

Appendix J ~ Federal, State, and Regional Goals

The National Goals set forth in MAP-21 (Moving Ahead for Progress in the 21st Century) and continued in FAST (Fixing America’s Surface Transportation) Act are meant to provide guidance to the State Department of Transportations (DOTs), Mass Transit Districts and Metropolitan Planning Organizations (MPOs) as they develop their long-range transportation plans and short-term program of projects. It is instructive to consider how the Goals for the SKATS Regional Transportation Systems Plan (RTSP) aligns with both the National Goals as well as the Goals established by the Oregon Department of Transportation (ODOT). Table 1, shown below, presents the three sets of goals and how they align. Note that there is not always a direct linkage between each of the National, State and Regional goals.

Table 1: National, State and Regional Goals

National	State	SKATS
System Reliability	Goal 1 – Mobility and Accessibility	Accessibility and Mobility
Congestion Reduction	Goal 1 – Mobility and Accessibility	Accessibility and Mobility
Infrastructure Condition	Goal 2 – Management of the System	Preserved in Good Repair
Freight Movement & Economic Vitality	Goal 3 – Economic Vitality	Economic Vitality Multimodal and Comprehensive
Environmental Sustainability	Goal 4 – Sustainability	Minimize impact(s) to natural and built environment
Safety	Goal 5 – Safety and Security	Safety and Security
Reduce Project Delivery Delays	Goal 6 – Funding the Transportation System	
	Goal 7 – Coordination, Communication & Cooperation	Open and Continuous Dialog
		Equitable for all users
		Efficient to Use
		Developed with Funds Available to the Region

To further explore how the National Goals influence the long-range planning process, **Table 2** presents the corresponding regional objective to each of the National Goals. The regional objectives begin the tying of measuring how the region is accomplishing the goals. The objectives provide the structure for the underlying indicators and performance measures.

Table 2: National Goals, Regional Goals and Objectives

National Goal	RTSP Goal	RTSP Objectives
System Reliability	Meet accessibility needs	Limit the increase in congestion during peak hours along the regional corridors
Congestion Reduction	Multimodal and Comprehensive	Limit the increase in congestion during peak hours along the regional corridors Provide a multi-modal system
Infrastructure Condition	Preserved in good repair	Preserve the existing system
Freight Movement & Economic Vitality	Accessible Multimodal and Comprehensive Economic Vitality	Limit the increase in congestion during peak hours along the regional corridors Provide a multi-modal system
Environmental Sustainability	Minimize impact(s) to natural and built environment	Reduce the impact(s) to the environment and natural systems
Safety	Safety and Security	Minimize the number of fatalities, injuries and collisions associated with the regional system
Reduce Project Delivery Delays		
	Equitable for all users	
	Efficient to Use	
	Developed with Funds Available to the Region	
	Open and Continuous Dialog	

As part of MAP-21, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) were directed to develop performance measures for use by the DOTs, Mass Transit Districts and MPOs to track progress in

meeting the National Goals. The connection between these and the Goals and Objectives of the RTSP are shown in **Table 3**, along with the indicators that have been developed to track the Regional Goals and Objectives.

Table 3: Regional Goals and Objectives, Federal Performance Measures and Regional Indicators

RTSP Goal	Objective	Federal PM	Regional Indicator
Meet accessibility (and mobility) needs	Limit the increase in congestion during peak hours along the regional corridors	Truck Travel Time Reliability on the Interstate System <i>Annual Hours of Peak Hour Excessive Delay per Capita (Starts 2022)</i> <i>Percent of Non-Single Occupant Vehicle Travel (Starts in 2022)</i>	
Multimodal and comprehensive	Provide a multi-modal system		Regional Corridors with Sidewalks (Miles and Percent of Total) Regional Corridors with Bicycle Facilities (Miles and Percent of Total) Average Weekday (or Annual) Transit Ridership Number of Transit Hours of Service Regional Funds Spent on TSM Projects in the Last 10 Years
Preserved in good repair	Preserve the existing system	Percent of NHS Bridges classified as in Poor Condition Percent of NHS Bridges classified as in Good Condition Percent of Interstate Pavements in Good Condition Percent of Interstate Pavements in Poor Condition	

		Percent of Non-Interstate NHS Pavements in Good Condition Percent of Non-Interstate NHS Pavements in Poor Condition Transit State of Good Repair (multiple measures related to facilities) Transit State of Good Repair (transit fleet by vehicle type)	
Safety and Security	Minimize the number of fatalities, injuries and collisions associated with the regional system	Number of Fatalities Number of Serious Injuries Number of non-motorized fatalities and non-motorized serious injuries Rate of Fatalities per 100 million VMT Rate of Serious Injuries per 100 million VMT	
Equitable			
Efficient	Maximize the efficient use of the existing infrastructure		
Minimize impact(s) to natural and built environment	Reduce the impact to the environment and natural systems	Total emissions reductions for CO	
Financial Responsible			
Open and Continuous dialog			
Economic Vitality			

Linking Federal Planning Factors to the SKATS RTSP

The planning factors to be considered in developing the SKATS RTSP are defined in 23 CFR 450.306 (b). They are listed below with a brief discussion of how they are included in the SKATS 2019-2043 RTSP.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - a. A new goal was included in the RTSP to “Invest[s] in transportation infrastructure that supports a vibrant region economy”.
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
 - a. Safety of the users of the regional system is a long-standing goal of the RTSP.
- (3) Increase the security of the transportation system for motorized and non-motorized users;
 - a. Security of the transportation system is a long-standing goal of the RTSP.
- (4) Increase accessibility and mobility of people and freight;
 - a. Meeting the accessibility and mobility needs is a goal of the RTSP.
- (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;
 - a. The RTSP has a goal to “Minimize the impacts to the natural and built environment”. Consistency between transportation improvements and land use development is established by using the latest Comprehensive Plans from the member jurisdictions and reviewing the State’s Plans and Policy documents.
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - a. Developing a multimodal and comprehensive transportation system is a goal of the RTSP
- (7) Promote efficient system management and operation;
 - a. Efficient use is a goal of the RTSP
- (8) Emphasize the preservation of the existing transportation system;
 - a. Preserving and maintaining the existing investments is a goal of the RTSP
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
 - a. Discussions on resiliency have been added to Chapter 5 and Appendix R. The need to mitigate stormwater was discussed in Chapter 8.
- (10) Enhance travel and tourism.

- a. The Purpose of the Plan is to provide a 20-year roadmap of investments to address the above nine planning factors which will enhance the ability of people and goods to travel within SKATS. Tourism is not explicitly called out in the Plan.

The Goals of the RTSP were used to inform the project selection process. Thus, the projects that are included in the Plan reflect the federal planning factors to the extent feasible.