

Agenda
Salem-Keizer Area Transportation Study (SKATS)
Policy Committee (PC)

Date: October 27, 2015
Time: Noon
Place: 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 Order Cathy Clark
- B. Approval of Minutes of September 22, 2015 Cathy Clark
- C. Public Comment..... Cathy Clark
- D. SAMTD as Designated Recipient of 5339 FTA Funds Mike Jaffe

Background: Under the most recent federal transportation bill, MAP-21, the former FTA Section 5309 Bus and Bus Facilities Program was changed from a discretionary grant program to a formula based allocation of these funds. The new program under MAP-21 was titled FTA Section 5339 Bus and Bus Facilities Program.

As with the FTA’s other formula based allocation programs, a designated recipient for each urbanized area must be established. The designated recipient receives the funds directly from FTA and manages the use and allocation of the funds to sub-recipients, when appropriate.

The process to determine the designated recipient for an urbanized area involves resolutions passed by the transit district’s Board of Directors and the local Metropolitan Planning Organization, a letter from legal counsel stating the legal capacity of the transit district to fulfill the role, and a letter of concurrence from the Governor.

Transit District Board action to adopt Resolution 2015-07 was completed at the September 24, 2015, meeting of the Board of Directors for the Salem Area Mass Transit District. The letter of concurrence received from legal counsel was produced in 2012 and applied to all federal funds to support public transit activities. The final step to request the letter from the Governor’s office will occur once all other steps have been completed. It is recommended in the **attached SKATS Resolution 15-14** that the Governor designate the Salem Area Mass Transit District (SAMTD) as the designated recipient of the Salem urbanized area’s federal 5339 Bus and Bus Facility Program funds

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.

Action

Requested: Approve **Resolution 15-14** recommending that SAMTD be the designated recipient of federal 5339 Bus and Bus Facility Program funds.

E. Greenhouse Gas Target Rule Advisory Committee Mike Jaffe

Background: In 2011 the Land Conservation and Development Commission (LCDC) adopted rules (OAR 660 - 044) setting targets to guide long range planning by Oregon's largest urban areas to reduce greenhouse gas pollution from auto travel. The rules set targets for Oregon's six largest metropolitan areas for the year 2035. In May 2015, LCDC completed a required review of the rules and agreed the rules should be updated. Potential updates to the rules include setting emission reduction targets for the year 2040 and establishing targets for the Albany MPO and Middle Rogue (Grants Pass) MPO.

The Department of Land Conservation and Development's (DLCD) May 7 staff memorandum to LCDC about the rules update discusses how scenario planning and metropolitan planning could be more closely linked; however, it also states the following (*See attached, p. 3, bold text added by SKATS staff.*):

*The greenhouse gas reduction targets and the scenario planning [to] achieve those targets are largely voluntary. Only the Portland Metro area is required to adopt and implement a preferred scenario that meets the targets. **The department believes it is appropriate to continue this voluntary approach and does not propose that targets for other metropolitan areas become mandatory or that additional metropolitan areas be required to adopt and implement a scenario that meets the targets.***

DLCD is now working with other state agencies (the Oregon Department of Transportation, Department of Environmental Quality, and Oregon Department of Energy) to gather the technical information needed for updating the rules. Early in 2016, DLCD plans to convene an advisory committee which would likely include an LCDC commissioner, a commissioner from the Oregon Transportation Commission, staff from the Oregon Department of Transportation, a representative from each metropolitan area, other interest groups, and the general public.

Although DLCD has not set a schedule for the advisory committee, staff expects that an MPO representative should be willing to commit to multiple meetings over the course of 6-10 months starting in early 2016.

Potentially before the next SKATS Policy Committee meeting, DLCD will ask each MPO to nominate an elected official or knowledgeable staff person to participate on the advisory committee. Either a Policy Committee member could be nominated (with MPO staff providing assistance), or the MPO Transportation Planning Director could participate on the committee (with updates given to the SKATS Policy Committee).

Action

Requested: Select a SKATS MPO nominee for the GHG Target Rule Advisory Committee.

F. OR 22E: 25th to Gaffin Road Facility Plan..... Dan Fricke, Karen Odenthal

Background: In 2005, ODOT started the Southeast Salem Area Transportation Study (SESATS) that evaluated potential improvements at the Kuebler Boulevard/I-5 interchange as well as along OR 22 including the need for a new Cordon Road/OR 22E interchange. The study did not recommend Cordon Road for an interchange. The city of Salem and Marion County did not agree with that finding and conducted the Cordon Road Interchange Study (CRIS) that recommended a Cordon Road interchange. ODOT concurred with the recommendations of CRIS with the caveat that the interchange is considered to be a local project.

ODOT and the local jurisdictions are now restarting the project. The goal of the study is to assess existing and future transportation operations and safety conditions on OR 22E (Mission Street SE) between SE 25th Street and Gaffin Road and identify potential solutions to the problems. The project will look at what exists today, forecast demand, identify and analyze future options, and make recommendations for a safe and efficient facility.

Since the Policy Committee includes elected officials and agency staff from the affected service area, **the Policy Committee has been requested to serve as the project's policy advisory committee.** Updates will be provided at key points during the course of the project (approximately 3 times in 2016 starting in March).

Action

Requested: Discussion item.

G. SKATS TIP ModificationsKaren Odenthal

Background: Staff-approved modifications made to the SKATS TIP since the last Policy Committee meeting are summarized in the *attached* table.

Action

Requested: Informational item.

H. Other Business..... SKATS Staff

- The SKATS Policy Committee usually doesn't meet in November or December unless there is an item needing Policy Committee approval or attention. Staff is not expecting there to be a need for the Policy Committee to meet on November 24, 2015, or December 22, 2015. The first SKATS Policy Committee meeting next year is on **January 26, 2016**, which includes election of officers for the year.
- OMPOC November 6, 2015 meeting (Portland) – agenda *attached*.
- Hold the Date: **January 7, 2016**: Governor's Vision Panel meeting in Salem-Keizer (See attachment.). Location TBD.

I. Adjournment Cathy Clark

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)
Policy Committee Meeting
September 22, 2015
100 High St. SE, Suite 200
Salem, OR
Noon

Policy Committee Members Present

Sam Brentano, Marion County Board of Commissioners
Cathy Clark, 2015 Chair, Keizer Mayor
Bob Krebs, 2015 Vice Chair, Salem-Keizer Transit
Paul Kylo, Salem-Keizer School District
Anna Peterson, Salem Mayor
Craig Pope, Polk County Board of Commissioners
Tim Potter, ODOT Region 2
Gary Tiffin, Turner Mayor

Others Present

Nate Brown, Keizer
Stephen Dickey, Salem-Keizer Transit
Dan Fricke, ODOT Region 2
Mike Jaffe, MWVCOG-SKATS
Mary McGowan, ODOT
Jennie Messmer, MWVCOG
Lori Moore, MWVCOG-SKATS
Karen Odenthal, MWVCOG-SKATS
Cindy Schmitt, MCPW
Julie Warncke, Salem Public Works

Agenda Item A. Call to Order

Chair Cathy Clark called the meeting to order at 12:03 p.m. Introductions were made.

Agenda Item B. Approval of Minutes of July 28, 2015

Motion was made by Paul Kylo, seconded by Cathy Clark, to approve the minutes of the July 28, 2015, meeting as submitted. Those voting in favor of the motion were Sam Brentano, Cathy Clark, Paul Kylo, Tim Potter, and Gray Tiffin. **The motion passed unanimously**

Vice Chair Bob Krebs arrived at 12:05 p.m.

Agenda Item C. Public Comment

There were no comments from the public.

Agenda Item D. Map 21: Three-Month Extension

Mike Jaffe provided an overview related to the extension of Map-21, the federal transportation legislation. Map-21 expired at the end of July, but Congress passed a three-month extension of the program. In the short-term, Mr. Jaffe explained that the SKATS region will have approximately \$1 million in additional funds for FY 15 over what was anticipated and originally programmed. He reminded committee members that due to funding uncertainties at the time the SKATS Transportation Improvement Program (TIP) was adopted, programming funding for future years of the TIP was intentionally conservative. Mr. Jaffe provided an overview of options for what to do with the unanticipated funds in FY 15. These options include:

- Keeping the funds in reserve until the next update of the SKATS TIP;
- Add funds to one of the projects in the TIP that is underfunded;
- Fund a project not currently in the adopted SKATS TIP such as one of the projects that applied for funds during the last TIP cycle or a new project;
- Use the funds to supplement one or more Non-Highway Enhance projects; or
- Use the funds to leverage one or more ConnectOregon VI projects.

Commissioner Craig Pope arrived at 12:09 p.m.

SKATS staff recommended that the SKATS Technical Advisory Committee (TAC) review the options during their October TAC meeting and at a future date provide the Policy Committee with a recommendation for distribution of the additional funds.

Chair Cathy Clark commented that advancing a project(s) from the unfunded list is desirable. Tim Potter concurred.

Following discussion, the SKATS Policy Committee directed the SKATS TAC to review options for distribution of the additional federal funds including a fresh look at unfunded priority projects and return a recommendation for allocation of the funds to the SKATS Policy Committee.

Agenda Item E. ODOT Consultation Practices and Survey

Mary McGowan, ODOT, explained that according to federal and state planning regulations, ODOT is required to document and implement a consultation process with local elected officials and to review and report on their public involvement and consultation practices.

Mayor Anna Peterson arrived at 12:11 p.m.

The review period is open until mid-October. An online survey can be accessed. Ms. McGowan encouraged Policy Committee members to participate in the survey.

Chair Clark commented that consultation services provided by ODOT does not translate to action as in decision-making. Ms. McGowan responded that her first response would be that an ODOT staff person consulting would assist in shepherding things up the process chain. Tim Potter responded that ODOT consultations are part of what moves a project forward. Mayor Tiffin commented that consult doesn't mean that something is a done deal. Decision makers would not be required to implement actions on which ODOT staff consulted. Chair Clark concurred that providing advice is different than decision making.

Ms. McGowan again encouraged people to participate in the online survey.

Agenda Item F. Enhance Non-Highway Funds

Dan Fricke, ODOT, provided an overview of the Enhance Non-Highway pre-proposal process and the list of pre-proposals submitted from the SKATS area. He noted that it is preferred for each of the Area Commissions on Transportation (ACTs) in the state to submit approximately 5 proposals from their individual areas to advance through the application/proposal process.

MWACT members are scheduled to meet next week and prioritize the pre-proposals submitted from the three-county MWACT area. Mr. Fricke requested that the SKATs Policy Committee prioritize the eight pre-proposals from the SKATS area and submit their prioritized list to MWACT for consideration along with the other pre-proposals in the MWACT area. The goal of this prioritizing exercise is to provide lower priority applicants the opportunity to opt out of completing a more extensive Enhance Non-Highway application.

Commissioner Sam Brentano suggested that it would be strategic to winnow the list to the top two priority projects, four at the most. Chair Cathy Clark noted that there are some legacy projects included in the list. Commissioner Brentano requested a brief description of the projects to be followed by a vote.

Mike Jaffe provided an overview of the eight projects from the SKATS area:

- a) Salem Area Mass Transit - Commuter Bus Replacement
- b) Salem - Claggett Creek Multi-Use Path
- c) Salem - Union Street Family Friendly Bikeway
- d) Salem - Multi-modal Safety Crossing Project
- e) Salem - Planning for Eastbank Trail
- f) Marion County - Hayesville Drive Bike/Ped Enhancements
- g) Marion County - Brooklake Road Bike/Ped Enhancements
- h) Marion County - 45th Avenue Bike/Ped Enhancements

Mike Jaffe noted a correction that the daily vehicle count for the 45th Avenue project description should be 6000, not 600.

Questions included more information about the roadway section for the Union Street bikeway project and details of the safety crossing enhancements. Julie Warncke explained that that the safety crossing improvements may vary by location: one location could be a median and another could be curb extensions. Commissioner Craig Pope asked if the cost estimates for the Union Street and Hayesville Drive projects are the true cash amounts. Cindy Schmitt replied that the Hayesville match amount includes some “in-kind” services along with cash.

Policy Committee members provided staff with a list of their individual top three projects. SKATS staff tallied the votes, resulting in the following prioritized list:

- a) Salem Area Mass Transit Commuter Bus Replacement-1st
- c) Salem Union Street Family Friendly Bikeway-tied for 2nd
- d) Salem Multi-modal Safety Crossing Project-tied for 2nd
- f) Marion County Hayesville Drive Bike/Ped Enhancements-tied for 2nd
- h) Marion County 45th Avenue Bike/Ped Enhancements-tied for 5th
- b) Salem Claggett Creek Multi-Use Path-tied for 5th

- e) Salem Planning for Eastbank Trail-tied for 8th
- g) Marion County Brooklake Road Bike/Ped Enhancements-tied for 8th

It was suggested that the MPO support the top four priority projects. Mike Jaffe informed the group that the MPO's priority list would be shared with the MWACT Steering Committee. The Steering Committee will review all 15 project pre-proposals submitted from the three-county area.

Vice Chair Bob Krebs emphasized the value of replacing the existing buses with larger commuter ones which also have the advantage of a longer service life than urban "in-town buses" in that the commuter buses don't start and stop with the same frequency so there is less wear and tear on their transmissions, among other advantages. It was noted that taking additional commuters out of individual cars results in less wear and tear on roads. The larger capacity buses will help grow the service.

Chair Cathy Clark indicated that she strongly supports legacy projects, ones that have been around for a long time such as the 45th Avenue project.

Cindy Schmitt commented that there are some opportunity costs associated with the Hayesville project as well as taking advantage of road improvement work that the church along Hayesville Drive is obligated to do. The Hayesville project would also likely serve more people than the 45th Avenue project, and it is a scalable project. When the proposed sections of Hayesville Drive are completed, it would finish an area, since there is funding programmed to also add sidewalks and bikelanes along Hayesville Drive to the east (from Happy Drive to Fuhrer Street). Tim Potter suggested that the application for the Hayesville project should emphasize the scalability of the project

Committee members highlighted the advantages of several of the projects. The Union Street project ties in nicely with the Union Street Railroad Bridge which is heavily used.

Tim Potter left at 1:12 p.m.

Chair Clark indicated her approval of introducing the East Bank Trail project in this cycle. Projects get introduced and work their way up the priority list as time goes on. Julie Warncke announced that the city of Salem's preference would be for the Union Street project then the safety crossing project.

Dan Fricke announced that ConnectOregon VI applications will be available soon, and their applications are due November 20, 2015.

Agenda Item G. OMPOC Work Program

Mike Jaffe explained that the Oregon Metropolitan Planning Organization Consortium (OMPOC) has been meeting for approximately ten years now. OMPOC membership includes one or two MPO board members from each MPO board in the state. Meetings generally occur 2-3 times per year. In the last year, Consortium members decided to use a small portion of the PL funds that MPOs receive to support OMPOC coordination and collaborate on issues of importance to the MPOs. The MPO managers have provided a draft a work plan for the coming year to the OMPOC board for their review. The proposed work program was enclosed in the Policy Committee agenda packet.

Motion was made by Craig Pope, seconded by Anna Peterson, to support the proposed OMPOC work plan. Commissioner Sam Brentano commented that he is not supportive of the proposal. Those voting in favor of motion were Cathy Clark, Bob Krebs, Paul Kylo, Anna Peterson, Craig Pope, and

Gary Tiffin. Sam Brentano abstained. The **motion passed with six votes for the motion and one abstention.**

Agenda Item H. ARTS 2017-21: 150 Percent Scoping List of Safety Projects

Mike Jaffe reported that ODOT has released the “150 percent list” (projects whose total cost equal about 150 percent of the available funds) of safety projects that are proposed to be scoped for the All Roads Transportation Safety (ARTS) program. Following scoping and refinement of the projects, ODOT will develop a 100 percent list recommended to be included in the next update of the State Transportation Improvement Program (STIP).

Within the SKATS area, the 150 percent list includes 24 projects in on the “Hot-Spot” list, two projects on the Intersection Systemic list, and three projects on the Bike/Pedestrian list.

Chair Cathy Clark asked if a map of the project locations will be available when the 100 percent list has been completed. Mike Jaffe responded that a map can be made; however, some of the projects may be non-specific locations.

Agenda Item I. SKATS TIP Administrative Modifications

Karen Odenthal explained that information related to the four administrative amendments made to the adopted TIP since the last Policy Committee meeting is included in the agenda packet.

Agenda Item J. Other Business

TGM (Transportation Growth Management) Grant Awards

It was announced that the city of Salem received a Transportation Growth Management award for their Winter Street-Maple Street Bikeway project.

Urban Mobility Report for Oregon and Salem

Mike Jaffe explained that the 2015 Urban Mobility Report information included in the agenda packet is published annually by the Texas A&M Transportation Institute (TTI). He noted that it was informative to see how the Salem area compares to similar size urban areas or larger areas like Portland. He did note that some transportation professionals are critical of the methodology used by TTI, which each year creates some controversy due to coverage of the report by the national and local media. Given the critiques, Mr. Jaffe said that the material from the report should be used cautiously. In response to a question, Mr. Jaffe responded that in his opinion, the conclusions reached in the report related to the level of congestion could be overestimated for reasons pointed out by critics of the methodology.

The next Policy Committee meeting is scheduled for October 27, 2015.

Chair Cathy Clark adjourned the meeting at 1:39 p.m.

Agenda Item D.

**SAMTD as Designated
Recipient of 5339 FTA Funds**

**SKATS Policy Committee
(PC)
October 27, 2015**

Action Requested:

Approve **Resolution 15-14** recommending that SAMTD be the designated recipient of federal 5339 Bus and Bus Facility Program funds.

Resolution 15-14**Resolution Recommending that the Salem Area Mass Transit District be the Designated Recipient of Federal Section 5339 Bus and Bus Facilities Program Funds for the Salem Urbanized Area**

WHEREAS, the 2010 Census has determined that the Salem urbanized area has a population of more than 200,000 people; and

WHEREAS, the Salem Keizer Area Transportation Study (SKATS) has been designated by the State of Oregon as the official Metropolitan Planning Organization for the Salem urbanized area; and

WHEREAS, in an urbanized area over 200,000 in population, Federal regulations (49 U.S.C. Section 5303 (d)) require the designation of a specific grant recipient to apply for, receive, and dispense transit funds related to the Section 5339 Bus and Bus Facilities Program; and

WHEREAS, the designation of a recipient shall be made by the Governor in consultation with responsible local officials that together represent at least 75 percent of the affected population (including the largest incorporated city based on population) and publicly-owned operators of public transportation; and

WHEREAS, the SKATS Policy Committee is the most appropriate body comprising the local officials required to recommend a designated recipient to the Governor; and

WHEREAS, the Salem Area Mass Transit District is the publicly-owned operator of public transportation services for the SKATS urbanized area; and

WHEREAS, the Salem Area Mass Transit District is designated recipient for FTA 5307 Urbanized Area Formula Program funds, and FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds;

NOW THEREFORE, BE IT RESOLVED:

THAT the Salem Keizer Area Transportation Study (SKATS) recommends and concurs with the designation of the Salem Area Mass Transit District as the designated recipient of Federal Transit Administration Section 5339 funds in the Salem urbanized area.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 27th day of October 2015.

Chair
Salem-Keizer Area Transportation Study
Policy Committee

SALEM-KEIZER TRANSIT

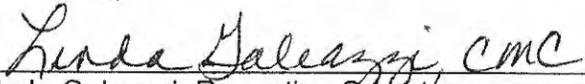
555 Court St. NE, Ste. 5230
Salem, OR 97301-3980

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www.cherriots.org



CERTIFICATION

The undersigned duly qualified and acting Secretary of the Salem Area Mass Transit District Board of Directors certifies that the foregoing is a true and correct copy of Resolution #2015-07 adopted at a legally-convened meeting of the Salem Area Mass Transit District held on the 24th day of September 2015.



Linda Galeazzi, Recording Secretary
Salem Area Mass Transit District

RESOLUTION 2015-07

APPROVAL OF SALEM AREA MASS TRANSIT DISTRICT AS THE DESIGNATED
RECIPIENT OF FEDERAL TRANSIT ADMINISTRATION SECTION 5339 FUNDS

Effective September 25, 2015

WHEREAS, a primary eligibility requirement for funding under the Federal Transit Administration's Bus and Bus Facilities Program is the designation of a grant recipient that is a public body with the legal authority to receive and dispense Federal funds in an urbanized area, and

WHEREAS, the Governor, responsible local officials, and publicly owned operators of transit services will jointly designate a recipient to apply for, receive and dispense funds for "Transportation Management Areas" (TMA) pursuant to U.S.C Section 5339, and

WHEREAS, on May 1, 2002, the Department of Commerce designated Salem/Keizer as a TMA, having exceeded 200,000 in population according to the 2000 Census, and

WHEREAS, the Salem Area Mass Transit District, established pursuant to ORS 267.107, is the duly constituted public body responsible for financing, construction, and operation directly, by lease, contract, or otherwise of public transit services in the Salem/Keizer urbanized area, and

WHEREAS, on November 20, 2012, legal counsel affirmed (in Attachment A) that Salem Area Mass Transit District ("the District") has the legal capacity to perform all the acts and responsibilities required as a "designated recipient" pursuant to 49 U.S.C. 5339, and

WHEREAS, it is in the best interest of the District to directly receive Bus and Bus Facility Program funds, and

WHEREAS, the District is capable of assuming the additional reporting requirements and certifications required of a "designated recipient."

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SALEM AREA MASS TRANSIT DISTRICT:

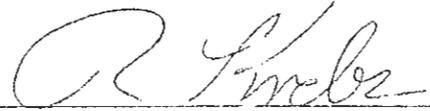
THAT Board affirms and concurs in the designations of the Salem Area Mass Transit District as the recipient to apply for, receive and dispense federal funds for the Salem/Keizer Transportation Management Area pursuant to 49 U.S.C. Section 5339; and

THAT the General Manager is hereby directed to notify the Federal Transit Administration, the Governor, and the Metropolitan Planning Organization of the District's concurrence.

ADOPTED by the Board of Directors of the Salem Area Mass Transit District on this 24th day of September, 2015.

ATTEST:


Secretary, SAMTD Board of Directors


President, SAMTD Board of Directors

MEMO TO: BOARD OF DIRECTORS
FROM: STEVE DICKEY, DIRECTOR OF TRANSPORTATION DEVELOPMENT
THRU: ALLAN POLLOCK, GENERAL MANAGER
SUBJECT: ADOPTION OF RESOLUTION 2015-07 SALEM AREA MASS TRANSIT DISTRICT AS THE DESIGNATED RECIPIENT OF FEDERAL TRANSIT ADMINISTRATION SECTION 5339 FUNDS

Issue

Shall the Board adopt Resolution 2015-07 to concur with Salem Area Mass Transit District (SAMTD) as the designated recipient of Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Program funds, for the Salem/Keizer Transportation Management Area (TMA)?

Background and Findings

Under the most recent federal transportation bill, MAP-21, the former FTA Section 5309 Bus and Bus Facilities Program was changed from a discretionary grant program to a formula based allocation of these funds. The new program under MAP-21 was titled FTA Section 5339 Bus and Bus Facilities Program.

As with the FTA's other formula based allocation programs, a designated recipient for each urbanized area must be established. The designated recipient receives the funds directly from FTA and manages the use, and allocation of the funds to sub-recipients when appropriate.

The process to determine the designated recipient for an urbanized area involves resolutions passed by the transit district's Board of Directors and the local Metropolitan Planning Organization, a letter from legal counsel stating the legal capacity of the district to fulfill the role, and a letter of concurrence from the Governor.

Board action to adopt Resolution 2015-07 will complete the first step in this process. The matter is scheduled for the October 27, 2015 meeting of the Salem-Keizer Area Transportation Study (SKATS), the local MPO. The letter of concurrence received from legal counsel was produced in 2012 and applied to all federal funds to support public transit activities. The final step to request the letter from the Governor's office will occur once all other steps have been completed.

Recommendation

Staff recommends the Board adopt Resolution 2015-07 to concur with Salem Area Mass Transit District as the designated recipient of Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Program funds, for the Salem/Keizer TMA.

Proposed Motion

I move the Board adopt Resolution 2015-07 to concur with Salem Area Mass Transit District as the designated recipient of Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Program funds, for the Salem/Keizer TMA.

FETHERSTON EDMONDS, LLP
ATTORNEYS

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November 20, 2012

Formerly Clark, Lindauer, Fetherston,
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Matthew Garrett, Director
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355 Capitol Street NE, MS 11
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Richard Krochalis
Region 10 FTA Administrator
915 Second Avenue, Suite 3142
Seattle, WA 98174

Re: *Salem Area Mass Transit District*
Our File No. 10521

Dear Friends:

Our office represents Salem Area Mass Transit District (SAMT). SAMT was duly organized in accordance with ORS 267.107 and constitutes a municipal corporation and body politic under Oregon law with the powers of a transit district under ORS ch. 267 and a special district under ORS ch. 198. Under Oregon law, SAMT has the legal capacity to perform all of the following acts and responsibilities required as a 'designated recipient' under 49 USC ch. 53:

1. To receive and to dispense Federal funds for public transit purposes;
2. To submit public transit projects to be included in the Transportation Improvement Program through the Metropolitan Planning Organization;
3. To submit project applications to the U.S. Department of Transportation, Federal Transit Administration (FTA);
4. To enter into formal project agreements with the FTA; and
5. To hold public hearings, and to certify that public hearings have been held.

Very truly yours,



Ben C. Fetherston, Jr.

BCF:
cc: client

Resolution No. 2015-07
ATTACHMENT A

Agenda Item E.

Greenhouse Gas Target Rule Advisory Committee

**SKATS Policy Committee
(PC)
October 27, 2015**

Action Requested:

Select a SKATS MPO nominee for the GHG Target Rule Advisory Committee.



Oregon

Kate Brown, Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

Phone: (503) 373-0050

Fax: (503) 378-5518

www.oregon.gov/LCD



May 7, 2015

TO: Land Conservation and Development Commission

FROM: Jim Rue, Director
Robert Cortright, Scenario Planning Coordinator

SUBJECT: **Agenda Item 6, May 20-21, 2015, LCDC Meeting**

METROPOLITAN GREENHOUSE GAS TARGET RULE REVIEW

I. AGENDA ITEM SUMMARY

The commission will review the “Metropolitan GHG Target Rule Review Report” and determine whether amendments to the target rule (OAR 660-044) are warranted.

The department recommends that amendments to the target rules are warranted. The department also recommends that the policy agenda for 2015-2017 include an item for rulemaking to amend the targets and for a review of the process of metropolitan area transportation planning.

For additional information about this report please contact Bob Cortright, Scenario Planning Coordinator, at 503-934-0020 or bob.cortright@state.or.us.

II. BACKGROUND

House Bill 2001, enacted by the 2009 legislature, and Senate Bill 1059, enacted by the 2010 legislature, directed the commission to adopt greenhouse gas emission reduction targets to guide the state’s metropolitan areas as they conduct land use and transportation scenario planning. The commission adopted the target rules (OAR 660-044) in May 2011. In these rules the commission committed to review the targets at four year intervals – starting in 2015 – to reflect new information and the results of the planning efforts to reduce greenhouse gas emissions.

In February, the department distributed a draft target rule review report to metropolitan areas and other interested persons. The commission reviewed the draft report in March. The department also prepared an executive summary of the report.

<http://www.oregon.gov/LCD/CLIMATECHANGE/Documents/PollutionTargetsExSum.pdf>

In March and April, department staff met with metropolitan area officials and staff to review and discuss the draft report and the department’s recommendation that amendments to the target rule are warranted. The department has received two letters of comment (Attachment A):

- Corvallis Area Metropolitan Planning Organization
- Oregon Chapter of the American Planning Association

III. DECISION-MAKING CRITERIA AND PROCEDURES

The review of the target rules is guided by provisions in the target rule, and the legislation that initiated target rulemaking in 2011.

A. Administrative Rules

The review requirements were adopted in OAR 660-044-0035. This rule requires the commission to “evaluate whether revisions to the targets established in this division are warranted” by June 1, 2015. The rule lists 11 factors for the commission to consider. The rule requires the department to prepare a report addressing those factors, “in consultation and collaboration with affected local governments, metropolitan planning organizations and other state agencies.” The Target Rule Review Report is incorporated into this staff report as Attachment C, available online:

<http://www.oregon.gov/LCD/CLIMATECHANGE/Documents/TargetsFullReport.pdf>

B. Legislation

Adoption of target rules by in 2011 was guided by House Bill 2001 (2009) and Senate Bill 1059 (2010). These two statutes specify that the targets:

- Must be consistent with achieving Oregon’s greenhouse gas emissions reduction goals;
- Must be for 2035;
- Must be for light vehicle travel;
- May be different for each metropolitan area;
- Must equitably allocate responsibility for meeting targets considering differences in population growth rates;
- Must consider expected improvements in vehicle technologies and fuels; and
- Should be informed by the information and recommendations from the Oregon Department of Transportation, the Oregon Department of Environmental Quality, and the Oregon Department of Energy.

IV. DEPARTMENT ANALYSIS

A. Target amendments are warranted.

The Target Rule Review report identifies three key factors for why amendments are warranted.

- Metropolitan areas are – or soon will be – updating long-range plans to accommodate growth beyond 2035. If targets and scenario planning are to be useful and relevant to these plans, then updated targets for 2040 will be needed.
- There is new information about vehicle technology, fleet and fuels that could lead to adjustments in metropolitan area targets. Preliminary review of recent trends has revealed

some differences from what was projected in 2011; however, more detailed analysis is needed to determine what effect these difference would have on the targets.

- Two areas within the state have grown large enough that the federal government has required them to establish a Metropolitan Planning Organization (MPO). These two areas (Albany and Grants Pass areas) do not have targets in the current rule.

Based on the comments received and outreach to metropolitan areas, the department believes that most stakeholders agree that amendments to the target rules are warranted. The department has not received any comments opposing the department’s proposal to update targets to the year 2040 and to account for new information about vehicle technology, fleet and fuels.

The greenhouse gas reduction targets and the scenario planning achieve those targets are largely voluntary. Only the Portland Metro area is required to adopt and implement a preferred scenario that meets the targets. The department believes it is appropriate to continue this voluntary approach, and does not propose that targets for other metropolitan areas become mandatory, or that additional metropolitan areas be required to adopt and implement a scenario that meets the targets.

B. Scenario Planning and metropolitan area transportation planning could be more closely linked.

Scenario planning for greenhouse gas emission reduction has thus far been conducted as a separate or stand-alone process from metropolitan transportation and land use planning. However, a key finding in the target rule review is that scenario planning is very similar to other work that metropolitan areas already do as they prepare and update regional transportation and land use plans. The results of scenario planning, including work by Metro, Central Lane, Corvallis and the Statewide Transportation Strategy, indicate that there is a significant opportunity to coordinate and integrate scenario planning for greenhouse gas reduction with other metropolitan transportation planning work.

Scenario planning and metropolitan transportation planning can and should be more closely integrated because they share many goals, actions, strategies and tools.

- The principal goal of scenario planning – evaluating ways to reduce greenhouse gas emissions from light vehicle travel – is closely related to other objectives that metropolitan areas already address. These include state and federal requirements to reduce air pollution and Transportation Planning Rule (TPR) requirements to reduce vehicle miles travelled (VMT) per capita.
- The actions that are proposed as a result of scenario planning are very similar to the actions that would reduce air pollution and expand transportation options. For example, actions that reduce GHG emissions directly reduce air pollution, and most local and regional actions that reduce GHG also reduce VMT – by shortening travel distances or shifting trips to other modes.
- Scenario planning is providing consistent answers about the local and regional strategies that are effective in reducing GHG emissions, which are also key elements of metropolitan transportation and land use plans:
 - Expanding transit service;
 - Compact, mixed use development;
 - Expanding opportunities for walking and cycling;

- Managing parking more efficiently; and
- Expanding transportation options and incentives.
- The modeling and analysis tools developed to support scenario planning provide a range of important information that can help metropolitan areas as they update long range plans. The Regional Strategic Planning Model (RSPM) estimates greenhouse gas emissions, and it also provides detailed estimates of other outcomes including:
 - Household energy costs;
 - Household transportation costs;
 - Public health benefits;
 - Transportation system performance; and
 - Air quality.

The close relationship between scenario planning and the metropolitan transportation planning process indicates that a significant opportunity exists to better coordinate and integrate processes and requirements. This includes assessing how various state and federal guidelines and requirements for metropolitan planning can best be fit together, including:

- The Transportation Planning Rule (TPR) adopted by LCDC;
- The Statewide Transportation Strategy from the Oregon Transportation Commission; and
- Planning requirements from the federal government as part of Moving Ahead for Progress in the 21st Century (MAP-21).

While state and federal requirements are generally compatible and consistent with one another, different entities are legally responsible for adopting different plans. Metropolitan Planning Organizations (MPOs) are responsible for adopting regional transportation plans required by the federal government. However, since MPOs are not directly subject to state law, state requirements are met by local governments (cities and counties within the metropolitan area) through the adoption of a “regional transportation system plan” (RTSP) as an element of the local comprehensive plan. The commission amended the TPR in 2006 to enable and encourage a single process and a single plan that would meet both state and federal requirements; however, there continues to be a separation. The department proposed amendments to the TPR in 2014 to clarify how regional transportation system plans are adopted by local governments; however, the amendments were withdrawn when it became clear that there were larger questions that needed to be answered.

The TPR requires that metropolitan areas “adopt standards to demonstrate progress towards increasing transportation choices and reducing automobile reliance.” Alternatively the metropolitan area can demonstrate that VMT per capita will decline by five percent over 20 years. These requirements are also generally compatible and consistent with GHG reduction because most of the regional and local actions that are reduce GHG emissions do so by reducing VMT per capita. The close relationship between VMT and GHG reduction suggests that performance measures addressing the two objectives should be closely coordinated to avoid overlap or inconsistency.

Performance measures are also an important issue in federal transportation law, which calls for MPOs to conduct performance based transportation planning. This will require MPOs to adopt performance measures to guide decisions. MPOs are directed to coordinate with the state as they

develop performance measures. Once again, this is generally compatible and consistent with GHG reduction, and would benefit from closer coordination of all of the performance measures.

V. RECOMMENDATION

A. Targets

The department recommends that the commission determine that amendments to the greenhouse gas reduction targets in OAR 660-044 are warranted based on the findings of the target rule review report. The department recommends starting work now with other agencies to gather the updated technical information that will support setting targets for the year 2040. The department recommends that the Policy Agenda for 2015-2017 include an item to amend the targets and review metropolitan area transportation planning.

B. Advisory Committee

The department recommends that a single advisory committee be established to function as the rulemaking advisory committee for the target rule amendments and to review of the process of metropolitan area transportation planning.

The advisory committee would likely include an LCDC commissioner, a commissioner from the Oregon Transportation Commission, staff from the Oregon Department of Transportation, a representative from each metropolitan area, other interest groups, and the general public.

C. Proposed Motion

I move that the commission:

1. Accept the Target Rule Review Report dated May 1, 2015 in fulfillment of OAR 660-044-0035.
2. Determine that amendments are warranted to the metropolitan greenhouse gas reduction targets in OAR 660-044.
3. Direct the department to begin gathering technical data needed to set targets for 2040.
4. Direct the department to include an item on the proposed policy agenda for 2015-2017 for rulemaking to amend the targets and for a review of the process of metropolitan area transportation planning.

VI. ATTACHMENTS

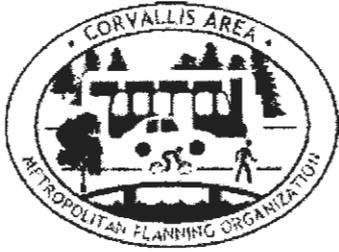
Included in this PDF:

A. Letters of Comment

B. Executive Summary, Target Rule Review Report

Available on the DLCD website:

C. Metropolitan GHG Target Rule Review Report, May 1, 2015



CORVALLIS AREA METROPOLITAN PLANNING ORGANIZATION

301 SW 4th Street, Suite 240 • Corvallis, Oregon 97333

Phone: 541-758-1911 • Fax: 541-758-1903

www.corvallisareampo.org

Item 6

Attachment A

April 8, 2015

Oregon Department of Land Conservation and Development
635 Capitol St. NE, Suite 150
Salem 97301-2540

Dear Land Conservation and Development Commission:

The Corvallis Area Metropolitan Planning Organization (CAMPO) wishes to thank you for this opportunity and cordially submits the following comments on the Greenhouse Gas (GHG) emission targets rulemaking:

We believe there are compelling reasons for revising the GHG Targets. In addition to those cited on P.3 of your staff's draft proposal, we like to add:

1. The results of the US 2010 Census Data was not available during the calculation of the targets. This data is now available for each MPO Area.
2. Since the issuance of the targets, the City of Corvallis has made its entire transit system free to the public. As a result of this policy, transit ridership in Corvallis has increased nearly threefold. The increased transit ridership should produce significantly different GHG target for this area.
3. The State has now gained valuable experiences in the actual process of planning for reducing GHG emissions based on the conduct of Scenario Planning efforts in Portland Metro, Central Lane MPO and Corvallis Area MPO.

The Policy Board believes that the current individualized Targets for each MPO should be replaced by a single statewide Target. This is based on the fact that the current GHG Emission Model does not correctly allocate the share of commuting trips generated by the neighboring communities as the emission calculation of each MPO.

Member Jurisdictions:

Cities of Corvallis, Philomath, Adair Village, Benton County and Oregon Department of Transportation

The Commission has rightfully acknowledged the impact of light weight vehicles within a metropolitan area that are not attributable to that area. Unfortunately, the current GHG modeling tools (GreenSTEP and RSPM) are not equipped to take into consideration the GHG emissions of the commuting trips or the entire travelshed. Should the Commission deem to establish individual Targets for each travelshed, additional resources should be allocated to ODOT to develop GHG emission model(s) that are capable of analyzing the emissions of the entire travelshed.

We believe that the success of this effort hinges upon the allocation and availability of state resources to the MPOs to engage in GHG emission reduction planning. Since Scenario Planning for the reduction of GHG emission is on voluntary basis for the majority of MPOs adequate resources should be made available to entice all MPOs to undertake Scenario Planning.

Finally, as you are well aware, no amount of good planning would reduce GHG emissions, unless adequate resources for the implementation of the plans are made available.

Again, thank you for this opportunity

Rocky Sloan, Chair

CAMPO Policy Board



American Planning Association
Oregon Chapter

PO Box 28454 Portland, OR 97228

PHONE: (503) 626-8197

oapa@oregonapa.org • <http://www.oregonapa.org>

Making Great Communities Happen

April 8, 2015

Re: Oregon Chapter of the American Planning Association Comments on the Draft Target Rule Review Report

The Oregon Chapter of the American Planning Association (OAPA) represents over 800 professional and citizen planners in the state. OAPA has been pleased to participate in several of the advisory groups for the Oregon Sustainable Transportation Initiative, including the Scenario Planning TAC. Thank you for this opportunity to comment on the Draft Target Rule Review Report. Responsible responses to climate change—both mitigation and adaptation—remain a high priority for OAPA.

We enthusiastically support updating Oregon's greenhouse gas (GHG) reduction targets to incorporate new metropolitan planning organizations (MPOs) and also to reflect new long-term planning horizons. Based on rapidly evolving, uncertain and complex scientific factors as well as emerging technology and fuel standards, we agree that there are compelling reasons for regular review and revision to the GHG reduction targets. In addition to those cited on page 3 of the draft proposal, we would like to add the availability of the US 2010 Census Data, since this information was not available during the development of the original targets.

In December 2014, Metro adopted the Climate Smart Strategy for the Portland metropolitan area. It is a data-driven, evidence-based, well-researched model for scenario planning that we recommend be replicated and adapted in other metropolitan areas throughout Oregon. We strongly advocate that grant and technical assistance resources be made available to MPOs to undertake this important planning and implementation framework. To reach our GHG reduction goals, scenario planning must be integrated with the comprehensive planning guidelines for all MPOs in Oregon.

The Commission has rightfully acknowledged the impact of lightweight vehicles within a metropolitan area that are not attributable to that area. This is especially important as the geographic scope of greenhouse gasses is regional. Unfortunately, the current modeling tools (GreenSTEP and RSPM) are not equipped to take into consideration the GHG emissions of the commuting trips of the entire travelshed. Additional resources should be allocated to ODOT to develop GHG emission model(s) that are capable of analyzing the emissions of the entire travelshed.

In closing, we encourage the Land Conservation and Development Commission to set clear and achievable targets to keep Oregon on track to meet 2050 GHG reduction goals. We know that current targets are achievable only if existing local, regional, and state reduction plans are

funded and implemented. This will require shared, concerted, community-based efforts in partnership with state and federal resources and support.

Please let our Program and Policy Manager Becky Steckler know how we can continue to support your work. Becky can be reached via email at becky@oregonapa.org or by phone at 503.889.6536. Thank you again for your consideration of this most important matter.

Sincerely,

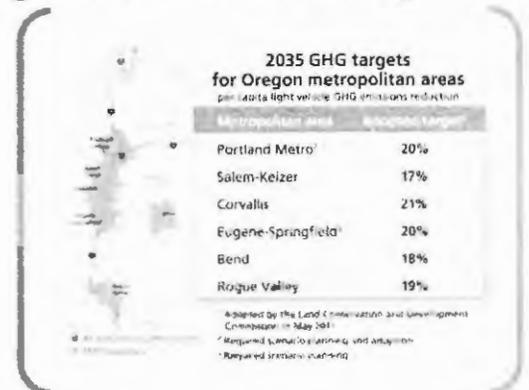
A handwritten signature in black ink, appearing to read "Jason Franklin". The signature is fluid and cursive, with a prominent initial "J" and a long, sweeping underline.

Jason Franklin, AICP
President, Oregon Chapter of the American Planning Association

Target Rule Review Report: Review of Metropolitan Greenhouse Gas Reduction Targets and Scenario Planning

Executive Summary

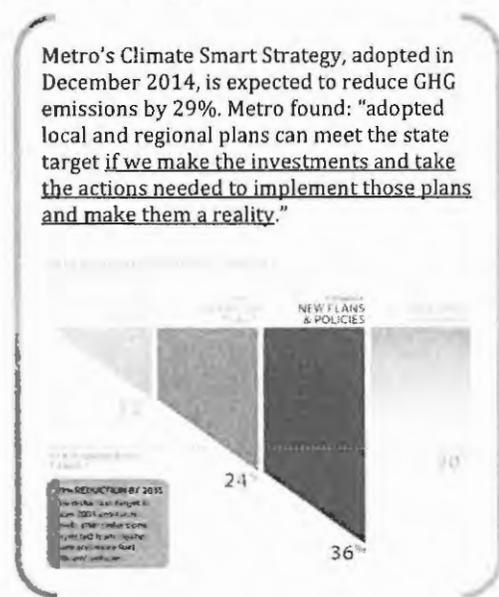
In 2011, the Land Conservation and Development Commission (LCDC) adopted greenhouse gas (GHG) emission reduction targets to guide scenario planning by the state's metropolitan areas. The targets – and scenario planning – ask metropolitan areas to evaluate what changes to local and regional land use and transportation plans and programs will be needed to reduce GHG emissions from light vehicle travel by 20% per capita by 2035 – the planning horizon for most regional transportation plans. LCDC committed itself to review the targets in 2015 and decide whether amendments to the targets are warranted. This report is intended inform the commission's evaluation and decision.



SCENARIO PLANNING RESULTS

Over the last three years, three metropolitan areas (Portland Metro, Eugene-Springfield and Corvallis) and ODOT (through the Statewide Transportation Strategy) have conducted scenario planning projects. The four efforts reached consistent conclusions:

- Targets, which call for a 17-21% reduction in emissions per capita by 2035, are achievable.
- Meeting targets will require a comprehensive, coordinated strategy that includes a combination of complementary state, regional and local efforts that promote walkable communities and expand transportation options to reduce amount of driving people need to do.
- Substantial efforts and new funding to expand transportation options will be needed to:
 - Expand public transit
 - Provide incentives and price signals to promote options
 - Make walking and cycling more convenient
 - Promote compact, mixed use development
 - Better manage parking
- Policies and actions that reduce GHG emissions provide significant benefits to Oregon citizens, businesses, communities and the transportation system because they:
 - reduce household energy and transportation costs
 - improve air quality and public health, and
 - reduce congestion and improve operation of the transportation system



- Existing plans move us in the right direction but additional efforts – to expand transit and other transportation options, better manage parking and promote compact land use – will be needed to achieve targets.

NEW INFORMATION

Targets were set in 2011 based on direction from the Legislature and available forecasts about greenhouse gas emissions from light duty vehicles through the year 2035. Recent studies and new federal and state laws and programs provide an improved picture of future vehicle technology, fleet composition and fuels in 2035 and beyond. New information indicates:

- Fuel economy and per mile CO₂ emissions are close to 2011 estimates
- Electric cars (EVs) and plug-in hybrids (PHEVs) are expected to come on line faster than previously forecast
- Fleet turnover will be slower than expected

Recalculating targets based on this new information would likely change the targets for 2035 but only slightly. However, metropolitan areas are now starting to look beyond 2035 as they conduct plan updates, with most looking out to 2040. Additional reductions will be needed to keep Oregon on track to meet our 2050 goals.

NEXT STEPS: AMENDING TARGETS?

LCDC is required to decide by June 1, 2015, whether the GHG reduction targets should be amended. This report identifies three factors that indicate changes to the targets are warranted:

- ✓ There is new information about vehicle technology, fleet and fuels that could lead to adjustments in metropolitan area targets
- ✓ The state's metropolitan areas are – or soon will be – updating long-range plans to accommodate growth beyond 2035. If targets and scenario planning are to be useful and relevant to these plans, then new targets for 2040 and potentially beyond will be needed.
- ✓ Two new metropolitan areas (MPOs) have been designated in the state (Albany and Grants Pass areas) and these areas do not currently have GHG targets.

This review also provides an opportunity to evaluate lessons learned from scenario planning and consider logical next steps to advance state, regional and local efforts to reduce GHG emissions.

Moving forward the question will increasingly shift to figuring out how the broad strategies called for in scenario planning should be carried out. For example, scenario planning demonstrates the benefits of expanded transit service, but more detailed planning will be needed to decide where and how expanded transit service should be provided.



Oregon

Kate Brown, Governor

Department of Transportation
Transportation Development Division
555 13th Street NE, Suite 2
Salem, OR 97301-4178
Phone: (503) 986-4121
Fax: (503) 986-4174

May 20, 2015

TO: Land Conservation and Development Commission

FROM: Amanda Pietz, Planning Manager, Oregon Department of Transportation

SUBJECT: **Comments on the Metropolitan Greenhouse Gas Target Rule Review**

The purpose of this letter is to share some perspectives from the Oregon Department of Transportation (ODOT) on scenario planning as it relates to the Metropolitan Greenhouse Gas Target Rule (OAR 660-044), for which an update is being considered.

In line with Legislative direction that formed the Oregon Sustainable Transportation Initiative, ODOT has worked closely with the Department of Land Conservation and Development and with Metropolitan Planning Organizations (MPOs) and their communities to engage in scenario planning efforts. In that capacity ODOT has created tools and processes for scenario planning, and provided the technical and financial support to MPOs. Through experiences supporting Portland Metro and Central Lane MPOs scenario planning efforts and working on strategic assessments with Corvallis and Rogue Valley MPOs, ODOT has helped to evolve the process and has gained insights into what has and has not worked well.

Should the decision be made to amend the Metropolitan Greenhouse Gas Target Rule (OAR 660-044), ODOT respectfully requests that the following points be considered in establishing the scope of the effort:

- Voluntary scenario processes have been successful and should be continued. This allows for broad ground-up support, leading to cost effective and integrated approaches.
- In ODOT's experience with voluntary scenario planning in Corvallis and Rogue Valley, this work has already started to be integrated into planning processes and decision-making. ODOT has enhanced GreenSTEP over time to the Regional Strategic Planning Model (RSPM), recognizing planning needs to address multiple goal areas. In this way, greenhouse gas (GHG) is explicitly considered, but not necessarily the primary driver. Allowing flexibility for locals to assess goals most important to them has led to much broader interest in scenario planning / strategic assessments.
 - Related, while there is a relationship between greenhouse gas (GHG) reduction and reducing vehicle miles traveled (VMT), they are not inextricably linked. One of the clear

messages of ODOT's Statewide Transportation Strategy¹ was that "it is not about getting people out of their cars." Providing transportation options in addition to driving is a key approach to reducing emissions, but so are advancements in technologies and fuels in addition to eco-driving, and other actions that support the cleaner movement of cars and other vehicles.

- Leave open the question of how the rule is calculated in order to talk through challenges that have been encountered in scenario planning processes to date and potential changes to address such challenges.
 - Rely on feedback from technical staff that have gone through the scenario planning process and ask the proposed rulemaking committee to bring recommendations to LCDC.
- In regards to overall performance measures, ODOT is working closely with the MPOs and the Federal Highway Administration (FHWA) to implement MAP-21 performance measures. These measures focus on federal requirements and are a negotiation between the MPOs and ODOT. In general, the measures are focused on system conditions. Uncertainty still exists on what the suite of performance measures will include and how the MPOs and ODOT will need to comply. To date, no final rules have been issued and timelines continue to evolve.

In support of overall scenario planning and strategic assessments ODOT continues to engage MPOs and integrate these performance based planning processes into regional and statewide efforts. Other statewide planning efforts such as the Oregon Bicycle and Pedestrian Plan and Transportation Options Plan further help to move forward those policies and strategies effective at reducing GHG emissions and achieving other important goals. ODOT resources will be balanced between these types of efforts and others. Again, thank you for the opportunity to comment and engage in the discussion.

Sincerely,



Amanda Pietz
Planning Unit Manager
Oregon Department of Transportation

¹ The *Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emission Reduction* was a statewide scenario planning effort looking at ways to reduce GHG emissions from transportation. It was developed by ODOT with broad stakeholder engagement, and accepted by the Oregon Transportation Commission in 2013.

Agenda Item G.

SKATS TIP Modifications

**SKATS Policy Committee
(PC)
October 27, 2015**

Action Requested:

Informational item.

2015-2020 SKATS TIP Administrative Modifications (Since July 28, 2015)

Date	Key Number	Project Name	MTIP Modification Number	Comment	Description of Modification
9/21/2015	16587	Delaney Rd (3rd - 7th) Sidewalks and bike lanes	15-AA14a	Transportation enhancement and STP-U funds	Slipped CN to 2016
9/21/2015	17311	Regional Traffic Count/Congestion Management	15-AA14b	STP-U funds	Slipped Other to 2016
9/21/2015	17315	Commercial St @ Kuebler Blvd Intersection (Salem)	15-AA14c	Locally funded project - no federal funds	Slipped CN to 2016 - locally funded project.
9/21/2015	19234	Brown Rd NE: San Francisco - Sunnyview, sidewalks and bike lanes	15-AA14d	STP-U and TAP-U funds	Slipped PE to 2016
9/21/2015	18726	Doaks Ferry Road Realignment	15-AA14e	Polk County Project - locally funded	Slipped RW to 2016
9/24/2015	19114	Transit Urban (5339) Formula Program 2014 SKT	15-AA14f	Federal Transit funds	Slipped to 2016
9/24/2015	19216	Transit Urban (5307) Formula-Operating 2015 SKT	15-AA14g	Federal Transit funds	Slipped to 2016
9/24/2015	19218	Transit Urban (5339) Formula Program 2015 SKT	15-AA14h	Federal Transit funds	Slipped to 2016
9/24/2015	19215	Transit Urban (5307) Formula Program 2015 SKT	15-AA14i	Federal Transit funds	Slipped to 2016
9/24/2015	19561	SAMTD-5310 E&D Transit Capital STP Transfer (2015-2017)	15-AA14j	Federal Transit funds	Slipped to 2016
9/24/2015	18213	Winter St Shelton Ditch Bridge #470405 (Salem)	15-AA14k	Emergency Relief funds - project under construction	Slipped UR Phase to 2016
9/25/2015	18156	I-5: Kuebler Intchg Phase 2 Sound Wall	15-AA14l	ODOT JTA Project	Slipped RW and CN phases to 2016, moved \$135,000 from CN to RW, correct rounding error
9/25/2015	19447	Signalized Intersection Improvements (2015) (Salem)	15-AA14m	Corridor improvement project identified through the all-region safety (ARTS) for HSIP funds	Slipped PE and construction from 2015 to 2016
9/25/2015	17317	Salem Rivercrossing EIS	15-AA14o	STP-U funds	Slipped PL phase to 2016
9/25/2015	18322	OR 22W: Doaks Ferry Rd - Riggs Ave (Salem)	15-AA14p	Project cannot begin until the Doaks Ferry Realignment project is completed	Slipped all phases to 2018
9/28/2015	19194	Salem Station Building Maintenance (STP Xfer)	15-AA14q	Amtrak Building Maintenance	Slipped Other to 2016
10/5/2015	17977	MPO Support 2015	15-AA14r	STP-U funds	Slipped to 2016

Agenda Item H.

Other Business

**SKATS Policy Committee
(PC)
October 27, 2015**

OMPOC BOARD MEETING
Friday, November 6, 2015
Portland Metro MPO
Metro Regional Center | Room 501
600 NE Grand Avenue | Portland, Oregon

- 9:00 **OMPOC light breakfast & registration**
- 9:30 **Call the Meeting to Order** (Christine Lundberg, OMPOC Chair)
 - Introductions & Comments from the Public (Christine Lundberg)
- 9:35 **OMPOC Work Plan & Staffing Proposal**
 - Discussion and action requested on draft OMPOC work plan (OMPOC Board)
 - Next Steps (OMPOC Board & Staff)
- 10:00 **Oregon Bicycle and Pedestrian and Public Transportation Plans** (Jerri Bohard, ODOT)
- 10:20 **Metro's Streetcar Economic Impact Tool** (Jamie Snook, Metro)
- 10:45 **Break**
- 11:00 **Greenhouse Gas Targets & Scenario Planning Updates** (OMPOC Board)
 - MPO Scenario Planning Updates (OMPOC Members)
 - Update on LCDC Greenhouse Gas Target Rulemaking (Cody Meyer, DLCD)
- 11:30 **Working Lunch with MPO Roundtable: "Share Your Region's Hottest Topic"**
 - Albany Area
 - Bend Area
 - Corvallis Area
 - Grants Pass
 - Portland Metro
 - Salem-Keizer
 - Eugene-Springfield
 - Rogue Valley
- 12:30 **Portland Streetcar Tour** (www.portlandstreetcar.org)
 - Guided tour by Dan Bower (Portland Streetcar, Inc.) of the east half of the downtown streetcar loop, including the new Tillicum Crossing and recent transit-oriented development in the Lloyd and South Waterfront districts. Dan will describe the unique relationship between the Portland Streetcar non-profit, City of Portland and TriMet used to design, build and operate the system, and how streetcar might work in other Oregon regions.
- 2:00 **Oregon Quarterly Economic Forecast** (Tom Kloster, Metro)
- 2:15 **Use of Federal Funds in Local Projects** (Paul Mather, ODOT)
- 2:35 **ODOT Policy Group** (Christine Lundberg, Craig Dirksen & Jerri Bohard)
- 2:40 **ODOT News & Updates** (Jerri Bohard)
- 2:55 **Next Meeting Location & Agenda** (Christine Lundberg, OMPOC members)
 - Is there interest in OMPOC participating in a statewide Clean Diesel forum?
 - Other topics?
- 3:00 **Adjourn**
-

Governor's Transportation Vision Panel

The Governor's Transportation Vision Panel is a yearlong effort to develop a series of recommendations to the Governor that address transportation issues across all modes and regions of the state. Members of the Vision Panel include legislative representatives, business owners, and civic leaders from across Oregon. Under the leadership of Governor Kate Brown, members of the Vision Panel have been charged with the following tasks:

- Assess the current conditions of Oregon's transportation system
- Develop a long-term vision for the future of Oregon's transportation system
- Create a series of recommendations that can be enacted in the near-term to lay the groundwork for this vision

In its effort to develop a comprehensive vision for the future of Oregon's transportation system across all transportation modes, the 30-member Panel is conducting its work within five subcommittees:

1. Aviation, Marine, and Freight Rail Subcommittee
2. Bicycle, Pedestrian, Transit, and Passenger Rail Subcommittee
3. Innovation and Seismic Subcommittee
4. Roadways and Bridges Subcommittee
5. Transportation Financing Subcommittee

Governor Kate Brown has charged the Panel with delivering a Final Report by the Spring of 2016. This Final Report will assist the Governor and other policymakers in assessing the current condition and priority needs of Oregon's transportation assets, and serve as a guiding document for how the state should shore up and prioritize investments in the transportation system over the next several years.

Engaging Stakeholders

To further develop and refine the Vision Panel's preliminary recommendations, the Panel will hold a series of Regional Forums in partnership with the Area Commissions on Transportation across the state to gather input from regional stakeholders.

Members of the Panel envision engaging both members of Area Commissions on Transportation, as well as additional transportation stakeholders in the regional communities.

Regional Forums Draft Agenda

Overview of Panel's vision and preliminary recommended actions	Governor's Transportation Vision Panel Representatives and Governor's Staff
Question and answer session	All
Identify regional issues not captured in preliminary recommended actions	Group Discussion
Prioritize preliminary recommended actions	All
Summarize priority list and what we heard	Facilitators, Support Staff