

Agenda
Salem-Keizer Area Transportation Study (SKATS)

Technical Advisory Committee (TAC)

Date: Tuesday, May 8, 2018
Time: 1:30 p.m.
Place: MWVCOG Conference Room B
100 High St. SE, Suite 200
Salem, OR 97301
Phone: (503) 588-6177 FAX (503) 588-6094
E-mail: mwvcog@mwvcog.org
Website: www.mwvcog.org

- A. Call to OrderVictor Lippert
- B. Approval of TAC Minutes April 10, 2018Victor Lippert
- C. RTSP: Updating the Financial Forecasts & Project List–Check-in Ray Jackson

Background: Time is allocated to discuss any issues or questions from the TAC on the requested information to update the financial forecasts and project lists. The information will be used in the update to the RTSP, in part, to ensure that the Plan is financially constrained. Information on the amount of funding each SKATS member will receive as part of H.B. 2017 and how that will be used needs to be provided.

Financial forecasts are due at the **June 2018** TAC meeting. Updates to the *current* Project Lists are due at the **July 2018** TAC meeting.

Action

Requested: Discussion item.

- D. Federal Performance Measures–ODOT Target SettingRay Jackson

Background: MAP-21 (Moving Ahead for Progress in the 21st Century) requires State Department of Transportations (DOTs), Mass Transit Districts, and Metropolitan Planning Organizations (MPOs) to use and to set targets for each of the federally developed performance measures. ODOT is amending the *Oregon Transportation Plan* (OTP) to include the necessary language to enable these performance measures and will set targets by the May 20, 2018 deadline. The baseline data and the targets that ODOT has selected for the statewide system is discussed in the *attached* memorandum.

The Mid-Willamette Valley Council of Governments is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations or translation services to attend this meeting, please contact Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. *Hearing impaired please call Oregon Telecommunications Relay Service, 7-1-1.* Thank you.

Discussion for the TAC is whether to support these targets or to develop SKATS-specific values. SKATS has until November 16, 2018, to inform ODOT of our decision. Due to meeting schedules, the Policy Committee will need to make a decision by their October 23, 2018 meeting. Our discussion will also cover the methods the SKATS members use in determining schedules for maintaining pavement quality and bridge deck condition.

Action

Requested: Discussion item.

E. Discussion of Draft RTSP GoalsRay Jackson, Mike Jaffe

Background: At the April 24, 2018 SKATS Policy Committee (PC) meeting, the public survey of the existing Goals of the SKATS Regional Transportation Systems Plan (RTSP) were presented and discussed. The Policy Committee also took public comments on the Goals at their meeting. Direction from the PC was for SKATS staff to investigate additional options for wording the Goals and to develop clarifying statements for each of the Goals.

At the meeting, draft language will be distributed for discussion and feedback.

Action

Requested: Discussion item.

F. SKATS TIP Performance-Based Planning ChapterKaren Odenthal

Background: All TIPs approved or amended after May 27, 2018, are required to demonstrate how they are making progress towards achieving the adopted performance targets. In April, staff provided the TAC the draft revised Chapter 4 including information on recently adopted targets on roadway safety and transit asset management and a description on how projects in the TIP would help achieve those targets. The chapter was updated based on feedback. Please review Draft Chapter 4 (*attached*) and provide comments. The schedule is to have the Policy Committee adopt changes to Chapter 4 at their May meeting. The chapter will be updated again next November/December when SKATS is required to either support ODOT targets or develop SKATS specific targets for Pavement and Bridge Condition and Performance of the National Highway System.

Action

Requested: Recommendation to the Policy Committee.

G. Other Business..... SKATS Staff

- Transportation Planning Rule Update
- Project Status Tracker
- Policy Committee Meeting – May 22, 2018
- Next TAC Meeting – June 12, 2018

H. AdjournmentVictor Lippert

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)
Technical Advisory Committee (TAC)

April 10, 2018
100 High St. SE, Suite 200
Salem, OR
1:30 p.m.

TAC Members Present

Lisa Anderson-Ogilvie, Salem Community Development
Nate Brown, Keizer Community Development, 2018 Vice Chair
Angela Carnahan, DLCD
Steve Dickey, Cherriots
Dan Fricke, ODOT Region 2
Victor Lippert, Salem-Keizer School District, 2018 Chair
Austin McGuigan, Polk County Planning
Brandon Reich, Marion County Planning
David Sawyer, City of Turner
Rachael Tupica, FHWA, (non-voting)
Julia Uravich, Marion County Public Works (Alternate for Cindy Schmitt)
Julie Warncke, Salem Public Works

TAC Members Absent

Sam Ayash, ODOT System Studies, (non-voting)
Bill Lawyer, Keizer Public Works
Cindy Schmitt, Marion County Public Works
Todd Whitaker, Polk County Public Works
Cory Ann Wind, DEQ, as needed

Others Present

Ray Jackson, MWVCOG-SKATS
Mike Jaffe, MWVCOG-SKATS
Lori Moore, MWVCOG-SKATS
Karen Odenthal, MWVCOG-SKATS
Kim Sapunar, MWVCOG-SKATS

Agenda Item A. Call to Order

Vice Chair Nate Brown called the meeting to order at 1:32 p.m.

Agenda Item B. Approval of the Minutes of March 13, 2018

It was noted that Dan Fricke was absent from the March 13, 2018 meeting. However, he was not listed on the “Members Absent” list.

Motion was made by Steve Dickey, seconded by Brandon Reich, to approve the minutes of the March 13, 2018, TAC meeting as corrected. Those voting in favor of the motion were Lisa Anderson Ogilvie, Nate Brown, Angela Carnahan, Steve Dickey, Dan Fricke, Austin McGuigan, Brandon Reich, Julia Uravich, and Julie Warncke. Rachel Tupica is a non-voting member of the committee. **The motion passed unanimously.**

Chair Victor Lippert arrived at 1:35 p.m. He conducted the remainder of the meeting.

Agenda Item C. SKATS RTSP Update: Project Lists and Financial Forecasts

Ray Jackson provided each local jurisdiction representative with a handout related to project lists in the current SKATS Regional Transportation Systems Plan (RTSP). Additionally, he mentioned that financial information needs to be reviewed, confirmed, and/or updated. Mr. Jackson advised the group to be ready next month to indicate how much they anticipate receiving and how their jurisdiction plans to use HB 2017 funds. It is hoped that the project lists for the RTSP will be updated by early- to mid-summer.

Referencing the annual ODOT Local Road and Street Financing Report, Julie Warncke commented that she has been unable so far to locate anyone at the city of Salem that collects this type of information. Dan Fricke suggested that it might be possible for local jurisdictions to obtain this information from someone at ODOT.¹

Agenda Item D. SKATS Performance Indicators and Measures

Ray Jackson reminded the group that they have previously discussed the performance indicators and measures in the current Regional Transportation Systems Plan (RTSP). There is some overlap between the SKATS’ indicators and the federally required performance measures. It is intended that duplication be eliminated in the update of the RTSP. Last month, TAC members were requested to forward suggestions for additional indicators. No responses were received prior to today’s meeting.

Referencing Table 1 of the memorandum enclosed in the agenda packet, Mr. Jackson informed the group that the proposed measures and indicators are grouped by category. Some need further development.

Discussion continued related to transit hours of service. Mr. Jackson noted that the performance measures and indicators are scheduled for Policy Committee review. Policy Committee-approved indicators and measures will be incorporated into the draft of Chapter 3 of the RTSP update.

¹ The Oregon Local Road and Street Finance Questionnaire is conducted each year in order to track annual receipts, expenditures, and debt information on city and county roads and streets.

Agenda Item E. Potential Additional Federal Funding

Karen Odenthal informed everyone that President Trump signed the Consolidated Appropriations Act of 2018 (aka the FY 18 Omnibus) on March 23, 2018. A one-time \$1.98 billion in additional funds was included in the bill for the Surface Transportation Block Grant Program (STBGP) along with an additional \$834 million in transit funding and a tripling of the funding for the TIGER program.

It is unknown at present how much additional funding the SKATS area will receive. However, it could be in the range of \$700,000-\$800,000. These funds must be obligated by September 20, 2021. Ms. Odenthal requested that TAC members consider potential uses for these funds.

As part of an initial brainstorming for use of these funds, TAC members and SKATS staff members discussed the following ideas:

- Purchase of Bluetooth Readers for measuring travel time along corridors;
- Purchase of 3rd party travel data. It was noted that the quality of third-party data has improved. Committee members discussed the merits of third-party vs. Bluetooth data;
- An origin and destination survey: Julie Warncke suggested that this can provide useful information as the most recent O&D survey is over 20 years old;
- Adaptive signal controllers on major corridors;
- Small projects that may arise from the city of Salem’s Congestion Relief Task Force study or identified in the ITS plan;
- TIP/RTSP project database: SKATS is coordinating with the other Oregon MPOs and ODOT, with the cost to be shared. Currently TIP project information is kept track in spreadsheets;
- Project cost overruns;
- Sidewalk Inventory-Mike Jaffe reported that SKATS is currently working on a sidewalk inventory;
- ADA upgrades;
- Bike Counters;
- Funding for the right-of-way and construction phases of the Connecticut Ave. sidewalk project (*Note: the design phase was awarded funds as part of the recent TIP Update*);
- Buses: It was suggested to make up the difference in cost between regular buses and electric buses, or purchase additional buses;
- Additional funding toward the South Salem Transit Center;
- A Safety Education program;
- Union Street mini roundabout. It was noted that the funding for the Union Street project doesn’t include funding for the roundabout;
- Safe Routes to School Program or SRTS projects-It was asked if these projects would be eligible to be funded with the additional revenue; and
- Pedestrian count down timers and audibles.

TAC members suggested removing the database and sidewalk inventory concepts from the list of potential projects. Nate Brown commented that he favors retaining the ADA upgrades at this time. Karen Odenthal stated that she hopes to have confirmed financial information next month.

Agenda Item F. FY 2018-2023 TIP Performance-based Planning

Ms. Odenthal reported that all TIPs approved or amended after May 27, 2018 must demonstrate how they are making progress toward achieving the adopted performance targets. Ms. Odenthal reminded TAC members that Chapter 4 of the SKATS TIP was used as a placeholder until MPO performance targets were established. The updated draft chapter was included in the agenda packet. She requested comments from the TAC. It was noted that additional targets will be added as they become available.

It is anticipated that the Policy Committee will review and adopt the changes to Chapter 4 during their May meeting.

Agenda Item G. Other Business

Ray Jackson announced that the public outreach survey related to the goals for the Regional Transportation Systems Plan (RTSP) is available online and will remain open until April 16, 2018. Julie Warncke asked about the response to date. Mr. Jackson replied that there have been 95 responses, so far, with a variety of opinions expressed.

It was announced that the original SKATS cooperative agreement has been amended once since it was signed in 1987. The amendment made in 2003 was to add the city of Turner to the Metropolitan Planning Organization (MPO) resulting from the proximity of Turner to the MPO at the time of the 2000 Census due to the location of contiguous census tracts. Questions have been raised about the possibility of reviewing, and perhaps, amending the agreement.

Chair Victor Lippert adjourned the meeting at 3:12 p.m.

Agenda Item D.

Federal Performance Measures– ODOT Target Setting

**SKATS Technical Advisory Committee
(TAC)
May 8, 2018**

Action Requested:

Discussion item.



Memorandum

Date: May 1, 2018
To: SKATS Technical Advisory Committee (TAC) Members
From: Ray Jackson, Senior Transportation Planner
Re: **Federal Performance Measures: State-wide Trends and Target Setting**

Background

The federal surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) signed into law in 2012, introduced national goals for the transportation system. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) were tasked with developing performance measures that would allow the state Department of Transportation (DOTs), Mass Transit Districts, and the Metropolitan Planning Organization (MPO) to track the progress their investments are making toward meeting the national goals. Targets are set first by the DOTs and Mass Transit Districts, with MPOs required to either support these targets or develop their own quantitative targets within 180 days.

To date, SKATS has gone through this process twice: once for the State of Good Repair measures set by the Salem Area Mass Transit District (accepted by the SKATS Policy Committee (PC) at their June 2017 meeting) and the second for the road-related safety measures set by ODOT (adopted by the PC at their January 2018 meeting). The SKATS Policy Committee decided to support the ODOT targets for the safety performance measures and to accept the targets SAMTD set for State of Good Repair.

ODOT is in the process of establishing targets for four (4) sets of road-related performance measures that require ODOT action by May 20, 2018. These cover the condition of pavement and bridges, the effectiveness of projects funded by the Congestion Mitigation and Air Quality (CMAQ) program, and the reliability of travel on the Interstate and National Highway System (NHS). SKATS is required to either support ODOT's targets or develop MPO specific targets within 180 days or by November 16, 2018.

A brief discussion for each of the remaining sets of road-related performance measures, an analysis of past data to establish what has happened in the SKATS area (as much as the data

allows), a presentation on the targets that ODOT has set for each of the performance measures, and finally a discussion of the options available for consideration are presented in this memorandum.

Pavement

There are four performance measures related to the pavement condition. These are:

- 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

Data on pavement condition is collected by ODOT (or their consultants) every year for the Interstates and every two years for the non-Interstate National Highway System (NHS).

Interstate

Statewide, the percent of Interstate pavement rated as “Good” has gone up from 25 percent in 2008 to 46 percent in 2016, as illustrated in Figure 1. Some of the increase can be attributed to extra funding that was available via the America Recovery and Reinvestment Act (ARAA) of 2009 and from Oregon’s H.B. 2001 (enacted in 2009). ODOT forecasts the percent of pavement rated as “Good” to decrease to 40 percent by 2021, mainly due to budgetary reasons.

Interstate – Data and Trends

~ 3,000 Lane Miles

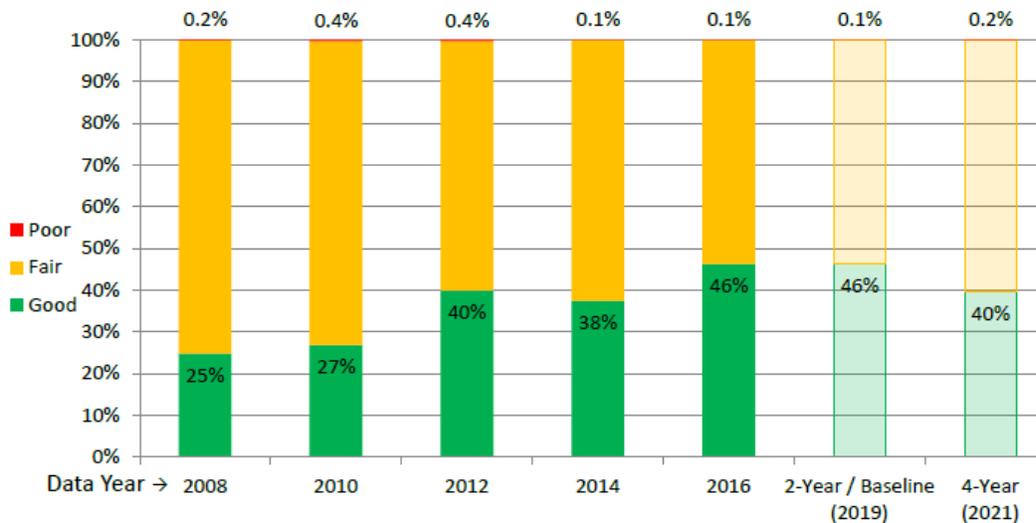


Figure 1: Interstate Pavement, Statewide 2008-2016 (ODOT)



Figure 2: Interstate Pavement, SKATS area 2008-2016 (ODOT)

In the SKATS area, the percent of pavement rated as “Good” has decreased from 71 percent in 2008 to 31 percent in 2016.

The percent rated as “Poor” is under 1 percent, both statewide and for I-5 within SKATS.

Non-Interstate NHS

Compared to the Interstate, roads on the non-Interstate NHS have a higher percentage that are rated as “Poor”, with 6.5 percent statewide and 17 percent within SKATS for 2016 rated as “Poor” (See Figures 3 and 4). Historically, the percentage of NHS roads in “Poor” condition has been steady since 2008 for all roads (statewide and within SKATS).

The percent of NHS roads with a pavement rating of “Good” has increased statewide from 56 percent to 64 percent and in SKATS from 33 percent to 41 percent.

As a reminder, the majority of the non-Interstate NHS are owned and operated by local jurisdictions such as the city of Salem, city of Keizer and Marion County. If we decide to set SKATS-specific targets, there will need to be conversations with the owners of the NHS roads as to preservation projects and maintenance planned to be completed between now and 2021 that could change the rating of the pavement within SKATS.

Non-Interstate NHS – Data and Trends

Period 1 to be based on IRI Metric Only! Full set of metrics starts in 2022.

~ 8,670 Lane Miles

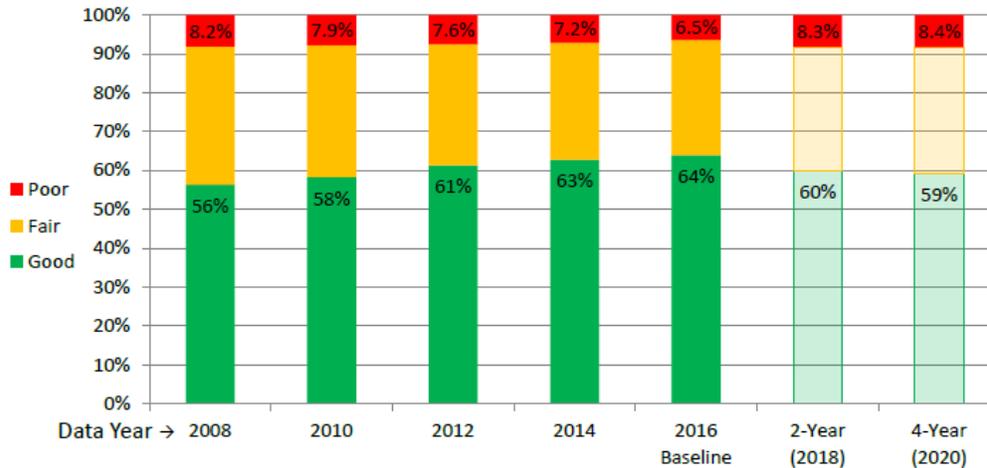


Figure 3: Non-Interstate NHS Pavement, Statewide 2008-2016 (ODOT)

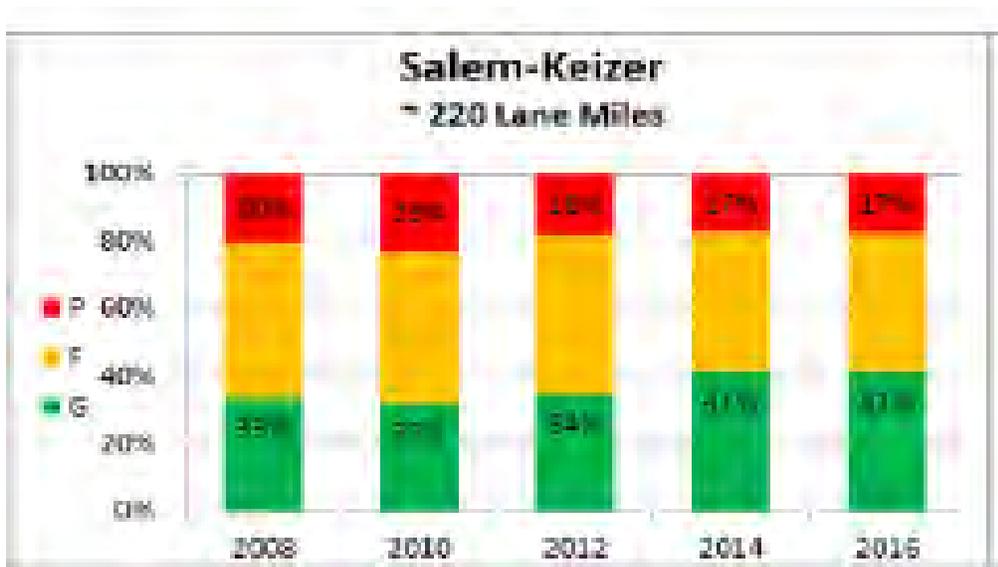


Figure 4: Non-Interstate NHS Pavement, SKATS area 2008-2016 (ODOT)

ODOT is setting their targets for pavement as follows:

Pavement Measure	4-Year Target
Percent Interstate rated “Good”	35 %
Percent Interstate rated “Poor”	0.5 %
Percent non-Interstate NHS rated “Good”	50 %
Percent non-Interstate NHS rated “Poor”	10 %

Note that the federally required performance measures are **not** aligned with the reporting on pavement condition required by Oregon legislation (H.B. 2017). This means, that for roads on the NHS there will be two reports: one with the federal performance measures and one with the state-mandated reporting. For SKATS, we are **only** concerned with the federal requirements. Also, for the non-Interstate NHS, only one measure of pavement quality (I.R.I, a measure of roughness) is used for the first reporting period (2018-2022). Beginning with the second reporting period (2022-2026), a larger set of measures will be used.

Bridges

There are two federal performance measures regarding bridge condition. These measures apply **only** to the deck area of a bridge. (See *Figure 1*) The measures are:

- Percent of NHS Bridges Classified in “Good” Condition
- Percent of NHS Bridges Classified in “Poor” Condition

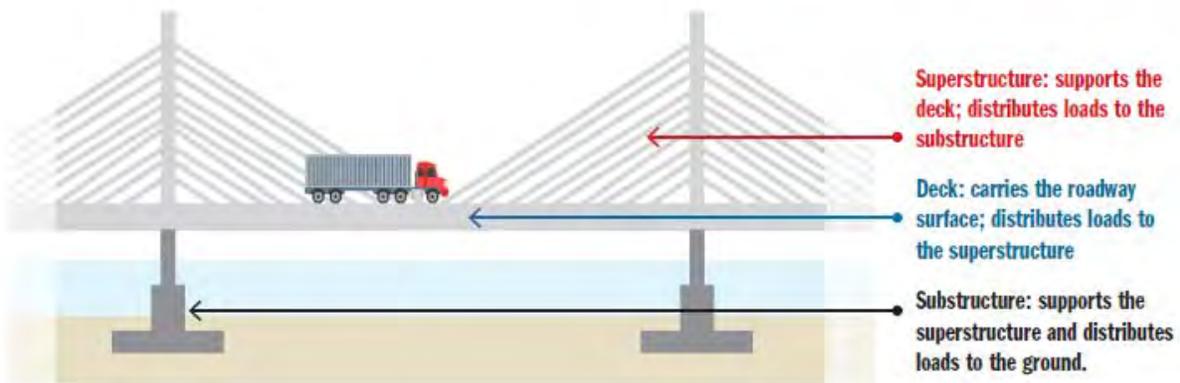


Figure 5: Components of a Bridge (Source: ODOT)

All bridges in Oregon are inspected by either ODOT or their consultant(s) every two years. This inspection includes all components of the bridge and not just the deck area. The trend since 2009 has been for a decrease in the “Good” and “Poor” ratings for both ODOT and non-ODOT owned bridges on the NHS. (See *Figure 7*) While in general that is acceptable, there are an increasing number of bridges rated as “Fair” which ODOT says are at the lower end of “Fair” and which can be considered “Almost Poor.” The concern by ODOT is that without proper maintenance, these bridges are more likely to be rated as “Poor” at the next inspection.

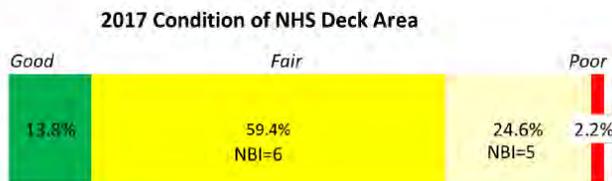


Figure 6: 2017 Condition of NHS Deck Area, Statewide (ODOT)

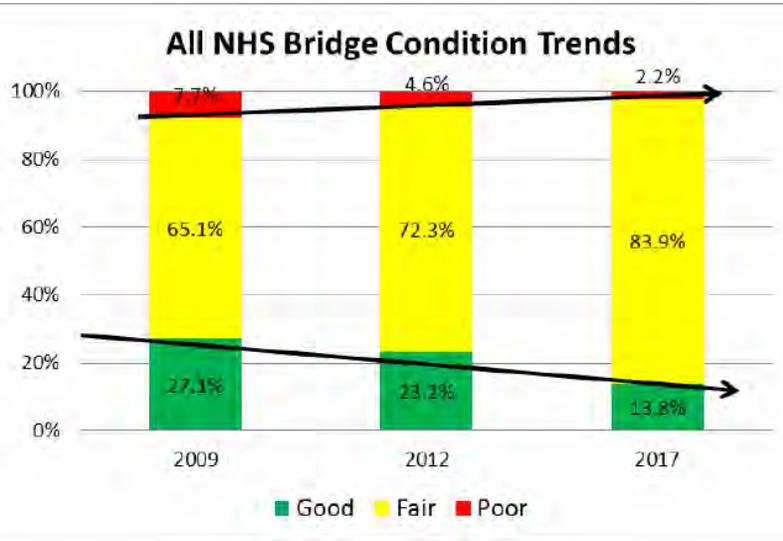


Figure 7: All NHS Bridge Condition Trends, Statewide 2009-2017 (ODOT)

ODOT has set their statewide two and four-year targets as:

Bridge Measure	Baseline	2-Year Target	4-Year Target
NHS Rated "Good"	13.8 %	12.0 %	10.0 %
NHS Rated "Poor"	2.2 %	2.6 %	3.0 %

Figures 8 and 9 show the condition category for SKATS area NHS bridges. Figure 8 is for the 55 bridges in the area on the NHS and owned by both ODOT and local jurisdictions. Figure 9 is for the 11 bridges on the NHS owned only by local jurisdictions.

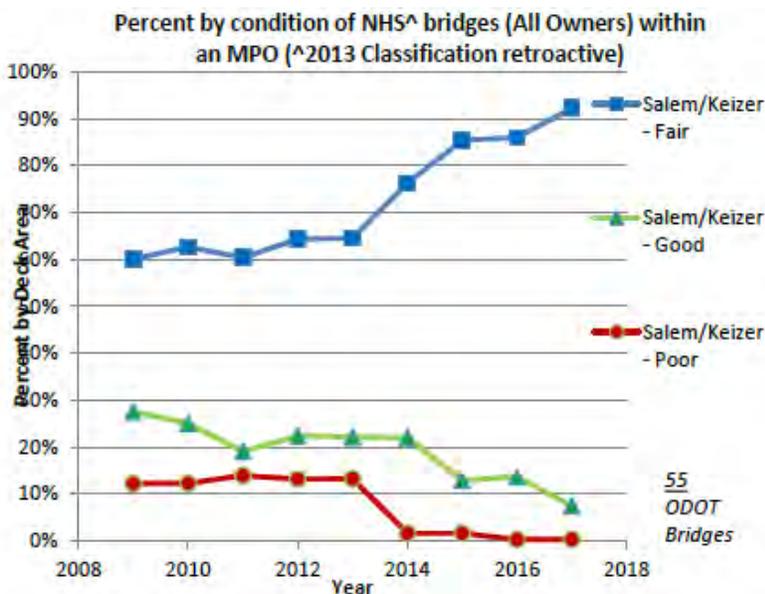


Figure 8: NHS Bridge Condition (All Owners), SKATS area 2009-2017 (ODOT)

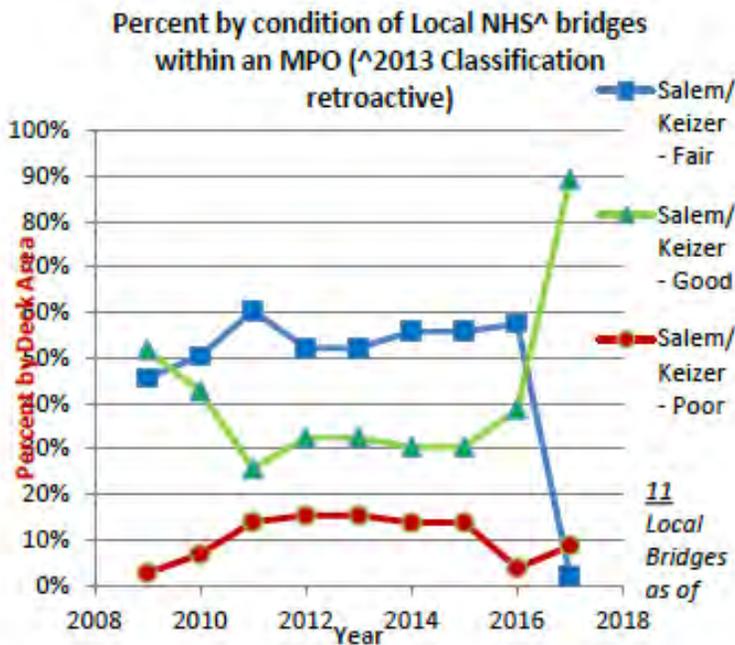


Figure 9: NHS Bridge Condition (Local Owners), SKATS area 2009-2017 (ODOT)

Congestion Mitigation and Air Quality (CMAQ)

For the SKATS area, there is one measure (Total Emissions Reduction) under this category for target setting in 2018. Two additional measures (Peak Hour Excessive Delay and Non-Single Occupancy Vehicle Travel Measure) will be required when we set the targets for the second reporting period that begins in 2022.

SKATS is a maintenance area for carbon monoxide (CO); and thus, the measure will reflect only that pollutant:

- Total Emissions Reductions (of CO) from Funded CMAQ Projects

This measure is meant to capture how well projects funded with CMAQ funds are reducing emissions from on-road mobile sources (i.e., vehicles with internal combustion engines). ODOT's baseline emission reductions (3618.44 kg/day) is the sum of emissions from all projects funded with CMAQ dollars in Oregon over the period 2014-2017. The 4-year target is the estimated emission benefits for projects in the 2018-2022 STIP; the 2-year target is one-half the four-year target. ODOT explains that the emission reductions for the baseline years are higher than the future four-year targets because vehicle engines and fuels have significantly reduced vehicle emissions. Estimated future emission benefits therefore are declining from one STIP cycle to the next for some project types.

CMAQ Measure	Baseline (kg/day)	2-Year Target	4-Year Target
CO	3618.44	584	1168

Setting a target for the SKATS area is complicated by the fact that until FY 2017 we did not receive any CMAQ funds, and thus, have no historical projects to provide a baseline.

System Performance

There are three performance measures for tracking the system performance of the Interstate and non-Interstate NHS. These measures are:

- Percent of Person Miles Traveled on the Interstate that are Reliable (LOTTR)
- Percent of Person Miles Traveled on the Non-Interstate NHS that are Reliable (LOTTR)
- Truck Travel Time Reliability (on the Interstate) (TTTR)

[LOTTR = level of travel time reliability]
 [TTTR = truck travel time reliability]

These three measures are calculated for each segment of the NHS or Interstate for four to five time periods. For the “Percent of Person Miles Traveled” measures (also known as level of travel time reliability), the calculation is done for each segment during each time period. If the maximum value for a segment during a given time period exceeds the threshold target of 1.50, the segment is classified as ‘not reliable.’ For the Truck Travel Time Reliability index, the calculation is length-weighted for all segments and divided by the length of the Interstate. There is no threshold value for this measure. On a system with zero delay for all segments and all time periods, the TTTR index would equal 1.0; therefore, numbers higher than 1.0 show increasing amounts of truck travel segments that are unreliable.

The data for the required calculations for a baseline is only available for 2017, thus no information on trends is readily available. The ODOT targets for these measures are shown below. The values represent the percent of the system that provides for reliable travel times. For the Interstate, ODOT calculates that 81 percent of the Interstate system provides reliable travel time; however, the four-year target is 78 percent of the Interstate system will provide reliable travel time. Similar baselines and targets apply to the non-Interstate.

Reliability Measures	Baseline	4-Year Target
LOTTR - Interstate	81 %	78 %
LOTTR – Non-Interstate NHS	84 %	78 %
Truck Travel Time Reliability	1.36	1.45

Implications of Federal Performance Measures

For each of the federal performance measures, SKATS must either support the target set by ODOT or SAMTD or develop a quantifiable target. For the bridge, pavement, and system

performance measures, the targets are for four years (2018 to 2022). Under current federal regulations, there are no repercussions if SKATS sets a target and they are not met. While there are penalties that apply to ODOT if they fail to show progress toward meeting the goals they set, these penalties do not apply to SKATS if we choose to support ODOT's target.

If SKATS decides to “accept and support” the target for a performance measure set by ODOT or SAMTD, this means that SKATS will:

- Work with ODOT or SAMTD to identify portions of the regional system that are below the thresholds for each performance measure.
- Include in the RTSP and TIP programs or projects that will contribute toward meeting the target for each performance measure.
- Include in the RTSP and TIP a discussion of how the projects included will assist in making progress toward the target for each performance measure.

If SKATS decides to develop a region-specific quantifiable target for a performance measure, this means SKATS will:

- Work with ODOT or SAMTD to establish the baseline conditions for the performance measure.
- Develop programs or projects that will contribute toward meeting the target.
- Document in the RTSP and TIP the projects or programs that are being funded to meet the target for that performance measure.
- Work with ODOT or SAMTD to track the progress toward meeting the target and report in each RTSP Update.

It should be noted that the targets are set for 1 or 4 years into the future, depending on the performance measure. The RTSP covers a minimum of 20 years, and the projects that are listed within the RTSP that are scheduled to be implemented within four years are also included in the TIP. It is not clear how to reconcile the federal requirement for showing progress at every RTSP update for projects that have yet to be programmed or constructed.

It is recommended that for the first reporting period, that SKATS agree to “accept and support” the targets set by ODOT or SAMTD.

RJ:lm

h:transport/TAC/2018/may/pm 2 pm3 5 1 18.docx

Agenda Item F.

SKATS TIP Performance-Based Planning Chapter

**SKATS Technical Advisory Committee
(TAC)
May 8, 2018**

Action Requested:

Recommendation to the Policy Committee.

Chapter 4 – PERFORMANCE-BASED PLANNING

The most recent federal surface transportation enabling laws, Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act, established a new performance-based approach to planning and programming. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals. This process will ensure the most efficient investment of Federal transportation funds.

The new rules establish a set of national performance measures that have implications for transportation planning at state departments of transportation (DOTs) and Metropolitan Planning Organizations (MPOs) and mass transit districts. The rulemaking process for these performance measures is nearing its completion. SKATS is working closely with the Oregon Department of Transportation (ODOT) and the Salem Area Mass Transit District (SAMTD) to incorporate these federal performance measures into state and regional transportation planning and provide useful performance barometers of the regional transportation system. Any TIP approved or amended after May 27, 2018, shall be designed such that once implemented, it makes progress towards achieving the performance targets identified in the metropolitan transportation plan and describes how the projects in the TIP would achieve the MPO performance targets—linking investment priorities to those targets.

Performance Measures

MAP-21 introduced a set of national goals regarding surface transportation focusing mainly on roads. These are (from 23 USC §150(b)):

- **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.
- **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.

DRAFT

- **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.

MAP-21 also specified, in broad strokes, the performance measures that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) would need to develop to show progress toward meeting the national goals. The FHWA and FTA have spent the years since the adoption of MAP-21 developing a set of performance measures that can be applied nation-wide to track the progress of the DOTs and MPOs. The final performance measures along with the date they were published are summarized in **Table 5**. It should be noted that as of May 30, 2018, no final rule has been published for transit safety. The portions of the rule pertaining to the greenhouse gas (GHG) emissions measure were delayed but became effective on September 28, 2017. FHWA is in the process of revoking the GHG measure via the rule-making process. It is anticipated that this will happen in the first half of 2018.

Once a rule for a performance measure has been finalized, DOTs and public transit providers have up to one year to adopt targets for that measure. MPOs have 180 days after that to develop their targets or agree to support the state DOT target. SKATS will be working to develop targets for each applicable performance measure over the next several years. At the time of this revision, SKATS has agreed to support the ODOT targets for the Safety performance measures (discussed below) and accepted the Transit Asset Management performance measures established by SAMTD (discussed below).

Safety

The FHWA Final Rule on National Performance Management Measures established five safety performance measures for Federal-aid highway programs (23 CFR 490.207).

- 1) Number of roadway fatalities;
- 2) Number of roadway serious injuries;
- 3) Roadway fatalities per vehicle miles traveled (i.e., fatality rate);
- 4) Roadway serious injuries per vehicle miles traveled (i.e., serious injury rate); and
- 5) Combined number of non-motorized fatalities and non-motorized serious injuries.

ODOT was required to establish specific numeric statewide targets for each of the five safety performance measures by August 31, 2017, for calendar year 2018, and will be required to report targets annually in the Highway Safety Improvement Program (HSIP) hereafter. In addition to the existing reporting requirements, the HSIP Final Rule also requires States to describe in their annual reports the progress toward achieving safety outcomes and performance targets.

DRAFT

**Table 5
Federal Performance Measures**

Roadway Measure	First Target Due	
	ODOT	SKATS
Safety – Final Rules as of May 27, 2016		
<ul style="list-style-type: none"> - Serious injuries per vehicle mile travelled - Fatalities per vehicle mile travelled - Number of serious injured - Number of fatalities - Number of fatalities and serious injuries for non-motorized users 	August 31, 2017	February 27, 2018
Pavement and Bridge Condition – Final Rule Effective Date May 20, 2017		
Pavement <ul style="list-style-type: none"> - Percentage of pavements of the Interstate System in Good condition - 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 NHS Bridge <ul style="list-style-type: none"> - Percentage of NHS Bridges Classified as in Good condition - Percentage of NHS Bridges Classified as in Poor condition 	May 20, 2018	November 16, 2018
Performance of the National Highway System – Final Rule Effective Date May 20, 2017*		
Travel Time Reliability <ul style="list-style-type: none"> - Percent of the Person-Miles traveled on the Interstate System that are reliable - Percent of the Person-Miles traveled on the non-Interstate NHS that are reliable Freight Movement <ul style="list-style-type: none"> - Truck Travel Time Reliability Index Congestion and Air Quality Improvement Program (CMAQ) <ul style="list-style-type: none"> - Total Emissions Reduction for all CMAQ funded projects - Annual Hours of Peak Hour Excessive Delay Per Capita** - Percent of Non-SOV Travel** Greenhouse Gas (GHG) Emissions* <ul style="list-style-type: none"> - Percent change in tailpipe CO₂ emissions on the NHS compared to 2017 	May 20, 2018	November 16, 2018
		2022**
	TBD*	TBD*
Transit Asset Management (TAM)– Final Rules as of October 1, 2016		
<ul style="list-style-type: none"> - Percent of revenue vehicles (by type) that exceed the useful life benchmark (ULB) - Percent of non-revenue service vehicles (by type) that exceed ULB - Percent of facilities (by type) that are rated less than 3 on the TERM scale - Percent of track segments that have performance restrictions 	January 1, 2017	June 30, 2017
Transit Safety – DRAFT MEASURES – Final Rules TBD		
<ul style="list-style-type: none"> - Total number of reportable fatalities and rate per total unlinked passenger trips by mode - Total number of reportable injuries and rate per total unlinked passenger trips by mode - Total number of reportable events and rate per total vehicle miles by mode 	Pending	180 days after state target due

*GHG emission effective date was Sept 28, 2017. FHWA is in the process of revoking this measure via the rule-making process.

**First target due 2022

DRAFT

ODOT developed targets in the 2016 Oregon Transportation Safety Action Plan (TSAP), which are summarized in **Table 5A**. The targets listed in **Table 5A** for the 2018 report year were submitted to FHWA on August 31, 2017, as their HSIP targets. The targets that were preliminarily set for 2019 and beyond may be revised based on actual data before they are submitted for subsequent year targets.

Table 5A
Oregon Safety Performance Targets

Oregon TSAP Performance Targets - Five-Year Average						
Report Year	Base Period (5-years)	Fatalities (People) (2011-2015)	Fatality Rate (People per 100 Million VMT) (2011-2015)	Serious Injury (People) (2010-2014)	Serious Injury Rate (People per 100 Million VMT) (2010-2014)	Non-motorized Fatalities and Serious Injuries (People) (2010-2014)
	Baseline	357	1.04	1,491	4.42	234
2017	2013-2017	357	0.94	1,491	4.42	234
2018	2014-2018	350	0.89	1,461	4.33	229
2019	2015-2019	343	0.83	1,432	4.24	225
2020	2016-2020	328	0.78	1,368	4.06	215
2021	2017-2021	306	0.73	1,274	3.78	200

MPOs must establish targets for the five safety performance measures within 180 days after the state establishes targets. SKATS targets were due to ODOT by February 27, 2018.

According to 23 CFR 490.209 (c)(4) and FHWA guidance, when setting targets, MPOs have three options: they can either agree to support the state safety targets for the five performance measures, establish their own quantifiable target for each of the five safety performance measures, or do a combination of supporting the DOTs targets for some measures and setting their own target for the remaining measures. Agreeing to support ODOT's target means SKATS proposes to:

- 1) Work with ODOT and other safety stakeholders to address areas of concern within the SKATS area regarding fatalities and serious injuries;
- 2) Coordinate with ODOT and include the safety performance measures and HSIP (Highway Safety Implementation Program) targets in the Regional Transportation System Plan (RTSP);
- 3) Integrate into the planning process the safety goals, objectives, performance measures, and targets described in other ODOT safety plans and processes such as applicable portions of the HSIP including the State Highway Safety Plan (SHSP); and
- 4) Include a description in the SKATS TIP of the anticipated effect of the TIP toward achieving the HSIP targets in the RTSP, linking investment priorities in the TIP to those safety targets.

DRAFT

The Policy Committee adopted **Resolution 18-4** on January 23, 2018, agreeing to support the state targets for the five safety performance measures with continuation of local analysis of safety data to address local safety issues. SKATS notified ODOT of the decision prior to the February 27, 2018 deadline.

How projects in the TIP help achieve Safety Targets

The safety of all users on our transportation system has always been a high priority for SKATS and the local jurisdictions, especially vulnerable users. One of the goals of the SKATS 2015-2035 Regional Transportation Systems Plan (RTSP) is to have a regional transportation system plan that is designed with the safety of all users in mind. The scoring criteria used to prioritize projects that are considered for SKATS funding directly links the goals of the RTSP with the selection of projects.

Almost every project in the TIP has a safety element. Projects that more directly benefit the safety of the transportation system include:

- **HSIP projects** – HSIP projects are specifically selected to improve the safety of the roadway. Projects include buffered bike lanes, road diet, enhanced pedestrian crossings, signal improvements, curve warning signs, rumble strips, turn lanes, and other proven safety measures. As of April 2018, over \$12 million in HSIP projects are programmed in the TIP.
- **Urban Upgrade Projects** - Projects that add bike lanes and sidewalks along the roadway reduces the need for non-motorists to walk or bike in the roadway, along narrow shoulders, or in the ditch. Separating the vulnerable users from motor vehicles provides a safer environment, reducing the chances of dying or being seriously injured. Over \$13 million in urban upgrade projects are programmed in the TIP, as of April 2018.
- **Intersection Improvements** – Projects that add, or replace, traffic signals and/or add turn lanes reduce the potential for serious crashes. Most crashes occur at intersections. In addition to the HSIP-funded intersection projects, nearly \$4 million is programmed for intersection projects, as of April 2018.

SKATS intends to keep track of all completed safety projects to show cumulative investments in safety projects.

Pavement and Bridge Condition

ODOT was required to establish specific numeric statewide targets for each of the six pavement and National Highway System (NHS) bridge condition performance measures by May 20, 2018, for calendar year 2018 and will be required to report them every four years. MPOs must establish targets 180 days after the state establishes targets. This section will be updated when SKATS specific targets are set.

Performance of the National Highway System (NHS)

ODOT was required to establish specific numeric statewide targets for each of the six performance measures evaluating the system performance of the NHS by May 20, 2018, for calendar year 2018 and will be required to report them every four years. These include travel time reliability, freight movement, Congestion and Air Quality Program (CMAQ), and greenhouse gas emissions measures. The greenhouse gas emissions measure is in the process of being revoked. For the CMAQ measures, only the total emissions reduction for all CMAQ funded project measure is required for MPOs with more than 200,000 people during the first reporting period (January 1, 2018 to December 31, 2021). The annual hours of peak hour excessive delay per capita and percent of non-single occupancy vehicles travel measures only apply to MPOs with more than one million people for the first reporting period. All three CMAQ measures will apply to SKATS during the second reporting period starting in 2022. MPOs must establish targets 180 days for the applicable measures after the state establishes targets. This section will be updated when SKATS specific targets are set.

Transit Asset Management (TAM)

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The FTA Final Rule for Transit Asset Management (49 USC 625) established four performance measures for transit districts.

- 1) Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- 2) Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- 3) Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- 4) Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile. (SAMTD does not operate a track system; therefore, this measure does not apply.)

It was stated in the Rule that transit districts must develop and adopt TAM targets by January 1, 2017 and finalize a Transit Asset Management plan by October 1, 2018. Targets are to be set and submitted each fiscal year. There is no penalty for missing a target and there is no reward for attaining a target. MPOs must establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its

DRAFT

targets. SKATS is required to either develop separate targets or agree to support the Salem Area Mass Transit District (SAMTD) targets and work toward realizing them.

SAMTD established targets in January 2017 for the first three measures, which are summarized in **Table 5B**. The target for each of the measures is to achieve the recommended useful life and condition for all vehicles and facilities.

The Policy Committee accepted the targets for the Transit Asset Management performance measures as adopted by SAMTD on June 27, 2017.

How projects in the TIP help achieve TAM Targets

SKATS is committed to supporting the transit system in the area. Historically, SKATS' federal funds have been used to purchase approximately one bus per year. For efficiency purposes, the funds for several years and sources have been combined for one larger purchase once every several years. As of April 2018, a total of \$4.4 million is programmed in 2018 to replace approximately 8 buses. In addition, approximately \$2.2 million has been programmed to upgrade or replace several smart technology operational and safety components. These projects will help achieve the TAM targets.

Transit Safety

The final rules for transit safety performance measures have not been published as of May 1, 2018. This section will be updated when SKATS specific targets are set.

**Table 5B
Transit Asset Management Targets**

SAMTD TRANSIT ASSET MANAGEMENT										01/31/17
#	Reporting Category	Asset Inventory	Detail	Type	FTA Requirement (ULB)	CPC (ULB)	Performance Measure	SAMTD Current Performance	TAM Targets	
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	35 ft.	Diesel	12 yrs or 500K miles	15 yrs	Percent met or exceeded ULB	0%	0% of fleet above CPC ULB	
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	40 ft.	Diesel	12 yrs or 500K miles	15 yrs	Percent met or exceeded ULB	0%	0% of fleet above CPC ULB	
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	35 ft.	CNG	12 yrs or 500K miles	15 yrs	Percent met or exceeded ULB	100%	0% of fleet above CPC ULB	
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	40 ft.	CNG	12 yrs or 500K miles	15 yrs	Percent met or exceeded ULB	55%	0% of fleet above CPC ULB	
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	32 ft.	Diesel/hybrid	10 yrs or 350K miles	12 yrs	Percent met or exceeded ULB	13%	0% of fleet above CPC ULB	
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	33 ft.	Diesel	10 yrs or 350K miles	12 yrs	Percent met or exceeded ULB	13%	0% of fleet above CPC ULB	
1	Rolling Stock/ Urban	Paratransit Service (CU)	22-24 ft.	Gas	5 yrs or 150K miles	8 yrs	Percent met or exceeded ULB	33%	0% of fleet above CPC ULB	
1	Rolling Stock/ Urban	Paratransit Service (VN)	15 ft.	Gas	5 yrs or 150K miles	8 yrs	Percent met or exceeded ULB	0%	0% of fleet above CPC ULB	
2	Equipment	Non-Revenue Service Vehicle	Utility Non-Revenue Service	Maintenance Pickups	8 yrs.	10 yrs. or 150,000 miles	Percent met or exceeded ULB	17%	0% of fleet above CPC ULB	
2	Equipment	Non-Revenue Service Vehicle	Staff Non-Revenue Vehicles	Supervisor vehicles and pool cars	8 yrs.	8-10 yrs. or 150,000 miles	Percent met or exceeded ULB	8%	0% of fleet above CPC ULB	
3	Facilities	Maintenance Operations Facilities	All systems and components	SAMTD-Owned Facilities	NA	Defined by FTA	% rated below 3 on the TERM scale	100%	100% at 3.0 or above on TERM scale	
3	Facilities	Administration Facilities	All systems and components	SAMTD-Owned Facilities	NA	Defined by FTA	% rated below 3 on the TERM scale	100%	100% at 3.0 or above on TERM scale	
3	Facilities	Keizer Transit Center/Layover	All systems and components	SAMTD-Owned Facilities	NA	Defined by FTA	% rated below 3 on the TERM scale	100%	100% at 3.0 or above on TERM scale	
3	Facilities	Downtown Transit Center/Layover	All systems and components	SAMTD-Owned Facilities	NA	Defined by FTA	% rated below 3 on the TERM scale	100%	100% at 3.0 or above on TERM scale	