that would affect [state facilities within the jurisdiction]. OHP policies provide guidance in developing recommended improvements that would impact the accessibility, mobility, or function of a state highway.</p> |

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| | | <p>The TSP is being developed in coordination with ODOT so that projects, policies, and regulations proposed as part of the TSP will meet – or move in the direction of meeting – the standards and targets established in the OHP related to safety, access, and mobility.</p> |
| <p>Oregon Bicycle and Pedestrian Plan (2016)</p> <p>Bicycle and Pedestrian Design Guide (2011)</p> | <p>Description</p> <ul style="list-style-type: none"> The Oregon Bicycle and Pedestrian Plan (OBPP) is a modal plan that provides policies and implementation strategies intended to move the state toward the following vision: “In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well connected biking and walking routes. People can enjoy Oregon’s scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians.” <p>Applicability</p> <p>The OBPP policies and strategies are intentionally written to be broad and encompassing of all transportation agencies (state and local) unless otherwise stated as “ODOT” or “local jurisdictions” (MPO, county, or city). These policies and strategies must be implemented as appropriate, taking context into consideration.</p> | <p>Plan Review Questions</p> <ul style="list-style-type: none"> Do adopted plans currently reflect the following OBPP concepts? <ul style="list-style-type: none"> education and outreach (e.g., rules of the road and personal responsibility, safe behaviors) inter-modal connections (e.g., how pedestrians and cyclists reach transit stops) relationship between bicycle and pedestrian facilities and community and economic vitality, including bicycle and pedestrian tourism and economic development engagement of public health professionals in TSPs and consideration of health criteria in decision-making equity analysis in mapping existing conditions and project distribution Will the TSP include bicycle and pedestrian-specific safety analysis, including both crash-based and risk-based analysis, with a focus on pedestrian and bicycle fatalities and serious injuries? Do policies and design requirements ensure that sidewalks and curb ramps are accessible and comply with the Americans with Disabilities Act (ADA)? Is the jurisdiction intending to encourage bicycle tourism through the TSP update? Will the TSP provide the opportunity to use Level of Traffic Stress (LTS) and Multi Modal Level of Service (MMLOS) in active transportation planning? Are state highways suitable for bicycle and pedestrian travel? In locations where they are not, will the TSP identify parallel facilities? |

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| | | <ul style="list-style-type: none"> • Are there agreed-upon cross-sections for state highways? If not, should they be developed as part of the TSP? • Are there agreed-upon design standards for roads functionally classified as local streets and/or land use context? If not, should they be developed as part of the TSP? • Are there code provisions in place for requiring half-street improvements and/or right-of-way dedication for bicycle and pedestrian facilities? <p>Sample Relevancy Statement</p> <p>The TSP update process will consider OBPP policies and strategies for their applicability to [jurisdiction] and, where appropriate, the [updated] TSP will reflect the OBPP in local policies and project selection.</p> <p>The state standards and strategies for pedestrian and bicycle improvements can serve as “best practices” and inform recommended bicycle and pedestrian improvements in the updated TSP.</p> <p>The TSP planning process will identify and address areas where enhancements are needed to improve sidewalk accessibility, including curb ramps, to better comply with the Americans with Disabilities Act (ADA).</p> <p>The TSP planning process will consider OBPP standards and designs where pedestrian and bicycle projects are recommended on, or parallel to, state facilities.</p> <p>In addition, advisory committees for the project include members that represent pedestrian and bicycle interests.</p> |
| Oregon Transportation Options Plan (2015) | <p>Description</p> <ul style="list-style-type: none"> • The Oregon Transportation Options Plan (OTOP) is a topic plan that establishes policies, strategies, and programs that promote efficient use of existing transportation system investments, thereby reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare. | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • In the context of planning for a complete and multi-modal network, do adopted comprehensive plan policies and/or does the adopted TSP include prioritization of pedestrian and bicycle infrastructure near transit? • Do adopted plans prioritize connections to transit for all modes? Do they identify mobility hub locations? |

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| | <ul style="list-style-type: none"> Adoption of this plan establishes a statewide vision for transportation options (TO) in Oregon to provide travelers of all ages and abilities with options to access goods, services, and opportunities across the State. TO strategies and programs do not address capital infrastructure investments, but rather they provide information and resources to allow people to bike, walk, take transit, drive, share rides, and telecommute. <p>Applicability Local and regional TSPs must be consistent with the OTOP. Plan policies apply to state and local partners who are working to enhance and expand transportation access for all Oregonians.</p> | <ul style="list-style-type: none"> Do adopted policies incorporate education and outreach components to support safety priorities? Will the TSP provide the opportunity to use Level of Traffic Stress (LTS) and Multi Modal Level of Service (MMLOS) in active transportation planning? Do adopted comprehensive plan policies and/or does the adopted TSP adequately address collaboration between local transportation agencies, transit operators, and transportation demand management programs? Will the TSP integrate health considerations and impacts in transportation planning, such as incorporating the transportation options outcomes in a Community Health Improvement Plan/ Community Health Needs Assessment? If a detailed health impact assessment is not available/will not be conducted at this time, will the TSP project consider and address elements of public health in policy, project selection, and recommended implementation (development/site design) requirements? <p>Sample Relevancy Statement OTOP policies, strategies, and programs promote efficient use of existing transportation system investments, thereby reducing reliance on the single-occupancy vehicle and facilitating walking, biking, taking transit, and ridesharing. The goals, policies, and recommendations for projects and implementation in the TSP update reflect these policies and strategies; the resulting plan for the local multi-modal system is expected to enhance opportunities for non-motorized transportation modes and transit.</p> |
| Oregon Public Transportation Plan (2018) | <p>Description</p> <ul style="list-style-type: none"> The Oregon Public Transportation Plan (OPTP) is a modal plan that provides a statewide vision for the public transportation system and a policy foundation to assist state, regional, and local transportation agencies in making transit-related decisions. | <p>Plan Review Questions</p> <ul style="list-style-type: none"> In the context of planning for a complete a multi-modal network, do adopted comprehensive plan policies and/or does the adopted TSP include prioritization of pedestrian and bicycle infrastructure near transit? |

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| | <ul style="list-style-type: none"> • Its vision is to establish public transportation as an integral, interconnected component of Oregon’s transportation system that makes Oregon’s diverse cities, towns, and communities work. Because public transportation is convenient, affordable, and efficient, it helps further the state’s quality of life and economic vitality and contributes to the health and safety of all residents, while reducing greenhouse gas emissions. Oregonians take over 100 million public transportation trips each year. In both urban and rural areas, these trips get people to jobs and medical appointments, offer choices for residents and visitors alike, and provide options that reduce the environmental impacts of the transportation system as well as congestion in Oregon’s busy metropolitan areas. Public transportation is vital to the state’s economy and the well-being of its people. This plan considers the benefits of a well-connected, efficient public transportation system and offers a framework to help cities, counties, transit providers, tribes, and the state make smart investment choices. <p>Applicability</p> <ul style="list-style-type: none"> • The plan provides guidance for ODOT, local transportation agencies, local land use agencies, and public transportation providers. It includes strategies for fostering partnerships and coordination among all these agencies to enable them to meet their service goals and other local and state goals. • Local and regional TSPs must be consistent with the OPTP. | <ul style="list-style-type: none"> • Do adopted plans prioritize connections to transit for all modes? Do they identify mobility hub locations? Do they identify park and ride locations? • Do current adopted policies emphasize collaboration between local transportation agencies, transit operators and transportation demand management programs? • Do current adopted policies address the “last mile” — how travelers get to and from a transit station or stop from their origin or destination? • Do current adopted policies address issues of accessibility? • Do adopted plans currently reflect equity analysis in mapping existing conditions and project distribution? • Do current adopted policies address public health and public transportation’s role in promoting clean air, access to essential services such as health care, and access to recreation opportunities? • Do current adopted policies address community livability and economic vitality by supporting transit access to homes, jobs, schools, and other community destinations? • Do current adopted policies address safety and security by ensuring public transportation users feel safe at facilities or while using the services? • Do current adopted policies address environmental sustainability by promoting public transportation to reduce greenhouse gases and encourage low- to zero-emissions vehicles? • Do current adopted policies support local land use goals and policies by providing efficient and effective travel options in urban, suburban, and rural areas? • Do adopted policies or plans address funding and encourage strategic investment for public transportation facilities and services? |

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| | | <ul style="list-style-type: none"> Do policies and design requirements ensure that sidewalks and curb ramps are accessible and and comply with the Americans with Disabilities Act (ADA)? <p>Sample Relevancy Statement The OPTP is a modal plan that provides guidance for ODOT and public transportation agencies regarding the development of public transportation systems. The TSP process will coordinate with [public transit provider] long-range and strategic planning in the TSP study area. The project advisory committee includes a representative from the [public transit provider] to ensure coordination between the recommendations of the TSP and transit plans.</p> |
| Oregon Freight Plan (2023) | <p>Description</p> <ul style="list-style-type: none"> The Oregon Freight Plan (OFP) is a topic plan that implements the state’s goals and policies related to the movement of goods and commodities through the identification of issues and strategies. The plan’s purpose is “to improve freight connections to local, Native American, state, regional, national and global markets in order to increase trade-related jobs and income for workers and businesses.” The objectives of the plan include prioritizing and facilitating investments in freight facilities – including rail, marine, highway, air, and pipeline infrastructure – and adopting strategies to maintain and improve the freight transportation system. The OFP defers to the OTP for broad and more conventional policy statements regarding freight. The Oregon Freight Plan (OFP) is an OTP modal plan that guides the movement of goods and commodities on the | <p>Plan Review Questions</p> <ul style="list-style-type: none"> Do the local adopted plans and policies identify state- and locally designated freight routes and explain their function and importance? Is efficient freight movement prioritized on identified freight routes? Do adopted plans currently address multi-modal connections on the freight system, i.e., how goods are transferred, particularly between trucks, rail, marine (ports), and aviation (airports) ? Are there identified freight bottlenecks in the planning area? Are freight representatives included in TSP development and active on the advisory committee? Will the TSP process consult with the Oregon Freight Advisory Committee? <p>*TSPs in metropolitan areas are not required to include air, rail, water, or pipeline plans. However, they may be included when locally appropriate and when funding allows.</p> |

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| | <p>state highway system as well as for other modes, including aviation, rail, and marine.</p> <ul style="list-style-type: none"> • The plan establishes a 25-year vision that identifies current freight-related issues and recommends policy, funding/investment, and operational/institutional strategies. • The OFP addresses federal compliance with the federal FAST Act and Infrastructure and Jobs Act. <p>Applicability</p> <ul style="list-style-type: none"> • The plan is intended to be a “roadmap” for ODOT, state agencies, local agencies, tribal agencies, and businesses to preserve and enhance the state’s freight system. • The OFP documents the economic importance of freight movement in Oregon, identifies transportation networks important to freight-dependent industries and recommends multimodal strategies and actions to increase strategic freight system efficiency. • Otherwise, the general statement that local and regional TSPs must be consistent with modal plans – with the OFP – applies. • Aspect of the OFP are implemented in ORS 366.215, which identifies standards related to “Reduction Review Routes.” See entry below for additional applicability. | <p>Sample Relevancy Statement</p> <p>The TSP will help [jurisdiction] maintain and enhance the efficiency of the truck, rail, marine, and air freight system in the study area. The project advisory committees include representatives from ODOT and local freight interests to ensure that the plan recommendations are consistent with the community’s economic interests related to the movement of goods.</p> |
| <p>Oregon State Rail Plan (2020)</p> | <p>Description</p> <ul style="list-style-type: none"> • The Oregon State Rail Plan (OSRP) is a modal plan that creates a policy foundation supporting state decision-making for freight and passenger rail investments, strategies, and programs. The plan demonstrates rail’s importance to the state, while acknowledging that it is predominantly privately-owned. • Its goals, policies, and strategies are based on the vision that “Oregon will have a safe, efficient, and commercially viable rail system that serves its businesses, travelers and communities through private resources leveraged as | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • Do adopted plans and polices address the location and function of the jurisdiction’s freight and passenger rail lines? • Do existing plans address preserving rail corridors to ensure that economic development opportunities can be realized in the future? • Is safety at rail crossings an identified issue in adopted plans and policies? |

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| | <p>needed, by strategic public investments.” It establishes the following goal areas: partnership, collaboration and communication; a connected system; system investments and preservation; funding, finance and investment principles; system safety; preserving and enhancing quality of life; and economic development.</p> <ul style="list-style-type: none"> • The plan categorizes rail as Class I or Non-Class I and accordingly identifies needs related to rail elements including track, signals, weight, clearance, speed, and bridges and tunnels. <p>Applicability Local and regional TSPs must be consistent with the policies in this modal plan.</p> | <ul style="list-style-type: none"> • Is coordination with ODOT and rail owners/operators part of the jurisdiction’s priorities related to balancing efficient goods movement with safe access and connectivity? <p>*TSPs in metropolitan areas are not required to include air, rail, water, or pipeline plans. However, they may be included when locally appropriate and when funding allows.</p> <p>Sample Relevancy Statement The TSP will consider the needs of the rail freight system in developing recommended policies and projects related to improving safety and mobility in the [jurisdiction]. In addition, the project technical advisory committee includes ODOT representatives who will advise on rail and freight interests.</p> <p>[For jurisdictions with passenger rail, a similar statement may be revised to include coordination with the passenger rail provider and policies/recommendations related to operations and facility updates in adopted plans.]</p> |

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| <p>Oregon Aviation Plan (2018)</p> | <p>Description</p> <ul style="list-style-type: none"> • The Oregon Aviation Plan (OAP) is an OTP modal plan that defines goals, actions, and investment strategies for Oregon’s public use aviation system for the next 20 years. The plan addresses the existing conditions, economic benefits, and jurisdictional responsibilities for the existing aviation infrastructure. The plan contains recommended actions (airport improvements) to be implemented by Oregon Department of Aviation in coordination with other State and local agencies, airport “sponsors,” and the Federal Aviation Administration. • The Oregon Department of Aviation (ODA) updated the OAP in 2018 to account for varied economic growth throughout the state, decreases in passenger air service to small markets, and new technologies in aviation, such as unmanned aerial vehicles. The OAP provides guidance on preserving the state’s system of airports and presents a framework for improving the system for continued support of communities and economic development. • The OAP integrated the OTP goals to provide a consistent foundation from which to evaluate and improve aviation infrastructure. • The OAP categorizes and analyzes airports based on functional role and service criteria. (Jurisdictions may also be served by private airstrips that are not included in the OAP.) • The plan summarizes compliance of each state airport and their respective jurisdiction with the applicable aviation policies and rules from the FAA and other regulatory agencies. <p>Applicability</p> <p>Local and regional TSPs must be consistent with the policies in this modal plan. Development requirements will need to be reviewed and updated, if necessary, to be consistent with the Airport Planning Rule (OAR 660-013).</p> | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • Does the airport that serves the jurisdiction have an airport master plan? If so, are there specific recommendations related to facilities expansion, increases in services, and increases in passenger or freight movement that will need to be considered as part of the TSP update? • Is multi-modal access to the airport – in particular freight and passenger access – discussed in adopted local plans? • Is the economic contribution of the airport that serves the jurisdiction in terms of jobs, wages, and business sales identified in adopted local plans? • Is it the jurisdiction’s policy to protect airport operations from the impacts of future development (height, glare, etc.) in the vicinity of the airport? Does the jurisdiction ensure airport protection through an adopted land use overlay and regulatory requirements? • How are local airports categorized in the OAP and, accordingly, what roles will they play in emergency response? (Also refer to Oregon Resilience Plan.) <p>*TSPs in metropolitan areas are not required to include air, rail, water, or pipeline plans. However, they may be included when locally appropriate and when funding allows.</p> <p>Sample Relevancy Statement</p> <p>The TSP will consider access to the [airport name] in developing its policies and projects.</p> <p>[Jurisdiction] will review land use restrictions and requirements related to development [at and] in the vicinity of the airport as part of the multi-modal transportation system analysis.</p> <p>As identified in the Compliance Report (Table 9-1), the jurisdiction] will address compliance issues with the update of regulatory [code] language associated with the TSP update.</p> |

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| <p>Oregon Transportation Safety Action Plan (2021)</p> <p>Oregon Transportation Implementation Work Program (2023)</p> | <p>Description</p> <p>The Oregon Transportation Safety Action Plan (TSAP) is a topic plan that shows a set of actions that Oregonians have identified as steps to a safer travel environment. It also serves as the State of Oregon’s Strategic Highway Safety Plan, a document required by federal law.</p> <ul style="list-style-type: none"> • The TSAP is a statewide plan that is implemented by multiple state, local, and regional agencies in addition to ODOT. It is a multi-purpose plan that includes both a 20-year policy plan and a 5-year, federally compliant, Strategic Highway Safety Plan. It envisions no deaths or life-changing injuries on Oregon’s transportation system by 2035. The long-term goals of the TSAP are to foster a safety culture, develop infrastructure for safety, support healthy communities, leverage technology, and coordinate agencies and stakeholders to work together, and guide strategic safety investments. • The plan bases its 5-year strategic plan on four broad emphasis areas that were identified in the planning process for improving safety: risky behaviors, such as impaired driving, distracted driving, unbelted driving, and speeding; infrastructure such as intersection improvements; protections for vulnerable users, such as pedestrians, bicyclists, and older road users; and improved systems, including data collection, training, enforcement, licensing, and emergency response. • The TSAP identifies long-term goals, policies, strategies, and short-term actions to improve transportation safety. <p>Applicability</p> <p>Local and regional TSPs must be consistent with the TSAP with respect to safety goals, policies, projects, and programs.</p> | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • Do adopted plans – including the comprehensive plan and TSP – include robust and clear goal and policy statements regarding safety? • Do adopted plans identify sites with high occurrences of safety problems? What planned improvements for these sites will need to be updated? • Is there recent collision/crash data (SPIS analysis for ODOT facilities) available and/or is there anecdotal evidence of exiting safety problem areas? • Can the TSAP Emphasis Area framework be used to help identify safety issues in this community? • Will the TSP include additional safety analysis with a focus on fatalities and serious injuries and vulnerable road users? • Will the TSP include risk-based bicycle and pedestrian safety analysis? • How highly does the TSP anticipate the need to prioritize safety in the selection and prioritization of transportation projects to meet the future system needs for all modes of transportation? • Does the TSP include safety-related enforcement and education programs? If not, should they be added? <p>Sample Relevancy Statement</p> <p>Consistent with the Oregon TSAP, the TSP will identify sites with high occurrences of safety problems. The TSP will prioritize safety in the selection and prioritization of transportation projects to meet the [jurisdiction’s] future system needs for all modes of transportation.</p> |

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| <p>Oregon Resilience Plan (2013)</p> | <p>Description</p> <ul style="list-style-type: none"> The Oregon Resilience Plan (ORP) provides policy guidance and recommendations to mitigate risks, accommodate emergency response and recovery, and support the resilience of government and business before, during, and after a Cascadia earthquake and tsunami. The plan includes an assessment of the seismic integrity of Oregon’s multi-modal transportation system, including bridges and highways, rail, airports, water ports, and public transit systems. The plan classifies highway lifeline routes as Tier 1, 2, and 3, where Tier 1 Routes are those that make up the transportation <i>backbone system</i>, which is considered to provide the greatest benefits for short-term rescue and longer-term economic recovery. Targets for recovery in all mode categories fall into three levels: minimal, operational, and functional. <p>Applicability</p> <p>Jurisdictions and other partners are encouraged to incorporate the findings and recommendations of the plan into their planning and programming activities.</p> | <p>Plan Review Questions</p> <ul style="list-style-type: none"> Does the jurisdiction have transportation facilities that are prioritized seismic lifeline routes? What are the resilience targets associated with the function/level of service of these facilities? Does the jurisdiction have airports identified in the tier system for conducting rescue and emergency response operations or providing commercial and economic restoration services? <p>Sample Relevancy Statement</p> <p>The Oregon Resilience Plan provides guidance and priorities to maintain the seismic integrity of Oregon’s multi-modal transportation system.</p> <p>Policies and standards adopted by [jurisdiction] should consider additional guidance, concepts, and strategies for design related to facility resiliency in the event of seismic activity.</p> |
| <p>Statewide Transportation Strategy; A 2050 Vision for Greenhouse Gas Emissions Reduction (2013)</p> <p>The Greenhouse Gas, or GHG, Emissions Reduction Toolkit</p> | <p>Description</p> <ul style="list-style-type: none"> The Oregon Statewide Transportation Strategy, or STS, is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas, or GHG, emissions. The STS identifies a variety of effective GHG emissions reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns. In 2018, the Oregon Transportation Commission (OTC) adopted an amendment to incorporate the Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas | <p>Plan Review Questions</p> <ul style="list-style-type: none"> Does adopted local policy address reduction of GHG emissions, either specifically or generally as part of articulated health and active transportation objectives? Do adopted plans and/or requirements include parking management strategies? How do current policies and strategies address Transportation Demand Management? How does the current plan for the transportation system use intelligent transportation system (ITS) technology? Does your jurisdiction currently have transportation options (TO) education and outreach programs? |

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| | <p>Emission Reduction into the Oregon Transportation Plan. The new language reads: To reduce transportation-related greenhouse gas emissions, pursue strategies identified in the Oregon Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Reduction, incorporated herein by reference (OTP Strategy 4.1.2).</p> <ul style="list-style-type: none"> • The STS 2050 Vision results in a future with 60% percent fewer GHG emissions (total emissions) than 1990. (Emission reductions vary by mode; higher reductions can be achieved in light vehicles than in truck, freight, or aviation.) • The STS is consistent with the OTP and the Governor’s 10-Year Energy Action Plan. However, it does not contain specific policies or goals and was not developed to be a policy document like the OTP and is not part of the suite of adopted statewide plans. • The document is not directive or regulatory; it provides “promising approaches for further consideration by policymakers at the national, state, regional, and local levels.” Policymakers must decide whether, how, and when to pursue all or selected strategies. • The STS changes region and local planning work by providing an additional lens and new or enhanced strategies to consider. For those MPO areas and jurisdictions choosing or required to plan for GHG emission reduction, the STS highlights strategies that can be implemented at the regional and local level. The STS offers a way for MPOs to engage in long-term planning and visioning, not only around GHG emissions reduction, but the achievement of other community goals. • The Greenhouse Gas, or GHG, Emissions Reduction Toolkit is a collection of strategy reports and case studies designed to help local jurisdictions identify and explore the kinds of actions and programs they can undertake to reduce vehicle emissions. Additionally, the actions and programs are designed to meet other community goals, such as spur | <ul style="list-style-type: none"> • Do current adopted polices articulate the relationship between land use and transportation planning? Do they promote compact, mixed-use development to reduce travel distance, facilitate use of zero- or low-energy modes and transit, and enhance transportation options? <p>Sample Relevancy Statement</p> <p>The TSP will consider strategies identified in the STS and the Greenhouse Gas Emissions Reduction Toolkit and will reflect [jurisdiction’s] commitment to reducing GHG emissions in the development of plan recommendations. This includes integrating climate and equity outcomes into the planning process, such as ensuring land uses are more connected, encouraging a walkable mix of destinations, and prioritizing investments in walking, biking, and transit.</p> |

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| | <p>economic development, increase biking and walking, support downtowns, create healthy livable communities, and more.</p> <ul style="list-style-type: none"> • ODOT is a lead member of the multi-agency Every Mile Counts program that is focused on continued partnership with state agencies to identify actions to reduce transportation sector emissions. The STS Multi-Agency Implementation Work Plan for 2023-2024 focuses on reducing transportation GHG emissions and implementing the STS through the key objectives of reducing vehicle miles traveled, increasing use of cleaner fuels, and expanding transportation electrification. <p>Applicability While the STS does not specify jurisdictions or geographies or identify agency responsibility for implementing its strategies, local jurisdictions should implement STS concepts as they apply to local circumstances.</p> | |
| <p>Transportation Planning Rule, OAR 660-012 (Last Updated 2023)</p> | <p>Description The TPR implements Goal 12 and requires the following: the State to prepare a TSP (the OTP and its modal and topic plans); MPOs to prepare a Regional Transportation Plan (RTP) consistent with the state best practices; and counties and cities to prepare local TSPs that are consistent with the OTP and RTP.</p> <p>Applicability</p> <ul style="list-style-type: none"> • The overall purpose of the TPR is to provide and encourage a safe, convenient, and economical transportation system (Goal 12). The TPR also implements provisions of other goals in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs TSPs to integrate comprehensive land use planning with transportation needs | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • Will the TSP address all of the applicable inventory requirements of Oregon Revised Statutes (ORS) 660-012-0020 or -0150? What has changed since the last TSP was developed? Will there be a focus on particular required TSP elements? • Has the jurisdiction reviewed the local zoning, development and/or subdivision code/ordinance for consistency with the implementation measure in ORS 660-012-0045, 660-012-0320, and 660-012-0330, including a review of the following items? <ul style="list-style-type: none"> ○ Standards to protect future operations of roads. ○ Coordinated review of future land use decisions affecting transportation facilities, corridors or sites. ○ Ability to apply conditions to development proposals to minimize impacts and protect transportation facilities, corridors or sites. |

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| | <p>and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit and drive less.</p> <ul style="list-style-type: none"> • The TPR applies to the State, regional jurisdictions (MPOs), and local jurisdictions, with exemptions available to cities under 10,000 and counties under 25,000. • Rules established under 660-012-0100 – 0910 contain provisions for how cities and counties in metropolitan areas coordinate transportation and land use planning and implement Climate-Friendly and Equitable Communities (CFEC) rules. These rules specify requirements for how cities and counties conduct a TSP process, including rules pertaining to Climate-Friendly Areas (CFAs), ensuring equitable participation, and how plans are amended and updated over time. | <ul style="list-style-type: none"> ○ Regulations to provide notice to ODOT and other transportation providers of land use applications that require public hearings, involve land divisions, or affect private access to roads. • Does the jurisdiction currently have, or is the jurisdiction large enough to have, fixed-route transit service? Which of the provisions of Section -0045(4) apply to the jurisdiction and how might local transit-related development requirements be improved through the TSP planning process? • Is there a connection in the local development or zoning code/ordinance to the requirements of ORS 660-012-0060 related to land use decisions that “significantly affect” the transportation system? Are there regulations ensuring that amendments to land use designations, densities and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP? • Does the development code/subdivision ordinance include provisions for requiring frontage improvements, right-of-way dedication, or in-lieu payment to implement planned transportation facilities? • For jurisdictions within an MPO, who should the TSP consider and engage with for planning for underserved populations, as outlined in OAR 660-012-0125 – 0135? • For jurisdictions within an MPO, has the jurisdiction reviewed comprehensive plans and land use regulations within a climate friendly area (OAR 660-012-0325), including the following items? <ul style="list-style-type: none"> ○ Conduct a multimodal gap summary to consider the multimodal needs in a CFA. ○ Consider CFA impacts on the highway system and highway facilities, including impacts on interchange areas and ODOT facilities. ○ Consider development standards and requirements that support access by people using pedestrian (0500-0520), bicycle (0600-0630), and public transportation networks (0700-0720). |

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| | | <ul style="list-style-type: none"> For jurisdictions within an MPO, has the jurisdiction removed minimum parking requirements or implemented parking reform requirements as set forth in OAR 660-012-0425-0450? Has the jurisdiction implemented electric vehicle parking standards and requirements? <p>Sample Relevancy Statement The [jurisdiction’s updated] TSP must address all the required elements detailed in the TPR. New or amended development regulations – which implement the planned transportation system and are consistent with TPR requirements and, if applicable, RTP requirements – must be prepared. These development regulations – such as access management, coordinated land use review procedures, and transportation facility standards – protect road operations and safety and provide for multi-modal access and mobility. To this end, TSP recommendations may include proposed amendments to the [local zoning and land development ordinance].</p> |
| Corridor plans, facility plans, interchange area management plans, and other ODOT (Region) studies and analyses | <p>Description Descriptions of these documents vary, depending on the type of plan or study. ODOT plans and studies that are specific to a state facility (e.g., corridor or interchange) typically include land use assumptions, existing and future conditions analyses, alternatives evaluation, and a preferred solution. Plans may include access management plans or strategies, alternative mobility targets, and specific improvements and management strategies for the subject facility or facilities as well policy and land use ordinance amendment recommendations for local plans.</p> <p>Applicability</p> <ul style="list-style-type: none"> If adopted by the OTC as part of, or modification to, the OHP, the plan will govern future ODOT decisions on the management and improvement of the subject facility. As | <p>Plan Review Questions</p> <ul style="list-style-type: none"> What is the plan or study’s planning horizon? Are the land use assumptions and future conditions still valid? What, if any, aspects of the plan might need to be updated, based on the analysis and outcomes of the TSP planning process? Does the plan or study include policy statements that would limit the way the facility is accessed or used within the local jurisdiction’s boundaries? How does the plan or study impact future access onto the state facility? Does the plan include an alternate mobility target? Are there recommendations that pertain to local transportation facilities? Are there local funding expectations articulated in the plan or study? Are needs or projects identified? If so, include in the TSP. |

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| | <p>part of the OHP, local TSPs must be consistent with the plan’s policies and standards for that facility.</p> <ul style="list-style-type: none"> • Studies and analyses related to state facilities within the jurisdiction’s boundaries that are not adopted as a modification to the OHP are advisory. Knowledge of the scope of the study, the analysis inputs, and the outcomes will help ensure that the local transportation planning is coordinated with state expectations for the facility. | <p>Sample Relevancy Statement <i>This statement will vary, depending on the type of plan or study.</i></p> |
| <p>Highway Design Manual (2023)</p> | <p>Description The Highway Design Manual (HDM) provides ODOT with uniform standards and procedures for planning studies and project development for the state’s roadways. It is intended to provide guidance for the design of all projects on the State’s highways. It generally agrees with AASHTO’s Policy on Geometric Design of Highways and Streets (2018) but anticipates that sound engineering judgment will continue to be a vital part of applying the design criteria to individual projects. The flexibility contained in the 2023 HDM supports the use of Performance-Based Practical Design concepts and Context Sensitive Design practices.</p> <p>Originally developed in 2020 as a standalone document, the Blueprint for Urban Design, or BUD, has now been incorporated into the HDM. The HDM now includes the six urban contexts that were established to provide design flexibility. The key concepts introduced by the BUD are that urban design:</p> <ul style="list-style-type: none"> • Includes urban context in addition to the existing highway classification; • Highlights and provides flexibility; • Introduces performance concepts with Practical Design as Performance-Based, Practical Design; | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • Do highway facilities in the jurisdiction have local design guidelines that conflict with HDM design guidelines? • Are there any specific land use policies or regulations that apply to areas adjacent to or within a specified distance of state highways or roadways? • Are any projects or improvements proposed or underway on the state highway facilities in the jurisdiction? Are the planned projects or improvements consistent with the HDM and/or BUD, where applicable? <p>Sample Relevancy Statement The ODOT HDM provides design standards and guidance that apply to [highway facilities in jurisdiction]. Improvements that are proposed on these state facilities in the TSP will be informed by the HDM.</p> |

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| | <ul style="list-style-type: none"> Starts at the highest level of protection for pedestrians, bicyclists, and other users of the pedestrian and transition cross-section realms; and Provides a focused design documentation process. <p>Applicability</p> <ul style="list-style-type: none"> State and local planners use the manual to determine design requirements related to state highways in TSPs. Some projects under ODOT roadway jurisdiction traverse across local agency boundaries; for such facilities, local agencies may have adopted design standards and guidelines that differ from ODOT design standards. Although the appropriate ODOT design standards are to be applied on ODOT roadway jurisdiction facilities, local agency publications and design practices can also provide additional guidance, concepts, and strategies related to roadway design. | |
| <p>ORS 366.215 (Freight Routes – Vehicle Carrying Capacity) (2003)</p> | <p>Description</p> <p>State statutes dictate that the OTC may not permanently reduce the “vehicle-carrying capacity” of an identified Freight Route (Reduction Review Route) unless safety or access considerations require the reduction, or a local government requests an exemption and the Commission determines it is in the best interest of the state and freight movement is not unreasonably impeded. Examples of permanent structures that can result in a reduction in vehicle-carrying capacity could include, but are not limited to, bridge structures, traffic signals, signposts, stationary bollards, curbs, bulb-outs, trees, raised or depressed medians, pedestrian refuge islands, traffic separators, roundabouts, streetlights, and overhead wiring. Street markings such as bike lane striping or on-street parking are not considered a reduction of vehicle-carrying capacity.</p> <p>Applicability</p> | <p>Plan Review Questions</p> <ul style="list-style-type: none"> Are there Reduction Review Routes located in the jurisdiction? Are there capacity or congestion issues on the identified Reduction Review Route in the jurisdiction? Does the route currently have proposed or existing features that could reduce vehicle-carrying capacity? Are there safety or access concerns on the Reduction Review Route? <p>Sample Relevancy Statement</p> <p>[Freight facilities in jurisdiction] are listed on TransGIS as a Reduction Review Route. Plans that propose projects that could be a reduction of vehicle-carrying capacity must follow the statute. Where necessary for safety or access considerations, the TSP may identify a need to obtain approval for proposed future actions by following the ORS 366.215 Review Process.</p> |

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| | <ul style="list-style-type: none"> • A jurisdiction’s freight routes that are identified as Reduction Review Routes must comply with ORS 366.215. • TSP policies and projects related to freight or geometric capacity of roadways should not conflict with this statute. | |
| Statewide Transportation Improvement Program (STIP) | <p>Description</p> <p>The State Transportation Improvement Program (STIP) is the four-year programming and funding document for transportation projects and programs on state and regional transportation systems, including federal land and Indian reservation road systems, interstate, state, and regional highways, bridges, and public transit. It includes improvements that have approved state and federal funding and that are expected to be undertaken during the four-year period.</p> <p>Applicability</p> <ul style="list-style-type: none"> • Prior to inclusion in the STIP, projects and programs undergo a selection process managed by ODOT Regions or ODOT central offices, a process that is held every two years in order to update the STIP. Projects identified in a local TSP may be eligible for STIP funding. • Projects identified in the STIP process that are not already identified in a local TSP should be accounted for in a TSP update process. | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • Are there any local projects or programs that are identified in the current STIP? • Are there funding gaps for certain projects or programs that could be funded through the STIP? <p>Sample Relevancy Statement</p> <p>The TSP update analysis will take into account projects that are programmed in the STIP. An expected outcome of the TSP planning process is proposed recommendations to amend the STIP to include projects from the updated TSP. Projects recommended in the updated TSP may be eligible for funding through various ODOT funding programs.</p> |
| Oregon Wildlife Corridor Action Plan (2023) Oregon Wildlife connectivity | <p>Description</p> <p>The Oregon Wildlife Corridor Action Plan is intended to help preserve long-term habitat connectivity for wildlife and provide guidance for the state to develop strategies to protect wildlife corridors. The Plan includes an inventory of Priority Wildlife Connectivity Areas that were identified by the Oregon Department of Fish and Wildlife (ODFW), and it contains</p> | <p>Plan Review Questions</p> <ul style="list-style-type: none"> • Does [jurisdiction] have any existing or planned transportation facilities that intersect with or impact ODFW Priority Wildlife Connectivity Areas? • Do current adopted policies address protection of wildlife corridors or mitigation of transportation impacts on habitat connectivity? |

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| Implementation Plan | <p>recommendations for conservation actions and coordination with ODOT to reduce wildlife-vehicle collisions on the state's transportation facilities.</p> <p>Applicability</p> <ul style="list-style-type: none"> • Transportation facilities are a significant barrier to wildlife movement and habitat connectivity. Local TSPs should consider if any existing or planned transportation facilities impact state Priority Wildlife Connectivity Areas. • ODOT will need to identify projects on state facilities to reduce wildlife-vehicle collisions and improve wildlife passage. Cities and counties may need to coordinate with ODOT on project selection and identification. | <ul style="list-style-type: none"> • Do current adopted policies address mitigating safety hazards related to wildlife-vehicle collisions? • Does ODOT and/or ODFW have any projects selected for state facilities in [jurisdiction] that are intended to promote wildlife passage or minimize wildlife-vehicle collisions? <p>Sample Relevancy Statement</p> <p>The TSP update will account for ODFW mapped Priority Wildlife Connectivity Areas that intersect existing or planned transportation facilities.</p> <p>TSP policies will support wildlife corridor protection and eliminating wildlife-vehicle collisions.</p> <p>Where planned TSP projects impact an identified wildlife corridor, the project team will consider incorporating the recommended ODFW-ODOT wildlife conservation and passage actions into the project scope.</p> |