

Agenda
Salem-Keizer Area Transportation Study (SKATS)

Technical Advisory Committee (TAC)

We request Technical Advisory Committee members, local staff, and the public to participate remotely rather than attend in person meetings hosted by the MWVCOG. Meetings are being recorded in compliance with Oregon Public Records regulations.

Meetings are hosted with Zoom and may be attended either via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting:

Join via computer: <https://zoom.us> or call: 1 253 215 8782
Meeting ID: 897 4609 3397
Passcode: 012046

Direct link for this meeting: <https://us06web.zoom.us/j/89746093397?pwd=b291cF00SUKzd0Z2Y2Foc2RsSUc5dz09>

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact Kim Sapunar (503 540 1611).

Date: Tuesday, May 10, 2022
Time: 1:30 p.m.
Place: Online Meeting (*See information above.*)
Phone: (503) 588 6177
E-mail: mwvcog@mwvcog.org
Website: www.mwvcog.org

- A. Call to Order Bill Lawyer**
- B. Approval of TAC Minutes April 12, 2022 Bill Lawyer**
- C. SKATS 2023-2050 MTP: Draft Chapters 2 and 3 Ray Jackson**

Background: The policies at the federal and state level that guide and influence the SKATS Metropolitan Transportation Plan (MTP) are discussed in Chapter 2. The Goals of the MTP and linkage between each goal and the federal requirements is discussed in Chapter 3.

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.

The draft chapters are **attached** for review and feedback.

Action

Requested: Review the draft chapters and provide feedback and/or corrections.

D. SKATS 2023-2050 MTP: Project List and Financial Projections Ray Jackson

Background: Revisions and updates to the Project List for the SKATS 2023 – 2050 MTP are needed before projects may be evaluated. Jurisdiction-specific lists were emailed on April 6, 2022, and revisions are due by **May 31, 2022**.

Financial projections for anticipated revenue and capital, operations, maintenance, and preservation expenditures are needed to ensure the MTP is financially constrained. Financial projections are requested to be submitted by **July 22, 2022**.

These requests are reiterated in the **attached** memorandum.

Action

Requested: Discussion item.

E. Other Business..... SKATS Staff

- Next Policy Committee Meeting – **May 24, 2022**
- Next TAC Meeting – **June 14, 2022**

F. Adjournment..... Bill Lawyer

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)

Technical Advisory Committee (TAC)

April 12, 2022

MWVCOG

100 High St. SE, Suite 200

Salem, OR

1:30 p.m.

**This meeting was an online meeting with the people attending via Zoom.
Attendance is listed as follows:**

TAC Members Present

Lisa Anderson-Ogilvie, Salem Community Development

Jared Bradford, Marion County Planning

Steve Dickey, Salem Area Mass Transit District

Dan Fricke, ODOT Region 2

Bill Lawyer, Keizer Public Works, 2022 Chair

Scott McClure, City of Turner

Austin McGuigan, Polk County Planning

Janelle Shanahan, Marion County Public Works

Julie Warncke, Salem Public Works, 2022 Vice Chair

TAC Members Absent

Sam Ayash, ODOT System Studies, (non-voting)

Victor Lippert, Salem-Keizer School District

Sarah Marvin, DLCD

Rachel Sakata, DEQ, as needed

Todd Whitaker, Polk County Public Works

Shane Witham, Keizer Planning

Others Present

Mark Bernard, ODOT

Ryan Crowther, Marion County Public Works

Ray Jackson, MWVCOG-SKATS

Carl Lund, Marion County Public Works

Kindra Martinenko, MWVCOG.SKATS

Lori Moore, MWVCOG-SKATS

Karen Odenthal, MWVCOG-SKATS

Lani Radtke, Marion County Public Works

Kim Sapunar, MWVCOG-SKATS

Richard Walker, City of Turner

Agenda Item A. Call to Order

Chair Bill Lawyer called the meeting to order at 1:33 p.m.

Agenda Item B. Approval of the Minutes of March 8, 2022

Motion was made by Steve Dickey, seconded by Dan Fricke, to approve the minutes of the March 8, 2022, meeting as submitted. Those voting in favor of the motion were Steve Dickey, Dan Fricke, Janelle Shanahan, Richard Walker (Alternate for Scott McClure), and Julie Warncke. Bill Lawyer abstained. **The motion passed with five votes for the motion and one abstention.**

Agenda Item C. MTP Survey Results and Initial Project Feedback

Kim Sapunar provided an overview of the results of an online transportation survey. To solicit public response, post cards were mailed to over 20,000 people within the region with a link to the new ArcHub SKATS website. Postcards were in Spanish and English, describing both the TIP and MTP and asking for public input. In addition to the postcards, SKATS also promoted the website with local jurisdictions, the SKATS Interested Parties Digital Distribution Group, and media contacts along with announcements made in the COG Connections newsletter and Facebook.

A summary of the survey question results and comments received to date was included in the agenda package. Ms. Sapunar provided an overview of the response rate including the effectiveness of the post card mailing compared to other methods of information dissemination such as information distributed via Facebook.

Agenda Item D. TIP Applications – Scoring

Karen Odenthal provided a table with the proposed TIP projects in the initial priority order. According to the results of the initial project scoring exercise, **McGilchrist St SE: Phase 2 Ford to 25th** was the highest ranked project with **McGilchrist St SE: Phase 3 16th to 19th** ranked second. Three of the projects requesting additional funds followed. This information is illustrated in a table included in the agenda package. Ms. Odenthal informed the group that ODOT staff have agreed to scope approximately five construction projects. She noted that additional funds requests, studies, and transit projects do not need to be scoped. Ms. Odenthal requested TAC members to identify which of the remaining projects to recommend for scoping to ODOT. Staff highlighted five of the highest-ranking roadway construction projects to send to ODOT for scoping.

Ms. Odenthal noted that her plan was to develop several funding scenarios for the TAC to review at their meeting in June. TAC members discussed the merits of evaluating funding scenarios. Julie Warncke advised that TAC members could evaluate several funding scenarios and then decide on what to recommend to the Policy Committee. They could

develop a recommended project list for PC review or support several funding scenarios for the PC to consider. Potential funding scenario examples include (among others):

- Funding the projects in the order that they were scored
- Funding the largest projects
- Funding as many projects as possible
- Making all the current projects whole prior to consideration of adding new projects
- Using a considerable portion of the available funding on transit projects
- Funding the projects that scored the highest in the Safety category
- Funding projects as scored up to a certain percentage of the available funding with the remaining percentage used for the PC to allocate according to their preference

The TAC recommended having ODOT scope the following projects as recommended by staff:

- The two McGilchrist Street projects (submitted as one phased project for scoping)
- Wheatland Road Multi-Modal Improvement Project
- State Street: 46th Avenue to Cordon Road
- Center St NE: 46th Pl to Cordon Rd
- Delaney Rd Street Improvements

Austin McGuigan commented that Policy Committee members, including Commissioner Lyle Mordhorst as expressed to Mr. McGuigan, seem to be frustrated by the complexity of the project scoring process, and in turn, the project selection process and how the scores influence the selection of projects the Policy Committee wants to fund. Julie Warncke noted that scoring projects is a tool that is used in the process of developing a draft list of projects to be recommended to the SKATS Policy Committee to be included in the TIP update.

Agenda Item E. SKATS Draft Congestion Management Process

Ray Jackson explained that all Metropolitan Planning Organizations (MPOs) with populations over 200,000 are federally required to have a Congestion Management Process (CMP) to address traffic congestion issues within their boundaries.

Mr. Jackson provided an overview of the components of a CMP including where, when, and what type of congestion is occurring and suggesting strategies to address the issues. The initial SKATS CMP (2003) and subsequent updates were incorporated as appendices to the SKATS long-range transportation plan (RTSP, currently rebranded as the MTP). The draft CMP (included in the agenda package) has been re-written to reflect the change in transportation planning to performance-based planning. Data collection and analyses of that data have been revised to adapt to new methods in use.

In addition to adapting the CMP to performance-based planning, the update to the CMP was required due to a Corrective Action from the 2020 TMA Certification Review. The

Corrective Action required the implementation of an updated CMP by May 31, 2023, with more emphasis on multi-modal performance measures, to identify an implementation schedule along with the jurisdiction responsible, and an assessment of the effectiveness of the strategies included in its CMP.

Mr. Jackson noted that the results of a peer review workshop and coordination with the SKATS TAC and experts from SKATS' members agencies and jurisdictions culminated in a complete re-write of the CMP.

Mr. Jackson outlined the update process used for the SKATS CMP along with an overview of the draft CMP. The revised document consists of the following components:

- I. Introduction – Includes what a CMP is and why it is needed.
- II. Defining Vehicular Congestion – Recurring/Non-recurring.
- III. Linking the CMP with the MTP – Using the goals and objectives relevant to the CMP.
- IV. Corridors of Interest – 15 corridors of higher traffic volume are illustrated.
- V. Measuring Vehicular Congestion – Primary Measures/Additional measures for mitigation and specific corridors.
- VI. Data Collection – Includes travel time and transit ridership data.
- VII. Data Analysis – Travel time data is analyzed in RITIS.
- VIII. Strategies – Regional and/or Corridor – Includes Transportation Demand Management, Transportation System Management, ITS (Intelligent Transportation Systems), Operational Modification, Transit, Roadway Capacity, Land Use, and Pricing.
- IX. Implementation of Strategies – On-going, project-based, and the lead agency for operations/funding.
- X. Evaluating Strategies –Evaluation methodology is the same as used for evaluating congestion.
- XI. Reporting – Yearly corridor reports available online.
- XII. Next Steps – Corridor reports updated yearly. CMP and strategies reviewed every four years.

Mr. Jackson requested that the SKATS TAC members recommend that the SKATS Policy Committee adopt the revised SKATS Congestion Management Process. Following PC adoption, the document will be forwarded to ODOT for them to determine if the document meets the requirements of the Corrective Action. If so, it will then be submitted to Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) for their approval.

Motion was made by Julie Warncke, seconded by Steve Dickey, to recommend that the SKATS Policy Committee adopt the draft Congestion Management Process (CMP). Those voting in favor of the motion were Lisa Anderson-Ogilve, Jared Bradford, Steve Dickey, Dan Fricke, Bill Lawyer, Scott McClure, Austin McGuigan, Janelle Shahan, and Julie Warncke. **The motion passed unanimously.**

Agenda Item F. Introduction to RITIS

Ray Jackson explained that the Center for Advanced Transportation Technology (CATT) lab at the University of Maryland developed an analysis platform focused on vehicular travel on roadways. The platform is called RITIS (Regional Integrated Transportation Information System). Along with purchasing a license to use RITIS, ODOT also purchased travel time data. The data purchased includes most roads within the state beginning in 2016 and continuing to 2030. Additional data available includes national weather information, ODOT signal locations, and state highway posted speed among other information.

Mr. Jackson gave a presentation with examples of the available tools with illustrations of tracking different data over time such as bottlenecks by specific corridors.

Julie Warncke requested the locations of the biggest bottlenecks in the SKATS region. Referencing the SKATS' Bottleneck Rankings dashboard example, Mr. Jackson responded that the Lancaster @ Center St. is currently ranked highest. However, in May 2021, it was ranked sixth highest. The ranking can change over time due to events like Covid 19. He noted that Wallace @ Taggart has been fairly consistent in its ranking from the time that he began collecting data.

Agenda Item G. SKATS FY 2021-2024 TIP Amendment

Karen Odenthal explained that ODOT is proposing to amend the Statewide Transportation Improvement Program (STIP) to update the project limits of the **OR99EB: D St to Union St** project. While the scope of the project has changed, there is no change in the project funding. Because mile points on new roadways are being added to the project, a full amendment, including public review, is required.

Ms. Odenthal requested that the SKATS TAC members recommend that the Policy Committee adopt Resolution 22-9 updating the project limits of the OR99EB: D St to Union St project.

Motion was made by Dan Fricke, seconded by Bill Lawyer, to recommend that the SKATS Policy Committee adopt Resolution 22-9 amending the project limits of the OR99EB: D St to Union St project. Those voting in favor of the motion were Lisa Anderson-Ogilve, Jared Bradford, Steve Dickey, Dan Fricke, Bill Lawyer, Scott McClure, Austin McGuigan, Janelle Shahan, and Julie Warncke. **The motion passed unanimously.**

Agenda Item H. Other Business

ODOT will soon begin solicitation for projects for the Oregon Community Paths Program. Information regarding program description and project eligibility is available at:

<https://www.oregon.gov/odot/Programs/Pages/OCP.aspx>

“Community Paths” refers to efforts to make off-street walkways and bikeways that address barriers to connecting communities and complement on-street walkways and bikeways. Webinars are scheduled for April 14 and May 18, 2022. Pre-applications are due by September 15. Full applications are due by January 31, 2023.

A copy of the SKATS’ request letter for members of the Oregon Transportation Commission (OTC) to consider broadening the eligibility of projects for the **Greater Streets** program to include local jurisdiction facilities in addition to ODOT facilities for funding through this program was included in the agenda package.

Julie Warncke announced that the Salem Public Works Day is scheduled for Friday, June 17, 2022. This will be an opportunity for SKATS to coordinate public involvement efforts with the city.

The next SKATS Policy Committee meeting is scheduled for noon on April 26, 2022. The next meeting of the SKATS Technical Advisory Committee (TAC) is scheduled for 1:30 p.m. on May 10, 2022.

Chair Bill Lawyer adjourned the meeting at 3:06 p.m.

Agenda Item C.

SKATS 2023-2050 MTP: Draft Chapters 2 and 3

SKATS Technical Advisory Committee

May 10, 2022

Action Requested: Review the draft chapters and provide feedback and/or corrections.

Chapter 2 – Policies and Regulations

This chapter contains an overview of the federal and state regulations that guide and shape transportation investments. The focus is on the federal regulations that the MPO must follow and the state rules that the member agencies and jurisdictions must abide. The major transportation planning documents are discussed.

Guiding the investments in transportation infrastructure requires a consistent set of policies and objectives to ensure that region-wide goals are met in an efficient and cost-effective manner. These policies and objectives must also take into account the federal, state, and local regulations for transportation that exist.

The Salem-Keizer Area Transportation Study (SKATS) is the designated Metropolitan Planning Organization (MPO) for the Salem urbanized area. The representatives of the cities of Keizer, Salem, and Turner; Marion and Polk Counties; the Oregon Department of Transportation; the Salem-Keizer School District; and Salem-Keizer Transit District comprise the SKATS Policy Committee, which is the decision-making board for the MPO.

The SKATS Metropolitan Transportation Plan (MTP) must be consistent with federal regulations and state plans while the transportation systems plans (TSPs) for the jurisdictions within SKATS need to be consistent with the regional plan. This ensures that the transportation projects in the region do not result in a disjointed regional network. A complete list of local and state plans consulted in preparation for this update are listed in **Appendix B**.

The development of the MTP represents a cooperative effort of the members of SKATS. The Plan currently requires unanimous approval by the SKATS Policy Committee for adoption. Adoption of this Plan represents:

- Endorsement by the affected jurisdictions of the level and location of transportation investments needed to adequately serve the land use patterns contained in the adopted local comprehensive plans and the expected growth in the region over the next 20 years;
- Endorsement of a set of 10-year regional priority improvements to the regional transportation system;
- Endorsement of the interrelated roles of the individual modal systems (roads, public transportation, bicycle, pedestrian, rail, and aviation) as well as the region-wide goods movement, intermodal, and efficiency management systems;
- Endorsement of the definitions and functions of the transportation systems of regional significance;
- A commitment to cooperatively seek the necessary funding for the implementation of the investments called for in the Plan; and
- Fulfillment of federal and state requirements as a condition for the continued receipt of federal and state transportation funds.

The concept of the regional planning process outlining the “3C” concept is presented in this chapter. The federal, state, and local rules, policies, and regulations that guide and constrain transportation planning in the Salem-Keizer metropolitan area are then discussed.

The Regional Transportation Planning Process: The Three “C’s”

This plan has evolved through a process that ensures that transportation planning activities affecting the overall regional system are continuing, comprehensive, and cooperative.

Continuing

The process is ongoing and produces a plan that is flexible and designed to incorporate periodic updates to respond to changing conditions, opportunities, and priorities in our community.

Comprehensive

Together with state and local transportation planning efforts, the process encompasses the entire transportation system needed to serve the land uses contained in the adopted local comprehensive plans in the region, as well as regional travel that enters and exits the area.

The planning process is both multimodal and intermodal in scope. It addresses concerns related to all the transportation modes—pedestrian, rail, aviation, transit, bicycle, and motorized vehicles—as well as the connectivity between them.

All the jurisdictions, agencies, and citizens that own, operate, regulate, and use the various portions of our overall transportation system are included in the process.

The mobility needs of both people and goods on our transportation system are addressed by the planning process.

A forum to make decisions about adequate levels of mobility in the context of the effect on other important aspects of our overall quality of life such as environment, affordability, and community character is provided by the process.

Cooperative

The understanding that the region's political jurisdictions, governmental agencies, and citizens are working together towards the same goal is embodied in the process. We need to develop a plan that addresses, and ultimately works, for all the members of our community.

This type of planning process enables a plan to emerge from the process of its development rather than dictating its design from the outset.

In addition to the three principles listed above, traditionally an additional four principles have been followed when developing the SKATS regional transportation plans. These are meant to ensure the Plan is consistent, coordinated, coherent, and cost-effective. These are described in more detail below.

Consistent

The regional planning process serves as a framework for the development of uniform databases (both current and future) and a common set of assumptions to be used in our estimations of future travel demand. This ensures that the various planning efforts all share a similar foundation.

The process provides a basis for the development of common goals and objectives as well as a common understanding of the problems we face and the opportunities we have available to meet those challenges. This ensures that we agree on and understand the details it will take to work through to solve the problems needed towards accomplishing the task.

Coordinated

The process ensures that the various planning activities and investments undertaken by the various jurisdictions fit together in terms of intent, timing, and effect.

The regional planning process is intended to provide a transportation system that is "seamless" in the service that it provides preventing situations where one entity seems to have no idea what another entity is doing such as a five-lane arterial in one jurisdiction suddenly turning into a two-lane residential street as it crosses the boundary into another jurisdiction.

Coherent

The planning process provides the mechanism by which all the various land use and transportation activities undertaken in the region make sense when seen as a complete whole and that our actions work together to complement and reinforce each other rather than working at cross purposes or canceling each other out.

Cost-effective

The cooperative process produces a blueprint for decisions and improvements that are prudent and cost-effective by maximizing the mobility available through existing facilities and leveraging as much benefit as possible from new transportation system investments.

Derived from this process, the integrated Metropolitan Transportation Plan provides the region with a coordinated blueprint of transportation investments and related activities over the next twenty years that can address the region's accessibility, mobility, and connectivity while also focusing on safety and environmental issues.

Federal Policies and Regulations

The federal government, acting through the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), provides the basic regulations that direct regional transportation planning in metropolitan areas in 23 CFR 450.300-340 and 49 USC 5303.¹ As part of the federal laws, areas over 50,000 in population are required to have a “Metropolitan Planning Organization” (MPO) to ensure that federal funds are allocated in a manner consistent with the ‘3C’ process detailed above. An area with more than 200,000 in population is designated as a “Transportation Management Area” (TMA) and given additional responsibilities. Major federal legislation that affects transportation planning is presented in this section.

Federal Surface Transportation Acts

On November 15, 2021, the Infrastructure Investment and Jobs Act of 2021 (IIJA) was signed into law, which contains the Surface Transportation Reauthorization Act of 2021 (STRA21)² updating the previous law FAST (Fixing America’s Surface Transportation) Act. This Act continues many of the programs and concepts that first appeared in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, and that were extended in TEA-21 (Transportation Equity Act for the 21st Century), SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act, a Legacy for Users), MAP-21, and FAST (see **Table 2-1** for a complete list).

Table 2-1: Federal Surface Transportation Legislation, 1991 - 2021

Year	Legislation
1991	Intermodal Surface Transportation Efficiency Act (ISTEA)
1998	Transportation Equity Act for the 21 st Century (TEA-21)
2005	Safe, Accountable, Fair, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)
2012	Moving Ahead for Progress in the 21 st Century (MAP-21)
2015	Fixing America’s Surface Transportation (FAST)
2021	Surface Transportation Reauthorization Act of 2021 (as part of the Infrastructure Investment and Jobs Act of 2021).

IIJA/STRA21 continues the MAP-21-introduced requirements to develop and track a set of performance measures, followed by rules from FHWA and FTA for implementing these measures.

Like the previous Acts, IIJA/STRA21 provides for the expenditure of the federal Highway

¹ CFR stands for Code for Federal Regulations, and USC for United States Code.

² This marks the first time since the 1990s that a federal surface transportation act does not have an acronym-friendly name. STRA21 doesn’t roll off the tongue and seems to be used infrequently at best. The IIJA is also referred to as the Bipartisan Infrastructure Law (BIL) or Build a Better America depending on context (not to be confused with *Build Back Better* which is proposed legislation).

Trust Fund revenues that represent a large portion of the funding used to sustain and improve the federal and state portions of the regional highway system.³ It also requires the regional plan to address the following considerations:⁴

- Support economic vitality;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the system, across and between modes, for people and freight;
- Promote efficient system management and operations;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

The requirement to adopt an outcomes and performance-based planning paradigm was introduced in MAP-21. This continued in FAST Act and IIJA/STRA21. Seven national goals have been identified to drive investment and ensure a national surface transportation system that meets the needs of the country. The national goals are:

- Safety;
- Infrastructure condition;
- Congestion reduction;
- System reliability;
- Freight movement and economic vitality;
- Environmental sustainability; and
- Reduced project delivery delays.

The FHWA and the FTA have developed a set of performance measures to track how States, transit districts, and MPOs are addressing the national goals. The federal regulations require the State DOTs, transit districts, and MPOs to set targets for each of the relevant performance measures. These are discussed in detail in **Chapter 3** and **Appendix P**.

Clean Air Act Amendments of 1990

Currently the SKATS area is designated as in attainment for carbon monoxide (CO) and

³ See Chapter 6 for a list of federal programs used for funding projects, and a discussion on the financial assumptions used in this Plan.

⁴ From 23 USC 134 (h) (1). See: <https://www.law.cornell.edu/uscode/text/23/134>

ozone in relation to the federal NAAQS (National Ambient Air Quality Standards). (There was a time in 1991 when the SKATS area was designated non-attainment for CO and Ozone). The area is operating under a limited maintenance plan for CO that took effect on March 2, 2009. The Limited Maintenance Plan requires SKATS to develop an air quality conformity determination for each Plan and TIP update, but it does not require any regional air quality emissions modeling.

Title VI of the Civil Rights Act of 1964 and Environmental Justice

Title VI of the Civil Rights Act of 1964 prevents discrimination on the grounds of race, color, or national origin by agencies and organizations that receive federal funding.

The need to consider environmental justice is embodied in many laws and regulations including Title VI of the Civil Rights Act of 1964. The federal actions on Environmental Justice serve to reaffirm Title VI responsibilities by directing every Federal agency to “make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations” (Executive Order 12898 signed February 11, 1994).

Americans with Disabilities Act (ADA) of 1990

Prohibiting discrimination against people with disabilities is addressed by the Americans with Disabilities Act (ADA). The guidelines on access to public facilities and public transit are relevant to this Plan. Access to facilities includes the public right-of-way such as intersections, sidewalks, on-street parking, and street crossings. These standards are required for all new construction and alterations. There are also mandates regarding the accessibility of public transportation to persons with disabilities. These establish requirements for paratransit services that are comparable to mass transit service in an area. Local review and integration is required of the ADA Paratransit Plan with the Metropolitan Transportation Plan, as well as an annual update of the ADA Paratransit Plan.

Federal Water Pollution Control Act (aka “Clean Water Act”)

The Clean Water Act is the primary law protecting water quality and the health of the nation’s waterways. It is administered in Oregon by the Department of Environmental Quality (DEQ). Total maximum daily loads (TMDL) of pollutants are established for “impaired” waterways. Stormwater permits to minimize bacteria and other pollutant runoff are required.

Endangered Species Act

A process for protecting threatened and endangered species and the habitats on which they depend is provided through this Act. Any activity that results in a ‘taking’ (killing) of a listed species or that adversely affects its habitat is prohibited. Any action that is expected to result in a taking or habitat destruction requires a permit and mitigation.

National Environmental Policy Act (NEPA)

NEPA applies to all federal agencies and projects or programs using federal funds. It requires the preparation of either Environmental Impact Statements (EIS) or Environmental Assessments (EA) which document the environmental effects of proposed agency actions depending on whether the action will have a significant impact on the environment or not.

National Historic Preservation Act of 1966

Protection and preservation of cultural or historic resources is specified in this law. The State Historic Preservation Office (SHPO) is responsible for administering the regulations associated with this Act in Oregon.

State Policies and Regulations

In addition to the Federal regulations, there are a set of State policies and regulations that address transportation, both directly and indirectly, that are relevant to the development of the SKATS long-range plan. These policies and regulations are for the cities and counties within SKATS, and direct how they will plan for future land uses and transportation systems. In addition, there are a set of State regulations that mirror federal ones, e.g., air quality and water quality.

Housing Related

In 2019, the Oregon Legislature passed two bills, H.B. 2001 and H.B. 2003, that potentially will impact the future transportation system. H.B. 2001 directed jurisdictions to allow duplexes on existing single-dwelling lots. For larger cities, those with a population over 25,000, this requirement is expanded to include the ‘missing middle’ housing (duplexes, triplexes, quadplexes, cottage clusters, and townhouses) in areas zoned for residential. The changes to cities codes are due by June 30, 2022.

H.B. 2003 requires cities with a population over 10,000 to analyze every eight years the amount of housing needed for current and future residents. This is a Housing Needs Analysis (HNA). The bill also requires adoption of a Housing Production Strategy (HPS), which will detail how the city will promote the development of the needs identified in the HNA.⁵

The modifications to Keizer’s and Salem’s codes are scheduled for adoption in early 2022. It remains to be seen how much market demand there is for these types of development. The next update to this Plan will reflect these regulations more fully after they are adopted into code and implemented by developers in the area in the coming years.

Greenhouse Gas Emissions Related

In addition to the Statewide Transportation Strategy listed below, Oregon has passed several laws as part of the State’s continuing efforts to address Greenhouse Gases (GHG).

⁵ Slight modifications to the HPS are part of the revisions to the 2022 Transportation Planning Rule.

In 2007, H.B. 3543 was passed defining the statewide greenhouse gas reduction goals, which were codified in ORS 468A.205. The passage of H.B. 2001⁶ and H.B. 2186 in 2009 and S.B. 1059 in 2010, set the direction for the state and metropolitan areas to address GHG reduction. The Department of Land Conservation and Development (DLCD) set GHG reduction targets for all the MPO areas in the state. A revised target for within SKATS was adopted by the Land Conservation and Development Commission (LCDC) in 2017, which is a reduction of 20 percent per capita by 2040 from 2005 levels.⁷

On March 10, 2020, Governor Brown signed Executive Order 20-04 which directed State Agencies to “Take Actions to Reduce and Regulate Greenhouse Gas Emissions.” Most relevant for this Plan, the Departments of Energy, Environmental Quality, Land Conservation and Development, and Transportation were directed to work together to ensure that Oregon meets the greenhouse gas targets. This has resulted in the creation of the Climate Office within ODOT and using a ‘climate lens’ in developing project lists for the Statewide Transportation Improvement Program (STIP); and rule-making efforts by the Departments of Energy (ODOE), Environmental Quality (DEQ), and Land Conservation and Development (DLCD) to address aspects of greenhouse gas emissions that are within each departments purview. The modifications to the Transportation Planning Rule (TPR), discussed below, is one such effort. The Climate Protection Plan approved by the Environmental Quality Commission (which oversees DEQ) is meant to reduce greenhouse gas emissions from transportation fuels and natural gas by 90 percent by 2050.⁸ These and other rules and regulations potentially will change transportation usage over the coming decades.

Statewide Transportation Strategy

ODOT has examined all components of the transportation system in a state-level scenario planning project called the *Oregon Statewide Transportation Strategy* (2013). This looked at the movement of goods and people in Oregon and developed a set of strategies to reduce greenhouse gas (GHG) emissions. These reductions would be accomplished via a variety of means including changes in urban land use patterns, vehicle and fuel technologies, and the transportation system. The Oregon Transportation Commission adopted an amendment in 2018 to include this as part of the Oregon Transportation Plan.

State Planning Goals

Oregon has adopted a series of statewide planning goals that are to be implemented through the comprehensive land use plans of each city and county in the state. These goals, and the plans which are adopted to implement these goals, address the manner in which the land, air, and water resources of the state will be used and determine the need for improved public facilities.

⁶ Not to be confused with H.B. 2001 from 2019 discussed above.

⁷ Values for years beyond 2040 have been proposed by DLCD as part of the update to Division 44 rules on Metropolitan Greenhouse Gases scheduled for adoption in May 2022.

⁸ See: <https://www.oregon.gov/deq/ghgp/Pages/capandreduce.aspx>

Goal 1, Public Involvement, specifies that the planning process should be open and accessible to the public.

Transportation Planning Rule

Goal 12 of the Statewide Planning goals (Transportation) is codified in the Transportation Planning Rule (OAR 660 et seq). Its intent is to promote viable alternatives to reduce dependency on the single-occupant vehicle. The TPR was substantially revised and expanded in 2020-2022 to reflect Governor Brown's Executive Order 20-04 to address climate change and provide for equitable communities. The changes to the rule focused on the cities and counties within metropolitan areas. Included are changes or additions to identify 'climate friendly area,' revise parking standards, and preparing for a greater percentage of the vehicle fleet to be electric vehicles.

The revised rule was adopted on **May XX**, 2022, by the Land Conservation and Development Commission, with tasks for the local jurisdictions to meet in the coming years. The changes to the TPR will affect future updates to each of the local jurisdiction's Transportation System Plan (TSP), which could result in modifications to future project lists included in future updates to this Plan. In addition, it is now required that the jurisdictions within SKATS prepare a 'regional scenario plan' that shows how they will meet the GHG targets previously set. The local TSPs will need to be updated by the end of 2027.

State Conformity Rule

This rule is administered by the Department of Environmental Quality (DEQ). As stated in the rule, regional emissions must not contribute to worsening air quality or violations of EPA standards and that projects of regional significance must also demonstrate conformity. The State Conformity Rule is aligned with the EPA requirements.

While the area is currently designated as being in attainment for ozone and carbon monoxide and is operating under maintenance plans for carbon monoxide, selective individual projects must still undergo 'hot-spot' analysis as part of their environmental review process. This analysis is typically performed by the project sponsor or their consultant.

State Endangered Species Act

This is State's equivalent of the federal Endangered Species Act.

Other Regional Planning

There are other planning documents that guide aspects of the regional system that are either consistent with this Plan, and/or that inform the policies, programs, projects, and proposed expenditures of this Plan. A brief discussion is provided below of the major documents.

SKATS Documents

The *Salem-Keizer Metropolitan Area Intelligent Transportation System (ITS) Plan* was adopted in 2005 to ensure the area has a regional architecture for ITS related equipment. The architecture specifies what components are, or likely to be, implemented, and how they are interconnected with other devices and the various control centers and users of the services offered. The 2005 ITS Plan included a list of projects that the local jurisdictions, SAMTD, and ODOT were planning to implement in the future. Prior to each MTP update since 2009, this list has been reviewed by a working group and brought up-to-date to reflect projects that have been completed and others that are proposed. This project list is included in the evaluation of projects for inclusion in this financially constrained Plan.

The *Congestion Management Process (CMP)* was first included in the MTP in 2003. Previously included as an appendix to this Plan, in 2019, it was moved to be a separate document. Included in the CMP are the methods used to identify vehicular congestion on the regional roads, the strategies used to address the congestion, and the evaluation methods to be used. Separately, reports of congestion (primarily travel time and identification of bottlenecks) have been provided in the *Regional Operational Characteristics Report (ROCR)* with revisions in 2021 and 2022 to better align with the federal performance measures. Future reports will be hosted on the MWVCOG's website.⁹

SAMTD Documents

- *Transit Asset Management Plan (TAM Plan)* – Documents the assets (fixed and vehicular) owned by Transit District, the metrics used to determine the condition of them, and the targets set to maintain a 'state of good repair.' Updated periodically by the Transit District. Most pertinent for this Plan, the TAM Plan is used to determine when vehicles in the fleet need replacement. Required as part of MAP-21 regulations.
- *Public Transportation Agency Safety Plan (PTASP)* – Describes how the Transit District integrates safety into their daily operations. Goal is "... to eliminate the human and fiscal cost of avoidable personal injury and vehicle accidents." This covers both the employees of SAMTD (drivers, mechanics, etc.) and the public using or interacting with the transit fleet. Targets are set for the federally required safety performance measures.
- *Long-Range Transit Plan (LRTP)* – In 2021, Salem Area Mass Transit District (SAMTD) started their first long-range planning effort to culminate in the *Long-Range Transit Plan (LRTP 2022?)*. Transit staff and SKATS staff have cooperated during the develop of the LRTP and this Plan to ensure that they are consistent.
- *Coordinated Human Services – Public Transportation Plan* – This focuses on the programs and services that the Transit District offers for people with disabilities and seniors.

⁹ See the Congestion Management tab on <https://skats-mwvcog.hub.arcgis.com/>

Local Plan Consistency Requirements

Just as the Metropolitan Transportation Plan must be consistent with federal and state policies and regulations, the transportation system plans (TSPs) produced by the local jurisdictions in the region must be consistent with this regional Plan. A list of the relevant locally adopted transportation plans that must be consistent with the SKATS Metropolitan Transportation Plan, and that provide most of the projects included in the MTP is illustrated in **Table 2-2**. While the guidance from the State is for local TSPs to be updated every 10 years, this depends on funding being available.¹⁰ Often the local jurisdictions will apply for grants from the State to complete these updates.

The following principles of consistency between the local and regional plans are embodied in the MTP:

- All transportation projects in the local public facility plans must be consistent with the MTP, and improvements affecting the regional systems as defined in this Plan must be included in the MTP.
- All projects must demonstrate consistency with the adopted MTP prior to their inclusion in the region's Transportation Improvement Program (TIP).
- Local jurisdictions within the region must plan their local transportation systems to be consistent with the MTP requirements and to adequately serve the non-regional travel demand so as to not overburden the regional systems with local trips.

Local Transportation-Related Plans and Update Cycle

Table 2-2: Local Transportation Plans

Jurisdiction/Agency	Plan	Last Updated	Next Update
Keizer	Keizer Transportation System Plan	Major update: 2009. Revised 2014	TBD
Salem	Salem Transportation System Plan	Last amended January 13, 2020	2022-2023
Turner	Turner Transportation System Plan	Section 9.700 of Comprehensive Plan updated in 2011.	2022-2023
Marion County	Rural Transportation System Plan	Last adopted 2005. Partial update 2012.	TBD
Polk County	Transportation System Plan	Last adopted 2009	TBD
Salem Area Mass Transit District	Long-Range Transit Plan	Adopted 2022 or 2023	TBD

¹⁰ This will likely change with the amendments to the TPR.

Salem Area Mass Transit District	Coordinated Human Services Public Transportation Plan	20xx	TBD
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Chapter 3 – Goals and Performance

The focus in this chapter is on the Goals of the Plan and the relationship between the ten Goals and the federal planning factors, the national goals, and the federal performance measures.

Goals in a long-range plan are used to identify the high-level concepts that the proposed projects and programs are meant to address. The SKATS long-range plan has included a set of Goals for decades. The 1996 Regional Transportation System Plan (RTSP) included Goals, Objectives, and Policies for each of the mode-centric chapters (e.g., roadway, transit, aviation). By 2007 there were 222 Goals, Objectives, and Policies and due to the mode-centric structure of the earlier versions of the Plan, there was substantial redundancy in these statements related to the modes considered. In addition, they did little to help guide project definition and selection or to provide a means to track progress toward the outcomes envisioned by the goals.

With the adoption of the updated Plan in 2011, the existing Goals, Objectives and Policies were revised to simplify and consolidate them to a manageable number.¹ Reflecting the change in format of the long-range plan, these Goals are not specific to a particular mode but address characteristics that are desirable in the regional system as a whole. These Goals are based on the goals and objectives contained in the previous Plan and are influenced by the ‘3C’ planning process and federal planning factors discussed below and in **Chapter 2**.²

Federal Planning Factors

As mentioned in **Chapter 2**, the federal surface transportation legislation, and the related federal planning regulations, contain a set of planning factors that all long-range transportation plans must consider as they are developed. A version of these planning factors has been included in the federal regulations since 1991, and the most recent revisions are:

- Support economic vitality;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the system, across and between modes, for people and freight;
- Promote efficient system management and operations;

¹ A tenth goal (Goal 9) was added during the 2019 Update. Explanatory statements were also added at that time.

² The planning factors are part of 23 CFR 450.306 (b), see: <https://www.law.cornell.edu/cfr/text/23/450.306>

- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Due in part to the history of the planning factors, the existing Goals of the MTP align with them to a large degree. This is not a federal requirement, but in part due to the consolidation of goal statements that took place in 2011.

National Goals

With the passage of MAP-21 (Moving Ahead for Progress in the 21st Century) in 2012, the U.S. Department of Transportation (U.S. DOT) signaled a change in how surface transportation planning and programming would be conducted in the future. In an effort toward more transparency and increased accountability, MAP-21 required State DOTs, transit districts, and Metropolitan Planning Organizations (MPOs) to use an outcomes and performance- based planning paradigm when developing long-range plans and programming projects for funding in the TIP/STIP.³ FAST (Fixing America’s Surface Transportation) Act (2015) and the Infrastructure Investment and Jobs Act of 2021 (IIJA) continued these requirements. In 2018, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provided final rules on the performance measures to be used to show progress toward meeting the national goals. The national goals are:

- Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair;
- Congestion reduction – To achieve a significant reduction in congestion on the National Highway System (NHS);
- System reliability – To improve the efficiency of the surface transportation system;
- Freight movement and economic vitality – To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process including reducing regulatory burdens and improving agencies’ work practices.⁴

³ See 23 CFR 450.306 (d), 23 CFR 450.324 (g) (3-4) and 23 CFR 450.326 (c-d).

⁴ See 23 USC 150 (b)

There is substantial overlap between the national goals and the Goals in the MTP, due in part to the national goals being written in consideration of the federal planning factors. The national goal for “Reduced project delivery delays” is more appropriate for consideration at the Transportation Improvement Program (TIP) level than for a document meant to cover 20 years.⁵ Unlike the federal planning factors, there is not a requirement to *directly* integrate the national goals into the MTP. Instead, the national goals are associated with a set of performance measures that State Department of Transportation, Transit Districts, and MPOs must set targets for and document progress toward meeting.

National Goals and the Federal Performance Measures

Starting in 2012, FHWA and FTA were responsible for developing a set of performance measures for the national goals. This was a complex undertaking involving significant outreach and involvement with state DOTs, MPOs, and transit districts across the country as well as advocacy groups and the public. The performance measures have been established for the first six national goals listed above. The categories for the federal performance measures are:

- Road-Related Safety
- Bridge Conditions on the National Highway System (NHS)
- Pavement Conditions on the NHS
- System Performance of the NHS (addressing congestion, reliability, freight, and environmental)
- Transit State of Good Repair
- Transit Safety

ODOT, the Salem Area Mass Transit District (SAMTD), and SKATS established targets for the first reporting period (2018-2022) and are working on targets for the second reporting period (2022-2026).⁶ The road safety, transit safety, and transit state of good repair performance measures require targets to be established each year. Targets for the remaining performance measures are set on a four-year cycle, occurring the year before the scheduled adoption of the MTP.⁷

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

⁵ Subsequently, ODOT and the MPOs have worked out a process for a set of obligation targets with associated penalties and rewards. See the discussion in the Obligation Report available on the MWVCOG website.

⁶ In addition, ODOT and the MPOs have developed a process for how targets will be set and documented this in *ODOT Coordination Process with MPOs in Setting Monitoring, and Reporting State Performance Measure Targets* (July 2020) [currently not available online].

⁷ The timing is just a coincidence.

In addition to the federally required measures, the MTP includes a number of indicators that track the progress of transportation conditions and issues that relate to the goals and objectives of the MTP. This chapter of the MTP provides both an overview of the national and MTP goals, the national performance measures and associated targets, and the regional indicators. The information is also available on the MWVCOG website (search for 'performance measures'). A more detailed discussion is included in **Appendix P (Performance)** which provides a summary of the changes in the measures and indicators over the last four years.

The remainder of the chapter includes each of the Goals with their explanatory statement. Also listed are the associated Objective(s), Criteria(s), federal performance measure(s), regional indicator(s), federal goal, the federal planning factor, and the goal in the 2016 Oregon Transportation Plan (OTP).⁸

⁸ The Oregon Transportation Plan is currently being updated, with adoption either in late 2022 or 2023.

Goal 1

Accessibility and Mobility

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

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

Objectives:

- Preserve the existing system

Criteria:

- Increases the miles of pavement in travel lane that are ranked “good”
- Increases the number of bridges that are ranked “good”

Federal Performance Measures:

- Percent of National Highway System (NHS) Bridges classified as in Poor Condition
- Percent of NHS Bridges classified as in Good condition
- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of Non-Interstate NHS pavement in Good condition
- Percent of Non-Interstate NHS pavement in Poor condition
- Transit State of Good Repair (facilities)
- Transit State of Good Repair (vehicles)

Regional Indicators:

Federal Goal:

- Infrastructure Condition

Goal in the OTP⁹:

- Management of the System

Federal Planning Factor:

- Emphasize the preservation of the existing transportation system.

⁹ OTP is the Oregon Transportation Plan.

Goal 2

Preservation

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

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

Objectives:

- Preserve the existing system

Criteria:

- Increases the miles of pavement in travel lane that are ranked “good”
- Increases the number of bridges that are ranked “good”

Federal Performance Measures:

- Percent of National Highway System (NHS) Bridges classified as in Poor Condition
- Percent of NHS Bridges classified as in Good condition
- Percent of Interstate pavements in Good condition
- Percent of Interstate pavements in Poor condition
- Percent of Non-Interstate NHS pavement in Good condition
- Percent of Non-Interstate NHS pavement in Poor condition
- Transit State of Good Repair (facilities)
- Transit State of Good Repair (vehicles)

Regional Indicators:

Federal Goal:

- Infrastructure Condition

Goal in the OTP:

- Management of the System

Federal Planning Factor:

- Emphasize the preservation of the existing transportation system.

Goal 3

Safety and Security

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

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

Objectives:

- Preserve the existing system
- Provide a multi-modal system
- Maximize the efficient use of the existing infrastructure
- Limits the increase in congestion during the peak hours along the regional corridors

Criteria:

- Increases the number of bridges that are ranked “good”
- Enhances transit service or operations
- Addresses freight movement impediment on a designated Critical Urban Freight Corridor
- Reduces a gap in a regional system (bicycle, sidewalk, etc.) [sometimes]
- Addresses a known safety location/issue
- Addresses a bottleneck along a corridor

Federal Performance Measures:

- Number of Fatalities
- Number of Serious Injuries
- Number of Non-motorized serious injuries
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Rate of Serious Injuries per 100 million VMT

Regional Indicators:

Federal Goal:

- Safety

Goal in the OTP:

- Safety and Security

Federal Planning Factor:

- Increase the Safety of the transportation system for motorized and non-motorized users.
- Increase the Safety of the transportation system for motorized and non-motorized users.

Goal 4

Equitable

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

In implementing the regional transportation system, no area of the region should receive either more than its fair share of infrastructure or services, nor should an area receive less. Additionally, no one area or population group should bear a disproportionate burden of any resulting negative impacts from infrastructure or services. The regional transportation system is a critical component in ensuring that all residents, regardless of age, sex, gender, income, or race have access to the opportunities and services they need to survive and thrive.

Objectives:

- Provide a multi-modal system
- Maximize the efficient use of the existing infrastructure
- Reduce the impact to the environment and natural systems
- Limits the increase in congestion during the peak hours along the regional corridors

Criteria:

- Increase access to employment center or jobs
- *Project is likely to improve facilities in an Environmental Justice area [proposed revision]*

Federal Performance Measures:

Regional Indicators:

Federal Goal:

Goal in the OTP:

Federal Planning Factor:

Goal 5

Efficient to Use

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

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

Objectives:

- Provide a multi-modal system
- Maximize the efficient use of the existing infrastructure
- Limits the increase in congestion during the peak hours along the regional corridors

Criteria:

- Addresses freight movement impediment on a designated Critical Urban Freight Corridor
- Reduces a gap in a regional system (bicycle, sidewalk, etc.) [sometimes]
- Addresses a bottleneck along a corridor

Federal Performance Measures:

- Percent of Non-Single Occupant Vehicle (SOV) Travel (starts in 2022)
- Annual Hours of Peak Hour Excessive Delay per Capita (starts in 2022)

Regional Indicators:

Federal Goal:

Goal in the OTP:

Federal Planning Factor:

- Promote efficient system management and operation.

Goal 6

Multimodal

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

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

Objectives:

- Provide a multi-modal system
- Maximize the efficient use of the existing infrastructure
- Limits the increase in congestion during the peak hours along the regional corridors

Criteria:

- Enhances transit service or operations
- Reduces a gap in a regional system (bicycle, sidewalk, etc.)

Federal Performance Measures:

Regional Indicators:

- Regional Corridors with Sidewalks (miles, percent of total)
- Regional Corridors with Bicycle Facilities (miles, percent of total)
- Average Weekday (or Annual) Transit Ridership
- Number of Transit Hours of Service
- Regional Funds on Transportation System Management Projects in the last 10 years

Federal Goal:

- Freight Movement & Economic Vitality

Goal in the OTP:

- Economic Vitality

Federal Planning Factor:

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

Goal 7

Environment

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

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

Objectives:

- Provide a multi-modal system
- Reduce the impact to the environment and natural systems
- Limits the increase in congestion during the peak hours along the regional corridors

Criteria:

- Does not impact a Cultural, Environmental or Historic resource
- *Project is likely to decrease the impacts of stormwater and/or increase the resiliency of the system [proposed addition]*
- *Project is likely to reduce (operational) greenhouse gas emission [proposed addition]*

Federal Performance Measures:

- Total emissions reductions for carbon monoxide (CO)

Regional Indicators:

Federal Goal:

- Environmental Sustainability

Goal in the OTP:

- Sustainability

Federal Planning Factor:

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

Goal 8

Financial

[...] Developed and maintained with the funds available to the region.

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

Objectives:

- Preserve the existing system

Criteria:

Federal Performance Measures:

Regional Indicators:

Federal Goal:

- None

Goal in the OTP:

- Funding the
Transportation System

Federal Planning Factor:

Goal 9

Vibrant Regional Economy

[...] Invests in transportation infrastructure that supports a vibrant regional economy.

A regional economy requires a robust and comprehensive transportation system to ensure that goods can be delivered, workers can get to their jobs, and people, visitors, and tourists can access the services they need.

Objectives:

- Provide a multi-modal system

Criteria:

- Addresses freight movement impediment on a designated Critical Urban Freight Corridor
- Increase access to employment center or jobs

Federal Performance Measures:

Regional Indicators:

Federal Goal:

- Freight Movement and Economic Vitality

Goal in the OTP:

- Safety and Security

Federal Planning Factor:

- Economic Vitality
- Enhance Travel and Tourism

Goal 10

Involvement

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

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

Objectives:

Criteria:

Federal Performance Measures:

Regional Indicators:

Federal Goal:

Goal in the OTP:

- Coordination, Communication and Cooperation

Federal Planning Factor:

Agenda Item D.

SKATS 2023-2050 MTP: Project List and Financial Projections

SKATS Technical Advisory Committee

May 10, 2022

Action Requested: Information item.

Memorandum

Date: May 3, 2022
To: SKATS Technical Advisory Committee (TAC)
From: Ray Jackson, Senior Transportation Planner
Re: **SKATS 2023-2050 MTP UPDATE: PROJECT LISTS AND FINANCIAL FORECASTS**

On April 6, 2022, project lists were emailed to all SKATS Technical Advisory Committee members that own roads within SKATS. The request was to review the project lists, identify changes (whether in scope, timing, or if it has been completed), update the cost estimate, and return by **May 31, 2022**. TAC members were also requested to include *new* projects that are likely to be built in the next 20+ years whether using federal funds or not.

The second request is for financial forecasts for the next 20 years covering funds anticipated to be collected/received; and expenditures on capital, and operation, maintenance, and preservation. An example from the data received from Keizer in 2018 is illustrated in Table 1.

Table 1: Example of Keizer's Street Fund Revenue Estimate (2017)

Fiscal Year	Revenue Estimate	Personnel Service	Materials Service	Capital Outlay	Debt Service
2018-19	2,594,000	157,000	823,000	2,717,000	152,000
2019-20	2,680,000	153,000	840,000	1,535,000	152,000

Obviously, the types of funds will differ by jurisdiction; and please note if there are any limitations on the amounts that could/would be spent on the regional system. For example, if System Development Charges are limited to a predefined list of projects, that would be helpful.

I realize that this likely the end of budget season for most jurisdictions and agencies, so consider this primarily an advance notice. I would like the financial data by **July 22, 2022**. Please

contact me if you have any questions on what is requested. I can also provide files with the data that your jurisdiction/agency provided in 2018, if necessary.

RJ:lm

<h://transport/TAC/2022/May2022/Projects and Funding 5 3 22.docx>