

## Chapter 3 – Goals and Performance

With the passage of MAP-21 (Moving Ahead for Progress in the 21st Century) in 2012, the US DOT signaled a change in how surface transportation planning and programming would be conducted in the future. In an effort toward more transparency and increased accountability, MAP-21 required DOTs and MPOs to use an outcomes and performance-based planning paradigm when developing long-range plans and programming projects for funding in the TIP/STIP (see 23 CFR 450.306 (d), 23 CFR 450.324 (g) (3-4) and 23 CFR 450.326 (c-d)). FAST (Fixing America's Surface Transportation) Act (2015) continued these requirements. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have provided final rules on the targets to be used to show progress toward meeting the national goals. The national goals are:

- 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 (NHS);
- System reliability – To improve the efficiency of the surface transportation system;
- Freight movement and economic vitality – To improve the National Highway 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; and
- 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.

In addition to the federally-required measures, the RTSP includes a number of indicators that track progress of transportation conditions and issues that relate to the goals and objectives of the RTSP. This chapter of the RTSP provides both an overview of the national and RTP goals, the national performance measures and associated targets, and the regional indicators. The information is also available on the MWVCOG website (search for 'performance measures').

### National Goals and Performance Measures

Starting in 2012, FHWA and FTA were responsible for developing the performance measures for the national goals. This was a complex undertaking involving significant

outreach and involvement with DOTs, MPOs, transit districts, advocacy groups, and the public. As of May 2018, performance measures have been established for all but one of the national goal categories. The categories for the performance measures are:

- Road-Related Safety
- Bridge Conditions on the National Highway System (NHS)
- Pavement Conditions on the NHS
- System Performance of the NHS
- Transit State of Good Repair
- Transit Safety

Once the official federal performance measures began to be published in the Federal Register, ODOT, Salem Area Mass Transit District (SAMTD), and SKATS began their process for establishing targets. The road-safety and transit state of good repair performance measures require targets to be established each year. Targets for the remaining performance measures are set on a four-year cycle, occurring the year before the scheduled adoption of the RTSP.

MPOs such as SKATS can either set a numeric target for each of the performance measures, or they can support the target set by ODOT or SAMTD. SKATS is required to report the progress of these targets every four years as part of the RTSP. This will be documented in **Appendix P (Performance)**. Under FAST, there are no penalties for the MPO if they miss their target(s).

## Regional Goals, Objectives, and Indicators

Prior to the 2011-2035 update, the Regional Transportation Systems Plan included 222 goals, objectives, and policy statements that dated from the original development of the Plan in the mid-1990s. They were developed with input from several SKATS advisory committees, presented to the public during outreach efforts, and finally recommended by the Technical Advisory Committee (TAC) for adoption by the Policy Committee. Due to the mode-centric structure of the earlier versions of the Plan, there was substantial redundancy in the policy statements related to the ten modes considered. In addition, they did little to help guide project definition and selection or to provide a means to track progress toward what the goals attempt to accomplish.

With the adoption of the updated Plan in 2011, a revised set of goals were developed. These statements are not specific to a particular mode but address characteristics that are desirable in the regional system as a whole. These goals are based on the goals and objectives contained in the previous Plan and are influenced by the '3C' planning process and federal planning factors discussed in **Chapter 2**.

The goals of the RTSP are to have a Regional Transportation System that is:

**Goal 1:** [...] Designed to allow easy access to people and goods, and meet the mobility needs of the region for the next 20 years.

**Statement:** Accessibility is the ability for people to reach goods and services. Traditionally this would be via a network of roads, sidewalks, bike lanes, and transit routes. Recently, this has expanded to allow people to use telecommunication for similar means. Accessibility is often discussed along with the terms mobility and connectivity. Mobility refers to a person being able to move around the area and the quality of that movement (Are streets congested? Are sidewalks or bike facilities in place and in adequate condition? Is transit available and if so, frequent or infrequent?). Connectivity is how well the parts of the regional system are linked to each other within the system.

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**Goal 2:** [...] Preserved in good repair and replaced at the end of their useful life, as necessary, and maintained to be usable to protect the region's investment.

**Statement:** Preserving the system ensures that the funds spent to build it are not wasted. Prudent maintenance and repair extend the useful life, thus, delaying expensive reconstruction of facilities.

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**Goal 3:** [...] Developed with the collaboration of state and local governments to enhance the safety and security of the regional system for all users and modes of travel.

**Statement:** Vehicular collisions cost the region in many ways: loss of life or injuries, damage to vehicles and/or infrastructure, time spent clearing the collision, time lost to other travelers. Security of the system includes ensuring there is resiliency to maintain operability during, and after, an extreme event.

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**Goal 4:** [...] meets the needs for users of the regional transportation system: that the benefits and burdens of the transportation system are not disproportionately distributed.

**Statement:** In implementing the regional transportation system, no area of the region should receive either more than its fair share of infrastructure or services, nor should an area receive less. Additionally, no one area or population group should bear a disproportionate burden of any resulting negative

impacts from infrastructure or services. The regional transportation system is a critical component in ensuring that all residents, regardless of age, sex, gender, income, or race have access to the opportunities and services they need to survive and thrive.

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**Goal 5:** [...] Efficient to use: this refers to a system that provides the greatest benefit to the users of the system and does with projects that are cost appropriate.

**Statement:** Building new roads and widening existing roads is expensive. The region should continue to promote, and fund, travel-demand options, system management techniques, and other cost-effective projects that increase the carrying capacity of the regional system.

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**Goal 6:** [...] Multimodal and comprehensive, supportive of moving goods and people by the mode of their choice.

**Statement:** A multimodal system provides the residents of the area alternatives for their transportation needs, has the potential to decrease overall congestion, and to reduce pollutants. It also provides a measure of resiliency.

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**Goal 7:** [...] Planned to minimize the impacts to the natural and built environment, including coordination with local government policies and plans.

**Statement:** Consider the impact(s) to the environment, natural systems and built environment to ensure that fresh air and water are available, that endangered and threatened species are able to remain in their habitats, and that historic and cultural resources are preserved for future generations. Consideration should be given to factors that reduce or mitigate the effect of the transportation system on the environment; examples may include air pollution, water pollution, stormwater, greenhouse gases, and noise pollution.

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**Goal 8:** [...] Developed and maintained with the funds available to the region.

**Statement:** The RTSP is required by federal law to be financially constrained, meaning that the funds that have been identified as being 'reasonably anticipated' to be available over the next 20 years are what is used to fund the identified projects. It is also good fiscal policy to protect prior investments, meaning operating and maintaining the existing regional system in such a way as to protect the regional investment.

**Goal 9:** [...] Invests in transportation infrastructure that supports a vibrant regional economy.

**Statement:** A regional economy requires a robust and comprehensive transportation system to ensure that goods can be delivered, workers can get to work, and people can access the services they need.

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**Goal 10:** [...] Based from the result of an open and continuous dialog with the public, other stakeholders, local jurisdictions, and agencies within the SKATS area.

**Statement:** Given the importance of the transportation system on the region's economy and quality of life, it is vital to maintain as an inclusive and transparent dialog as possible amongst the regional partners and with the public. The means and methods of involving the public are documented in the SKATS Public Participation Plan.

Associated with these Goals are six Objectives. Below each objective are the related goals and indicators and the federally required performance measures that are associated with them.

**Objective 1: Minimize the number of fatalities, injuries, and collisions associated with the regional systems**

**Related goals:** Safety

**Indicator:** Number of collisions by mode

**Measure:** Number of fatalities

**Measure:** Fatalities per vehicle mile traveled

**Measure:** Number of serious injuries

**Measure:** Serious injuries per vehicle mile traveled

**Measure:** Number of fatal and serious injuries for non-motorized users

**Measure:** Transit related fatalities

**Measure:** Transit related injuries

**Measure:** Transit related safety events

**Objective 2: Preserve the existing system**

**Related goals:** Preserved in good repair | Safety | Maintainable with funds available

**Measure:** Percentage of pavement on Interstate System in "Good" condition

**Measure:** Percentage of pavement on Interstate System in "Poor" condition

- Measure: Percentage of pavement on non-Interstate National Highway System (NHS) in “Good” condition
- Measure: Percentage of pavement on non-Interstate NHS in “Poor” condition
- Measure: Percentage of NHS Bridges classified as in “Good” condition
- Measure: Percentage of NHS Bridges classified as in “Poor” condition
- Measure: Transit State of Good Repair (multiple measures by class of vehicle and facility)
- Measure: Transit reliability

**Objective 3: Provide a multi-modal system**

Related goals: Safety | Accessibility | Multimodal | Equitable | Efficiency | Minimize Environmental Impact

- Indicator: Regional corridors with sidewalks (miles and percent of total)
- Indicator: Regional corridors with bicycle facilities (miles and percent of total)
- Indicator: Average weekday transit ridership
- Indicator: The number of transit hours of service

**Objective 4: Maximize the efficient use of the existing infrastructure**

Related goals: Safety | Efficiency | Multimodal | Equitable

- Indicator: Funds spent on TSM projects in the last 10 years
- Indicator: Throughput of the corridor (defined as the number of people moved per hour) (*methods to be developed*)
- Measure: Percent of Non-SOV (Single Occupant Vehicle) Travel (starts 2022)

**Objective 5: Reduce the impact to the environment and natural systems**

Related goals: Minimize Environmental Impact | Equitable

- Measure: Total Emissions Reduction for all CMAQ (Congestion Mitigation Air Quality) funded projects

**Objective 6: Limits the increase in congestion during the peak hours along the regional corridors**

Related goals: Safety | Accessibility | Multimodal | Efficiency | Minimize Environmental Impact

- Indicator: Travel times on regional corridors

Indicator: Estimates on the duration of congestion (*methods to be developed*)  
Measure: Percent of Person-Miles traveled on the Interstate System that are reliable  
Measure: Percent of Person-Miles traveled on the non-Interstate NHS that are reliable  
Measure: Annual Hours of Peak Hour Excessive Delay per Capita (starts 2022)  
Measure: Truck Travel Time Reliability Index for Interstate