

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

Date: August 28, 2018
Time: Noon
Place: 100 High St. SE, Suite 200
Salem, OR 97301
Phone: (503) 588-6177 FAX (503) 588-6094
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- A. Call to Order Cathy Clark
- B. Approval of Minutes of July 24, 2018 Cathy Clark
- C. Public Comment..... Cathy Clark
- D. Federal Performance Measures: Supporting ODOT Targets Ray Jackson

Background: Earlier in 2018, the SKATS Policy Committee (PC) decided to support ODOT’s targets for Safety Performance Measures rather than set SKATS-specific targets. In 2017, the PC also agreed to State-of-Good-Repair measures developed by Salem Area Mass Transit District.

At the May SKATS Technical Advisory Committee (TAC) meeting, the TAC voted to recommend to the PC that SKATS support ODOT’s Performance Measure targets for **pavement condition, bridge condition, travel reliability** (for trucks and personal vehicles), and **CMAQ** targets rather than set specific targets for SKATS.

Staff presented this topic (and the TAC’s recommendation) at the June SKATS’ PC meeting including additional information in a Policy Briefing at the July meeting that answered specific questions that PC members asked of staff, which are included in the *attached* memorandum.

Unless there are additional questions from the Policy Committee, staff recommends that the PC decide to support the ODOT Performance Measures by adopting the *attached* resolutions.

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.

*(Note: **SKATS has until November 16, 2018, to inform ODOT of the MPO's decision regarding performance targets. Based on meeting schedules, if the Policy Committee decides to postpone adopting the resolutions in August, it will need to make a decision by the October 23, 2018 meeting at the latest.**)*

Action

- Requested:
1. Adopt **Resolution 18-23 (attached)** supporting ODOT's targets for all federal pavement and bridge performance measures.
 2. Adopt **Resolution 18-24 (attached)** supporting ODOT's targets for all federal performance of the National Highway System measures.

E. Title VI and Environmental Justice (EJ) Refresher Kim Sapunar

Background: As an agency responsible for coordinating the regional transportation planning process, a Metropolitan Planning Organization (MPO) such as SKATS must ensure that all segments of the population have been included in the planning process regardless of race, national origin, income, age, sex, or disability. MPOs must comply with Title VI requirements and develop and implement a Title VI Program. Staff will go over the important elements of Title VI, both in general and in relation to MPO transportation planning.

Environmental justice (EJ) must be considered in all stages of project development from MPO planning documents, both the 20-year Regional Transportation Plan (RTSP) and the short-term Transportation Improvement Program (TIP), as well as project development carried out by local jurisdictions. The two MPO plans include a benefits/burdens analysis to evaluate the potential impacts of proposed transportation projects on traditionally underserved populations.

Staff has prepared a Title VI and Environmental Justice presentation that is included in the agenda packet.

Action

- Requested: Informational item.

F. OMPOC and MWVCOG Legislative Priorities.....Karen Odenthal, Mike Jaffe, Sean O'Day

Background: At the August 3 OMPOC meeting, Lane COG provided a list of legislative priorities that was presented to their Policy Board for consideration. (*See attached list.*) Items 1-12 are similar to the legislative priorities ratified by the OMPOC board prior to the 2017 Legislative Session; although, several were enhanced with the Central Lane MPO perspective. Items 13-17 are recently added concepts.

OMPOC members were asked to get input from their respective MPOs and develop a recommended list of priorities at the October OMPOC meeting for the 2019 Legislative Session.

As described in a recent COG Connections, the Mid-Willamette Valley Council of Government's (MWVCOG) Board of Directors will meet on October 16, 2018, to determine its agenda and policy positions for the 2019 Legislative Session. The COG Director is asking committees in the COG area (including the SKATS Policy Committee and MWACT) to submit Legislative Concepts for consideration by the COG Board. See *attached form* for submitting ideas.

Action

Requested: Provide input on the list of legislative priorities and potential modifications to recommend at the October OMPOC meeting.

G. ODOT 2nd Quarter Report to OTC..... Mike Jaffe

Background: ODOT is now providing a quarterly report to the Oregon Transportation Commission (OTC) about current programs and plans. The April 1, 2018 to June 30, 2018 Quarterly Performance Report is *attached*. The final seven pages have updates on specific ODOT projects by ODOT Region.

Action

Requested: Informational item.

H. Salem's Congestion Relief Task Force..... Mike Jaffe

Background: The City of Salem's Congestion Relief Task Force is examining potential solutions to congestion on and around the existing Willamette River Bridges. The Task Force began meeting in February; and in August, they had their fifth meeting. In August, the study's consultant provided more information about travel times, capacity, and congestion at numerous locations along the bridges and at intersections. The committee also was presented with a list of 20+ projects and approximate costs, which were narrowed down from an earlier, larger list of ideas and concepts. The next step is drafting a report (to be reviewed by the Task Force) which will go to the full City Council. The next meeting is scheduled for September 14, 2018. More information is at the project website:

<https://www.cityofsalem.net/Pages/congestion-relief-task-force.aspx>

Action

Requested: Information item.

I. TIP ModificationsKaren Odenthal

Background: Staff-approved modifications made to the SKATS TIP since the July 2018 Policy Committee meeting are summarized in the *attached* table.

Action

Requested: Information item.

J. Other Business.....Cathy Clark

- Cherriots Website Update
- OMPOC Update
- Next meeting of the SKATS Policy Committee: **September 25, 2018.**

K. AdjournmentCathy Clark

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)
Policy Committee Meeting
July 24, 2018
100 High St. SE, Suite 200
Salem, OR
Noon

Policy Committee Members Present

Sam Brentano, Marion County Board of Commissioners
Cathy Clark, 2017 Chair, Keizer Mayor
Dan Fricke, ODOT, Alternate for Lisa Nell
Paul Kylo, Salem-Keizer School District
Jim Lewis, Salem City Council
Kathy Lincoln, Cherriots
Craig Pope, Polk County Board of Commissioners
Gary Tiffin, Turner Mayor

Policy Committee Members Absent

Lisa Nell, ODOT

Others Present

Roberta Cade, 350 Salem
Phil Carver, 350 Salem
Steve Dickey, Cherriots
Ray Jackson, MWVCOG-SKATS
Mike Jaffe, MWVCOG-SKATS
Evan Jones, 350 Salem
Lori Moore, MWVCOG-SKATS
Sean O'Day, MWVCOG
Karen Odenthal, MWVCOG
Kim Sapunar, MWVCOG-SKATS
Jim Scheppke, 350 Salem
Cindy Schmitt, Marion County Public Works
Mitch Teal, Citizen
Julie Warncke, Salem Public Works
Unknown Person

Agenda Item A. Call to Order

Chair Cathy Clark called the meeting to order at 12:01 p.m. Introductions were made.

Agenda Item B. Approval of Minutes of June 26, 2018

Kathy Lincoln, Cherriots, noted that she was not present, as recorded, during the vote for approval of the minutes of the May 22 meeting. She arrived at the June meeting after the May minutes had been approved.

Motion was made by Paul Kylo, seconded by Gary Tiffin, to approve the minutes of the June 26, 2018, meeting as corrected. Those voting in favor of the motion were Sam Brentano, Cathy Clark, Dan Fricke (Alternate for Lisa Nell), Paul Kylo, Kathy Lincoln, Craig Pope, and Gary Tiffin. **The motion passed unanimously.**

Agenda Item C. Public Comment

Phil Carver, 350 Salem, provided an overview of written comments that he submitted to SKATS staff prior to the meeting¹ along with his background, qualifications, and credentials especially as related to climate change and methods of reducing greenhouse gas emissions. He reiterated testimony that he had previously submitted emphasizing that humans are the cause of the current substantial changes in climate.

Mr. Carver, representing 350 Salem, informed the group that in the spirit of consensus and cooperation, 350 Salem endorses draft Goal 7, Option G: *The goal of the RTSP is to have a Regional Transportation System that is...planned to minimize the impacts to the natural and built environment including coordination with local government policies and plans that support a reduction in greenhouse gas emissions.*” He highlighted that this option for the wording of the goal would not require other jurisdictions to implement greenhouse gas reduction measures. SKATS would coordinate and resolve competing ideas and plans. He emphasized that it is inevitable that the state of Oregon and the federal government will take action to reduce greenhouse gases. He suggested that it would be prudent to implement early, low-cost reductions using smart transportation planning.

Agenda Item D. Public Hearing for the SKATS FY 2018-2023 TIP Amendment and Air Quality Conformity Determination (AQCD)

Chair Cathy Clark opened the Public Hearing for the Amendment to the FY 2018-2023 Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD) at 12:10 p.m.

Karen Odenthal reminded committee members that they previously released the draft Amendment to the FY 2018-2023 SKATS Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD) for public review. Ms. Odenthal provided an overview of the proposed project and of public involvement activities and response. Ms. Odenthal explained that the proposed amendment is to add the construction phase of the I-5: Kuebler to Delaney Widening project. The draft amendment and its Air Quality Conformity Determination (AQCD) were posted to the MWVCOG website as well as distributed to SKATS’

¹ Mr. Carver’s written comments are attached to the minutes of this meeting.

list of interested parties. A press release regarding the draft amendment was sent to SKATS' area media contacts. One comment was received by phone. It was from Roger Kaye, Friends of Marion County, and it included a request for project details and the anticipated completion date for the project.² Mr. Kaye was supportive of the project. Ms. Odenthal noted that ODOT intends to apply for federal Better Utilizing Investments to Leverage Development (BUILD) grant funding for additional construction funds for this project.

Following the staff presentation, Chair Cathy Clark asked if any members of the public wished to provide public testimony. Mitch Teal did not volunteer to testify; however, he was puzzled that the project illustration in the drawing appears to have different boundaries, possibly up to half of a mile in difference. Ms. Odenthal responded that the limits of the project go south of the Delaney Interchange so that the merging and diverging lanes are included.

In response to a query from Councilor Jim Lewis, committee members and SKATS staff discussed the difference in funding parameters between the federal Transportation Investment Generating Economic Recovery (TIGER)³ and Better Utilizing Investments to Leverage Development (BUILD) programs. (*See additional information below.*)⁴

Commissioner Craig Pope asked if the proposed project has been through the customary process including public involvement and meets all federal requirements. Ray Jackson responded that the project along with its AQCD has been vetted and meets all federal requirements.

Chair Cathy Clark closed the public hearing at 12:20 p.m.

Motion was made by Paul Kylo, seconded by Kathy Lincoln, to approve Resolution 18-22 adopting the Air Quality Conformity Determination (AQCD) for the SKATS FY 2018-2023 TIP. Those voting in favor of the motion were Sam Brentano, Cathy Clark, Dan Fricke (Alternate for Lisa Nell), Paul Kylo, Jim Lewis, Kathy Lincoln, Craig Pope, and Gary Tiffin. **The motion passed unanimously.**

Motion was made by Paul Kylo, seconded by Kathy Lincoln, to approve Resolution 18-21 amending the FY 2018-2023 TIP to add \$20,865,436 of funding, add utility relocation and construction phases, and slip right-of-way phase to 2019 for Project Key Number 19929 – I-5: Kuebler Blvd. to Delaney Rd. widening. Those voting in favor of the motion were Sam Brentano, Cathy Clark, Dan Fricke (Alternate for Lisa Nell), Paul Kylo, Kathy Lincoln, Craig Pope, and Gary Tiffin. **The motion passed unanimously.**

² See the request from Mr. Kaye and the staff response in the Public Comment Log included in the July 24, 2018 Policy Committee agenda packet.

³ TIGER Discretionary Grant awards ranged from \$1 million to \$105 million with an average award size of \$14.5 million, pursuant to the FY 2015 Appropriations Act (funds available through September 30, 2017). There were 41 recipients of \$487 million in total grant funding for the TIGER surface transportation grant program for fiscal year 2017.

⁴ For this BUILD cycle, the maximum grant award is \$25 million with no more than \$150 million awarded to a single state, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas.

Agenda Item E. SKATS 2019-2043 RTSP: Chapters 1-3

Ray Jackson reported that Chapter 1 (“**Introduction**”) of the draft RTSP Update has had minimal revision from the adopted RTSP. The most notable revision is the inclusion of a section related to changing trends due to technology. Technological changes are having an impact on people’s transportation choices regarding how they travel or use transportation services. This trend is anticipated to continue.

The draft revisions to Chapter 1 describe how the introduction of the smartphone with its increasing capabilities has had a major impact on transportation choices, including shared vehicle ownership and initiating transportation services such as Uber and Lyft so that more people are choosing not to drive. Additional factors are also addressed in Chapter 1 such as the impact of automation and machine intelligence.

Mr. Jackson informed the group that this is the initial review of the draft chapters. PC members will see them again before public review next year.

Mr. Jackson continued with an overview of draft Chapter 2, Policies and Regulations. Referencing page 3, the section highlighted in yellow, he noted that federal regulations require MPOs to use a “3C” process to plan their regional systems. The three Cs are: Continuing, Comprehensive, and Cooperative. Traditionally, SKATS has included four other principles: Consistent, Coordinated, Coherent, and Cost-effective. Mr. Jackson asked if the extra, optional principles should be kept in the plan or removed. He reported that the SKATS TAC members discussed the issue and recommended leaving the four optional principles in the draft plan.

Mr. Jackson also noted that the rest of the highlighted sections are related to the ongoing update of the Oregon Transportation Planning Rule (TPR) and will be revised when that work is completed.

Chair Cathy Clark suggested retaining the additional “Cs” until they receive public input on the issue. Mr. Jackson informed the committee that the public has seen all seven principles in past RTSPs since 1996. PC members decided to leave the additional “Cs” in the draft document at this time.

Referencing draft Chapter 3, Goals and Performance, Mr. Jackson explained that this chapter has been revised based on the previous TAC and Policy Committee discussions. While most of the goal issues have been resolved, consensus has not yet been reached concerning Goal 7, the environmental goal.

Mr. Jackson announced that the transit safety rules just came out and will be reviewed by staff and incorporated into Chapter 3. Referencing the blue-highlighted table on page 7 of draft Chapter 3, Mr. Jackson stated that this table will move to an appendix that is focused on the performance measures. He reminded the committee that at their June meeting they requested

additional information on what it means for an MPO to support the state and transit district performance targets; Mr. Jackson referenced a handout “Brief to the Policy Committee” (developed by SKATS staff) that provides the relevant information.

Mr. Jackson noted that FHWA hosted a training event last week where this topic was of great interest to MPO representatives present at the event. FHWA staff provided guidance for the process of supporting state or transit district targets. Heavy emphasis was placed on the MPO’s documentation of how the MPO is integrating the performance-based planning and program concept into their workflows and planning and project selection processes. The documentation that should be included in the MPO’s TIP and RTSP. FHWA’s guidance included the following four tasks :

1. The MPO would work with ODOT or the Transit District to identify the areas for improvement for each performance measure and document these areas in the Regional Transportation Systems Plan (RTSP) and Transportation Improvement Program (TIP).
2. They would coordinate with ODOT or the Transit District to include their performance measure(s) and target(s) in the RTSP.
3. MPO staff would integrate into the planning process the goal(s), objective(s), performance measure(s), and target(s) associated with each performance measure(s) that is in planning documents from ODOT or the Transit District.
4. The TIP would include a description of the anticipated effect of the TIP toward achieving the target(s) discussed in the RTSP, linking investment priorities in the TIP to those target(s).

Mr. Jackson reminded the committee that if SKATS decides to support the targets set by ODOT and/or Cherrits, there is not a requirement for the RTSP to list specific target values for any of the performance measures. Mr. Jackson explained that it wouldn’t make sense to be that specific in the RTSP since ODOT’s or Cherrits’ targets could change multiple times during the length of the plan. The Policy Committee brief also noted that the SKATS TIP will require the inclusion of a discussion of how the projects in the TIP as a whole are supporting ODOT’s and Cherrit’s targets.

Regarding Objective 3 and Indicators, pages 5-6 of draft Chapter 3, Mr. Jackson advised the group that SKATS regional miles of bike and sidewalk miles will be among the indicators for this objective. SKATS staff are currently working on a sidewalk survey. Chair Cathy Clark emphasized the importance of connectivity.

Referencing Objective 5, page 6 of draft Chapter 3, Mr. Jackson noted that the objective of the required reduction of emissions for CMAQ projects has no historical trend information available for the SKATS area as the region has only recently begun receiving CMAQ funds.

Chair Cathy Clark provided an update on related discussions and activities to date regarding the draft environmental goal and explanatory statement. Both Councilor Lewis and Commissioner Brentano have sought viewpoints from their jurisdictions to provide direction to resolve conflicts to the proposed language of the draft goal.

Referencing Draft Goal 7, Option G, Chair Clark suggested accepting the following language for the goal up to the word “**plans**” as shown in *Option G. (The goal of the RTSP is to have a Regional Transportation System that is...planned to minimize the impacts to the natural and built environment, including coordination with local government policies and **plans** that support a reduction in greenhouse gas emissions.*) She suggested that the words following **plans** be deleted. Chair Clark suggested language that could be used in an illustrative statement to go along with Goal 7.

Policy Committee members discussed different language options for both the draft goal and an explanatory/illustrative statement to go with it. Commissioner Brentano disagreed with proposed language in the illustrative statement that referred to greenhouse gas emissions. He commented that SKATS’ focus is transportation not the environment. Mayor Gary Tiffin suggested that the statement should be kept general enough to serve the best interests of the community. He was ambivalent toward the proposed terms “should” and “may.” Kathy Lincoln supported the term “should” but not “may.” Chair Clark reminded members that the explanatory statement is illustrative, not mandatory; that not every project in the SKATS plans would be compared to every goal. Each jurisdiction would be free to support the projects they wanted within their jurisdiction without needing approval by another jurisdiction. She suggested approving the draft goal language to move forward to public involvement and reviewing the issue following the public’s input.

Consensus was reached related to the draft Goal 7 as follows:

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

Commissioner Sam Brentano stepped out of the meeting at 12:57 p.m. Discussion continued with the remaining committee members related to language for the proposed explanatory statement. Consensus was developed by the members present on the language in the draft Explanatory Statement as follows:

“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, storm water, greenhouse gases, and noise pollution.”

Councilor Jim Lewis responded that the specific words approved by the city of Salem are not in this version and feels that the consensus process has failed. He hoped that in the interests of cooperation, the city will agree with the goal and statement so that planning can move forward. He said he will also bring forward a motion to move away from the consensus process. He noted that without consensus, nothing will get done. Mike Jaffe responded that staff will send out draft language for PC members to review.

Commissioner Sam Brentano returned at 1:08 p.m.

The Policy Committee requested regular updates related to public comments received for this goal or any of the goals.

Agenda Item F. Letter for SAMTD on Funded ITS Projects in TIP

Karen Odenthal explained that over time, the transit district has been awarded SKATS STP-U funding for three grants which are all components of the SAMTD Intelligent Transportation System (ITS) upgrade project. SAMTD has requested a letter of clarification from SKATS that the intent of the three grant awards are to collectively support all three parts of SAMTD's ITS upgrade project. The letter is to document that the original intention of the ITS project was to obtain grant funding to make the overall project possible and to clearly identify that each grant was to support the completion of the overall ITS project.

Motion was made by Paul Kylo, seconded by Kathy Lincoln, to approve the SAMTD request to have the Policy Committee chair sign a letter of clarification that the three grant awards were made to enable the overall ITS project. Those voting in favor of the motion were Sam Brentano, Cathy Clark, Dan Fricke (Alternate for Lisa Nell), Paul Kylo, Kathy Lincoln, Craig Pope, and Gary Tiffin. **The motion passed unanimously.**

Agenda Item G. Federal Fund Obligation Rate

Mike Jaffe reported that ODOT and the three larger MPOs (SKATS, Metro, Central Lane) have been meeting to review and revise an ODOT proposal describing objectives, approaches, and targets for increasing the obligation rate of federal funds received by the MPOs. Obligation rates drop when projects or project phases are not being obligated in the year programmed in the SKATS TIP, but are "slipped" to later years. Reasons for project delays and slipping to later years include: the extended time it takes to complete intergovernmental agreements between ODOT and the local jurisdictions, more regulatory requirements with federally funded projects, the lack of local agency resources to make progress on federal projects, and unexpected complications during project development.

Commissioner Craig Pope left at 1:31 p.m.

Agenda Item H. TIP Modifications

Karen Odenthal reminded committee members that two administrative amendments made to the adopted TIP since the last Policy Committee meeting are summarized in a table included in the agenda packet. Both are Marion County projects that are being "slipped" from FY2018 to FY2019.

Agenda Item I. Other Business

The next SKATS Policy Committee meeting is scheduled for Tuesday, August 28, 2018. The next meeting of the Oregon Metropolitan Planning Organizations Consortium (OMPOC) is scheduled for August 3, 2018, in Eugene. Chair Clark, Kathy Lincoln, and Karen Odenthal will be attending the meeting.

Chair Cathy Clark adjourned the meeting at 1:37 p.m.

Testimony by Philip Carver, Ph.D.
On Behalf of 350 Salem
July 24, 2018
Regarding the Environment Goal for the SKATS Plan

First a bit about my credentials: I hold a Ph.D. from Johns Hopkins University in natural resource and utility economics. I worked for 37 years for state government, principally as a policy analyst for the Oregon Department of Energy. From 1988 to 2017 my primary areas of focus were on the science of climate change and ways to reduce greenhouse gas emissions.

Apparently I need to reemphasize the depth of the scientific consensus on humans being the cause of the substantial climate changes we are seeing. There is currently no competing alternative in the scientific literature to the idea that humans are the culprits. There is a popular counter-argument that because the large temperature change at the end of the last ice age was natural, then the current changes must be natural. The fatal flaw in this argument is the change 12,000 years ago, along with the other glacial/interglacial changes over the last 800,000 years, were all accompanied by corresponding changes in greenhouse gas levels, as shown in Greenland and Antarctic ice cores. The geologic record shows that greenhouse gases have a strong and direct effect on the Earth's temperature.

The longer wildfire season in the Western U. S. is a direct result of human caused climate change. These and other destructive results can be slowed if Salem and other local and state jurisdictions help maintain U.S. compliance with the Paris Climate Accord. The City of Salem is committed to pursuing no-cost and low-cost emission reductions from regional transportation in its Climate Action Plan. That plan is being developed over the next few years.

The SKATS relies on a consensus adoption of its own plan. In the spirit of consensus and cooperation Salem 350 endorses SKATS Staff's Option G of the environmental goal:

Option G. The goal of the RTSP is to have a Regional Transportation System that is ... planned to minimize the impacts to the natural and built environment, including coordination with local government policies and plans that support a reduction in greenhouse gas emissions."

Adoption of this goal does not require that other jurisdictions implement greenhouse gas reductions, only that SKATS coordinate and resolve competing ideas and plans.

It is inevitable that the State of Oregon and the Federal Government will take substantive actions to reduce greenhouse gas emissions. Salem and the metro area can reduce the cost of these future reductions by making early low-cost reductions through smart transportation planning.

Option G is an **absolute minimum level of cooperation** between SKATS and the City of Salem. All Option G asks of SKATS is that it **coordinate with the City in the City's efforts** to reduce a source of pollution that threatens every county, state and country.

Thank you for the opportunity to testify. I would be happy to answer any questions.

Agenda Item D.

Federal Performance Measures: Supporting ODOT Targets

**SKATS Policy Committee
(PC)
August 28, 2018**

Action Requested:

1. Adopt **Resolution 18-23** (*attached*) supporting ODOT's targets for all federal pavement and bridge performance measures.
2. Adopt **Resolution 18-24** (*attached*) supporting ODOT's targets for all federal performance of the National Highway System measures.



Memorandum

Date: August 21, 2018
To: SKATS Policy Committee (PC) Members
From: Ray Jackson, Senior Transportation Planner
Re: **Federal Performance Measures: Supporting ODOT's Targets**

Issue

Shall the Policy Committee support the targets set by the Oregon Department of Transportation (ODOT) for the federally required performance measures covering the conditions of the pavement on the Interstate and non-Interstate National Highway System (NHS), the conditions of the bridge decks on the NHS, the effectiveness of projects funded by the Congestion Mitigation and Air Quality (CMAQ) program, and the reliability of travel for truck on the Interstate, and the reliability of travel for personal vehicles on the Interstate and non-Interstate NHS?

Recommendation

Staff recommends supporting the targets set by ODOT for the above-mentioned performance measures while collecting data on the operation of these systems. SKATS will reevaluate this issue in 2021 and decide at that time whether to continue to support these ODOT targets, or to develop SKATS-specific targets.

Background

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

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

ODOT has established targets for four (4) sets of road-related performance measures with the approval of the Oregon Transportation Commission (OTC) at their May 2018 meeting. These cover the condition of pavement and bridges on the Interstate and National Highway System (NHS), the effectiveness of projects funded by the Congestion Mitigation and Air Quality (CMAQ) program, and the reliability of travel on the Interstate and NHS. SKATS is required to either support ODOT's targets or develop MPO specific targets within 180 days or by November 16, 2018. Due to meeting schedules, the Policy Committee will need to decide by their October 23, 2018 meeting.

A presentation of these measures and the state-wide targets set by ODOT were presented to the Policy Committee at the June 26, 2018 meeting. At that meeting the Policy Committee asked for clarification on **the process and implications if SKATS decides to support the ODOT statewide targets** for each of the performance measures (bridge, pavement, and system performance). At the July 24, 2018 Policy Committee meeting, staff provided a handout that summarized what the process would be based on information gathered from FHWA staff at a July 18th training event. **FHWA staff emphasized that it was important to document how the MPO is integrating the performance-based planning and programming paradigm into our workflows and project selection process and showing this in our main planning documents (RTSP and TIP).** In general, the tasks would be to:

1. Work with ODOT or the Transit District to identify the areas for improvement for each performance measure and document these areas in the Regional Transportation Systems Plan (RTSP) and the Transportation Improvement Program (TIP)
2. Coordinate with ODOT or the Transit District to include their performance measure(s) and target(s) in the RTSP
3. Integrate into the planning process the goal(s), objective(s), performance measure(s) and target(s) associated with each performance measure(s) that is in planning documents from ODOT or the Transit District
4. Include a description in the TIP of the anticipated effect of the TIP toward achieving the target(s) discussed in the RTSP, linking investment priorities in the TIP to those target(s).

In the RTSP there will be a discussion of the national performance measures and the targets in general, and a link to the latest targets set by ODOT and SAMTD. Additional language will be added to describe how the projects in the first four years of the RTSP will support ODOT or SAMTD in making progress toward their target(s). The projects in years 5 to 20 of the RTSP should be consistent with the Goals and Objectives that are listed in Chapter 3 of the RTSP. As part of this RTSP Update, we will include language to show how projects meet the Goals and

Objectives, and how they were proposed and selected for inclusion in the financially constrained project list.

To be clear, there is no requirement for the RTSP to list specific target values for any of the performance measures. Given that during the four years between RTSP updates the safety and transit state of good repair targets will change four times -- and the other targets once and possibly twice -- this makes sense. When a target is changed by either ODOT or SAMTD, it is not necessary to update the RTSP. There will be included within the discussion of the RTSP a link to webpages used by ODOT and SAMTD to inform the public of the performance measures and targets.

For the TIP, FHWA staff's guidance is to provide a discussion of how the program of projects (that is, all the projects in the TIP taken together) are supporting the targets set by ODOT and SAMTD. It is not required to discuss the impact of individual projects. Again, the TIP will have a link to the latest targets set by SAMTD and ODOT and will not be amended if these targets change before the next scheduled TIP update.

The targets that SAMTD or ODOT set are the ones SKATS would be **supporting**. For the ODOT targets for bridge, pavements, and system performance, there is no need to determine if roadways within the SKATS area are meeting ODOT's targets. As a voluntary option, SKATS staff can attempt to track performance measures for roadways only within the SKATS area and provide that information to the Policy Committee, Technical Advisory Committee and public at regular intervals. Information will also be provided on the MWVCOG website.

Lastly, it should be noted that we have heard that most MPOs are deciding to support their state's Performance Measure targets rather than develop their own MPO-specific targets. That is true within Oregon, Washington, and many other states in the U.S.

Implications of Federal Performance Measures

For each of the federal performance measures, SKATS must either support the target set by ODOT or SAMTD or develop a quantifiable target. For the bridge, pavement, and system performance measures, the targets are for four years (2018 to 2022). Under current federal regulations, there are no repercussions if SKATS sets a target and it is not met. While there are penalties that apply to ODOT if they fail to show progress toward meeting the goals they set, these penalties do not apply to SKATS if we choose to support ODOT's target.

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

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

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

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

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

It is recommended that for the first reporting period, that SKATS agree to “accept and support” the targets set by ODOT or SAMTD. The reasons for the recommendation are slightly different for each of the sets of performance measures.

- a) For the System Performance measures, CMAQ and reliability on the Interstate and/or NHS), there is at most data for the SKATS area for one year. This is not sufficient to allow for trends to be established, which makes target setting difficult. ODOT has data on the CMAQ portion covering multiple years. For reliability, consistent data is currently available only for 2017.
- b) For the pavement and bridge measures, historically, SKATS has not allocated any funding to maintaining the regional roads. These have been funded via local (or ODOT) sources. Replacement of bridges has used federal funds, but this occurs infrequently. While we could set targets, this would require gathering information regarding where paving work will be done in the next four years (which may not be available outside ODOT, if at all), aligning that with the identified poor/fair pavement quality locations, and figuring out what the change in the score would be. It is easier to agree to support the ODOT targets and track the measures over the next three years.

RJ:lm

h:/transport/Policy Committee/2018/August2018/PM/Fed Performance Measures - ODOT target setting - 8 28 18.docx

Draft

Resolution 18-23

Resolution in Support of the Oregon Department of Transportation Targets for Performance Measures for Pavement and Bridge Condition for the Salem-Keizer Area Transportation Study (SKATS)

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

WHEREAS, the SKATS Policy Committee is authorized by the Cooperative Agreement dated April 6, 1987, and reaffirmed with the adoption of the SKATS Planning Work Program annually, to carry out a continuous, comprehensive, and cooperative transportation planning and programming process; and

WHEREAS, federal statutes and regulations provided pursuant to the adoption of the Fixing America's Surface Transportation (FAST) Act requires state Departments of Transportation (DOTs) to set targets for four pavement and two bridge condition performance measures by May 20, 2018, as per 23 U.S.C. 150 and 23 CFR 490.307 and CFR.407; and

WHEREAS, the Oregon State Department of Transportation (ODOT) has established targets for the following pavement and bridge condition performance measures:

- 1) Percent of Interstate pavements in Good condition,
- 2) Percent of Interstate pavements in Poor condition,
- 3) Percent of non-Interstate National Highway System (NHS) Pavements in Good condition,
- 4) Percent of non-Interstate NHS Pavements in Poor condition,
- 5) Percent of NHS bridges classified in Good condition,
- 6) Percent of NHS bridges classified in Poor condition; and

WHEREAS, federal regulations (23 CFR 490.105) require MPOs to establish targets within 180 days of the State establishing targets, which is November 16, 2018 for pavement and bridge condition; and

WHEREAS, an MPO may establish pavement and bridge condition targets by agreeing to plan and program projects that contribute toward the accomplishment of the State targets, or establish its own target within 180 days of the State establishing and reporting its pavement and bridge condition targets;

NOW THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF THE SALEM-KEIZER AREA TRANSPORTATION STUDY:

THAT the SKATS Policy Committee hereby agrees to support ODOT's targets for the pavement and bridge condition performance measures; and

THAT the SKATS Policy Committee will plan and program projects in the SKATS 20-year Regional Transportation Systems Plan (RTSP) and SKATS Metropolitan Transportation Improvement Program (MTIP) so that they contribute to the accomplishment of said targets as resources allow.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 28th day of August 2018.

Chair
Salem-Keizer Area Transportation Study
Policy Committee

Draft

Resolution 18-24

Resolution in Support of the Oregon Department of Transportation Targets for Performance of the National Highway System for the Salem-Keizer Area Transportation Study (SKATS)

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

WHEREAS, the SKATS Policy Committee is authorized by the Cooperative Agreement dated April 6, 1987, and reaffirmed with the adoption of the SKATS Planning Work Program annually, to carry out a continuous, comprehensive, and cooperative transportation planning and programming process; and

WHEREAS, federal statutes and regulations provided pursuant to the adoption of the Fixing America's Surface Transportation (FAST) Act requires state Departments of Transportation (DOTs) to set targets for system performance on the National Highway System (NHS) by May 20, 2018, as per 23 U.S.C. 150 and 23 CFR 490.507, CFR 490.607 and CFR 490.807; and

WHEREAS, the Oregon State Department of Transportation (ODOT) has established targets for the following performance of the NHS measures:

- 1) Travel Time Reliability
 - a. Percent of person-miles traveled on the Interstate system that are reliable,
 - b. Percent of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable,
- 2) Freight Movement
 - a. Truck travel time reliability index on the Interstate system,
- 3) Congestion Mitigation and Air Quality (CMAQ) Improvement Program
 - a. Total emissions reductions (of Carbon Monoxide (CO)) from all CMAQ-funded projects; and

WHEREAS, federal regulations (23 CFR 490.105) require MPOs to establish targets within 180 days of the State establishing targets, which is November 16, 2018 for performance of the NHS; and

WHEREAS, an MPO may establish performance of the NHS targets by agreeing to plan and program projects that contribute toward the accomplishment of the State targets, or establish its own target within 180 days of the State establishing and reporting its system performance targets;

**NOW THEREFORE, BE IT RESOLVED BY THE POLICY COMMITTEE OF
THE SALEM-KEIZER AREA TRANSPORTATION STUDY:**

THAT the SKATS Policy Committee hereby agrees to support ODOT's targets for the performance of the NHS measures; and

THAT the SKATS Policy Committee will plan and program projects in the SKATS 20-year Regional Transportation Systems Plan (RTSP) and SKATS Metropolitan Transportation Improvement Program (MTIP) so that they contribute to the accomplishment of said targets as resources allow.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 28th day of August 2018.

Chair
Salem-Keizer Area Transportation Study
Policy Committee

Agenda Item E.

Title VI and Environmental Justice (EJ) Refresher

**SKATS Policy Committee
(PC)
August 28, 2018**

Action Requested:

Informational item.

Title VI and Environmental Justice Overview

SKATS POLICY COMMITTEE
AUGUST 2018

Outline

What is Title VI and Environmental Justice?

What are the Authorities?

What are the responsibilities of ODOT?

What are the responsibilities of SKATS?

What is Title VI?

Title VI of the Civil Rights Act of 1964 – Addresses Nondiscrimination in Federally Assisted Programs and Activities

“No person in the United States shall, on the ground of race, color, or national origin, be **excluded from participation** in, be **denied the benefits** of, or be **subjected to discrimination** under any program or activity receiving Federal financial assistance.

What is Environmental Justice?

Executive Order 12898,
Signed by President Clinton on February 11, 1994

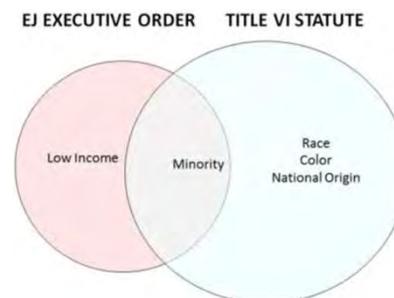
Each Federal agency must make EJ part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.

Similarities

- Both address process and equal protection
- Both aim to provide fair and equitable treatment
- Both address discrimination
- Both cover all program areas

Differences

- Title VI requires reporting
- Title VI prohibits discrimination on all federally funded activities, (not just health or environmental)
- EJ requires an analysis of work to determine both benefits and burdens



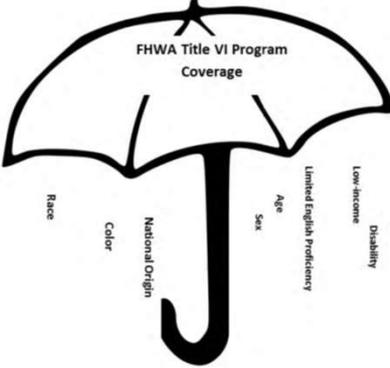
Related Authorities

Authority:	Protection:
The 1970 Uniform Act	Property Acquisition
Sec. 504 of the Rehabilitation Act of 1973	Handicap/Disability
Federal Aid Highway Act of 1973	Gender
Age Discrimination Act of 1975	Age
Civil Rights Restoration Act of 1987	All programs of an organization
Americans with Disabilities Act 1990	Disability
EO 13166 – Limited English Proficiency 2000	National origin/Language

Related Authorities

FHWA, USDOT and FTA all have issued orders or circulars updating guidance on EJ programs

- May 2012 – US DOT order 5610.2(a)
- June 2012 – FHWA Order 6640.23A
- July 2012 – FTA Circular 4703.1



FHWA Title VI Program

“adverse effects” means

the totality of significant individual or cumulative human health or environmental effects, **including interrelated social and economic effects.**

From the FHWA EJ Reference Guide (2015)

Consider the benefits and burdens of transportation projects?

<p>Potential Burdens:</p> <ul style="list-style-type: none"> • Disruption of community • Adverse employment effects • Decline in tax base or property values • Displacements • Increased noise and/or emissions • Diminished aesthetics • Disruption to businesses • Parking/access to transit 	<p>Potential Benefits:</p> <ul style="list-style-type: none"> • Reduced travel times • Reduced congestion • Improved safety outcomes • Improved travel options
---	---

ODOT Responsibilities Title VI and EJ

- Must have a Title VI Civil Rights Unit
- Must have a Title VI coordinator
- Submit Annual Accomplishment Report to FHWA
- Investigate complaints, resolve & report data
- Conduct Title VI reviews (SKATS)
- Provide training and assistance
- For EJ, GIS data is available
- “Guidelines for Addressing Title VI and Environmental Justice in Transportation Planning” –January 2015

SKATS Responsibilities/Responses

- Adopted Title VI plan (2010)
- Title VI Coordinator (Mike Jaffe)
- Outreach Materials translated to Spanish
- Interpretation services made available
- Keep records of public involvement
- Title VI Complaint form (on website, or by paper)
- Annual Accomplishment report to ODOT
- Audited by Civil rights division ODOT (2013)

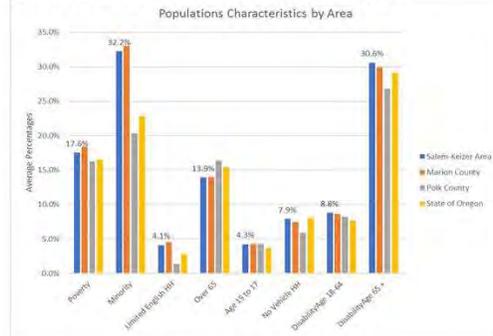
SKATS Responsibilities/Responses

We create a Demographic Profile of community updated regularly

Map 11: Census Tracts with Multiple High Percentage Values of Population Characteristics, ACS Data 2011-2014

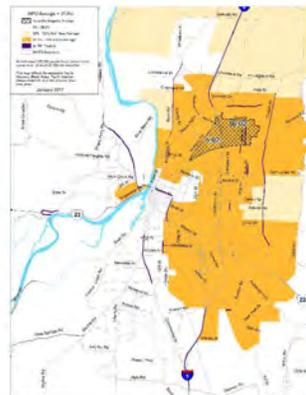


Figure 1: Population Estimates During the 2011-2015 Time Period



SKATS Responsibilities/Responses

SKATS EJ analysis as part of TIP and RTP



SKATS

Responsibilities/Responses

2016 Quadrennial review – (**corrective action**)

- Updated PPP (2017)
- Enhanced our contacts list
- Joining other open houses and outreach events for wider outreach
- Increasing other methods of outreach (e.g. Facebook)

SKATS

Responsibilities/Responses

2016 Quadrennial review – (**recommendation**)

- Enhanced the EJ analysis for the 2018-2023 TIP update

SKATS, next

- Update Title VI plan (last adopted in 2010) – to reflect recent PPP update
- EJ analysis for the RTP (Quad Review recommendations)
- Possible further EJ training or feedback, from FHWA

Agenda Item F.

OMPOC and MWVCOG Legislative Priorities

**SKATS Policy Committee
(PC)
August 28, 2018**

Action Requested:

Provide input on the list of legislative priorities and potential modifications to recommend at the October OMPOC meeting.

Draft 2018 Legislative Priorities presented to the Central Lane MPO Policy Board

The Central Lane metropolitan region is focused on developing a true multimodal transportation system that provides maximum transportation options for all users in our community. In particular, we strongly advocate for support of the following in any transportation package considered by the Oregon Legislature in 2019.

1. **Prioritize Safety and Universal Access.** It is important to prioritize safety and universal access to the transportation system above and beyond reducing congestion or any other consideration. We would like to see cost effective investments that focus on increasing mobility of people in an equitable manner. There should be more of an emphasis on, and support for, the Mayor's Challenge, Vision Zero, complete streets, mobility hubs, and ADA improvements. Multimodal and mixed-use design focused on safety for *all* users can save lives, enhance economic development in communities, and increase healthy transportation options for residents and visitors, which, when everything is accounted for, saves the state and local jurisdictions more money than congestion reduction investments.
2. **Transit funding.** We would like to see sustainable transit funding and support to ensure funds grow with ongoing transit operation, accessible services and new system build out needs. Such funding should recognize transit's contributions to roadway congestion reduction.
3. **Support increasing investment in Safe Routes to School Programs.** Not only is continued support for Safe Routes to School programs essential, we would also like to suggest expanding the programs to include middle school and high school students to reflect the needs of our local community's programs.
4. **Support for both Freight and Passenger Rail.** The MPO believes that there should be more emphasis in both of these areas. Freight rail presents significant opportunities for improving the movement of freight in Oregon, which is vital to Oregon's economy, while at the same time providing congestion relief on the state's highways. Passenger rail is an essential component of moving Oregon's transportation system efficiently into the future as the state, and the west coast corridor, grows. Passenger rail is also a vital part of economic development throughout our region. The firms that are fueling growth in our region, and their new employees, desire, if not expect, frequent and reliable passenger rail service as part of both doing business, and as an important component of their quality of life.
5. **Support investments in community bicycle and pedestrian improvements.** It would greatly benefit Eugene, Springfield, Coburg, and Lane County if the funding eligibility for bicycle and pedestrian infrastructure could be expanded beyond existing "in the right of way" constraints to also include projects that are adjacent to and beyond the right of way. Overall, increased investments in this area are critical. Lane County jurisdictions have a desire, and great need, to connect communities and other destinations via bicycle and multi-use paths and trails that are not always in the right-of-way. These investments are also significant when it comes to attracting and leveraging tourism dollars. Overall, the MPO supports increasing bicycle/pedestrian infrastructure funding by dedicating additional federal funds and increasing the share of the State Highway Fund dedicated to active transportation. Funding should be restructured to emphasize and prioritize cost effective investments, including walking, biking, and other transportation options infrastructure and programming. For instance, the state could more strongly emphasize transportation options by requiring all large employers to have transportation options programs, providing flexibility for employers to develop their own programs. It is important to connect utilitarian active transportation system needs with

recreational trail systems, which can also serve as resiliency resources in the case of earthquakes or other catastrophic disasters.

6. **Jurisdictional transfers.** This topic needs to be explored by local jurisdictions along with the state to ensure that the level of funding would be adequate to make the arrangements work from the local perspective. Adequate funding is critical; funding needs to cover costs to modernize and maintain the facilities in question. The Central Lane MPO supports dedicating 1 cent per gallon of the state gas tax to funding jurisdictional transfers.
7. **Intra-city Transit.** Intercity transit is often the focus of transit discussions at the state level, but intra-city transit improvements are just as often overlooked. There is a need for the metropolitan areas across the state to expand, operate, and maintain robust intra-city and intra-metro transit services. Intra-city transit investments will be cost effective and help achieve the state's greenhouse gas reduction goals.
8. **Transit Student Youth Pass.** Funding for a comprehensive transit student youth pass is a proven and cost effective approach to serving the transportation needs of this demographic, reducing reliance on the automobile, creating a safer and more secure transportation option for students, and creating the potential for life-long transit users.
9. **Improve Efficiency and Coordination in the Provision of Special Transportation Services.** The state estimates that between the Oregon Department of Transportation, the Department of Human Services, and the Oregon Health Authority, hundreds of millions of dollars are spent annually providing special transportation services, with significant opportunities for improving coordination and efficiency among providers. The opportunities for improving the efficiency, cost-effectiveness, and service to the end users in this area should be emphasized in the Legislature's deliberations.
10. **Climate Change.** Climate change should be a leading element in the Vision Panel's various findings to direct transportation investments and priorities across Oregon. Given that the transportation sector is responsible for more than one-third of the greenhouse gas emissions in Oregon, it is not emphasized enough throughout the various findings. While leaving flexibility for jurisdictions and regions to address greenhouse gas emissions and climate change in both the transportation arena and other areas in ways best suited to those local areas, this Report can provide leadership and a clearer call for the importance of considering this issue. At a minimum, the Report should identify how the findings address greenhouse gas emissions and goals already established by the State, as well as how the findings dovetail with the Scenario Planning work already completed within many of the state's metropolitan areas.
11. **Direct more Funding and Authority to Local Communities.** There are diverse needs and priorities. Let local communities choose more often where to invest as long as there is proven efficiency, such as prioritizing projects that accomplish multiple goals. ODOT should provide more flexibility in design standards and more local authority in the process for establishing speed limits to be able to accomplish local safety and mobility goals.
12. **Prioritize Seismic Preparedness.** Funding for seismic upgrades for lifeline transportation routes should be a priority. In addition to these infrastructure improvements, it is vital that the Oregon Department of Transportation communicate with emergency response professionals which routes have been designated as high priority seismic lifeline transportation routes.

* Please note: ODOT is convening a group to discuss local authority of speed limits outside of the legislative session.

13. **Automated Speed Enforcement.** Introduce and/or support legislation authorizing cities to use fixed speed cameras at locations other than intersections. Automated enforcement has been shown to decrease speeds after deployment. Automated enforcement, outside of intersections, would be a valuable tool allowing cities to mitigate dangerous behaviors and speeding that contribute to crashes.
14. **Local Authority of Speed Limits*** Allow Oregon cities to opt-in to drop their speeds on residential streets 5 mph lower than the state speed limits. Cities should be able to determine speeds that are adequate and safe for their communities. Currently, Oregon speed limits are set based on the guidance that speed limits in speed zones within cities should be within 10 mph of the 85th percentile speed.
15. **Support dedicated funding for aviation**
16. **Support additional ConnectOregon programmatic funding**
17. **Safe Routes to School.** Currently a 40% cash match for funds is required. Cash match can be reduced to 20% when the project is within a city of 5,000 people or fewer, or is near a Title 1 school, or is within a "Priority Safety Corridor." Support legislation to reduce the cash match requirement to 20% and 10% when the project is within a city of 5,000 people or fewer, or is near a Title 1 school, or is within a "Priority Safety Corridor."

* Please note: ODOT is convening a group to discuss local authority of speed limits outside of the legislative session.



2019 Proposed Legislative Concept

The Mid-Willamette Valley Council of Government's (MWVCOG) Board of Directors will meet on October 16, 2018 to determine its agenda and policy positions for the 2019 Legislative Session. Use this form to submit issues, concepts and ideas for consideration to become part of the MWVCOG's legislative priorities. Use of this form is not required; the MWVCOG will consider proposed concepts that generally follow this format.

Title/Name of Concept: _____

Problem Statement (In 500 words or less, describe the general nature of the issue the legislative concept would solve and or the intent of the legislation):

Proposed Concept: (In 500 words or less describe the concept):

Statutes Affected (if known): _____

Known Groups in Support: _____

Known Groups in Opposition: _____

Contact Information

Name: _____
Organization/ Title: _____
Email: _____
Phone: _____

Email this form to mwvcog@mwvcog.org or mail to MWVCOG, 100 High Street SE, Suite 200, Salem Oregon 97301

Deadline for Submission is September 30, 2018

Agenda Item G.

ODOT 2nd Quarter Report to OTC

**SKATS Policy Committee
(PC)
August 28, 2018**

Action Requested:

Informational item.

ODOT Quarterly Performance Report

April 1, 2018 – June 30, 2018



Table of Contents

Programs

Safety	3
Oregon Public Transportation Plan	4
Statewide Plan Implementation	5
OReGO and Road Usage Charge	6
Connect Oregon	7
DMV Service Transformation Program	8
Passenger Rail Service	10
STIP Development	11
ADA Implementation	12

Projects

13

An online performance dashboard to supplement the information in this document is available at www.oregon.gov/ODOT/PerformMang/Pages/OTC-Performance-Update.aspx.



Safety

Summary

Transportation Safety Division and safety partners are actively working on the implementation of the 2016-2020 Transportation Safety Action Plan (TSAP), as well as the beginnings of the 2021-2025 TSAP needed by October 2019. Oregon's FFY2019 Highway Safety Plan was also submitted to NHTSA.

Status

The TSAP provides long-term goals, policies, strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system by 2035. The motivation is clear—everyone who uses Oregon's transportation system should arrive at their destination safely.

Emphasis area group meetings were held in May and June to identify what is required to implement the TSAP Tier 1 Action strategies. Three primary questions explored were:

1. Who is the appropriate lead person or group for each Tier 1 Action Item? (Note that the lead person or group must have the legal authority to act on any given TSAP Action.)
2. How do we know if the work done for each Tier 1 Action Item was successful? How do we measure results?
2. How are results tracked and how are these results reported to the Oregon Transportation Safety Committee (OTSC) and the Oregon Transportation Commission (OTC)?

Outcomes are currently being reviewed for the report-out, but it was clear that this type of input is needed to clarify data and priorities, support the development of the TSAP Implementation Plan, and begin development of the new five-year plan.

Overall, highway fatalities to date are 11.6% greater than this time last year. Both pedestrian and motorcycle-type fatalities are down, however. Education and encouragement are the focus with local partners, as state highways and local streets will soon see improvements particularly with the increased investment from HB 2017.

Fatalities To Date

All Figures are Preliminary and Subject to Change

Category	2018 1/1 – 6/30	2017 1/1 – 6/30
Fatal Crashes	173	187
Total Fatalities	210	190
Pedestrian Fatalities	27	35
Bicyclist Fatalities	5	2
Motorcyclist Fatalities	26	27
Truck Fatalities	26	25

Source: Fatality Analysis and Reporting System (FARS)- ODOT Crash Analysis and Reporting Unit

Oregon Public Transportation Plan (OPTP)

Summary

The Oregon Public Transportation Plan (OPTP) is a statewide policy plan that will help guide state and local decision-making for public transportation in Oregon.

Status

In May, the Commission released the draft OPTP for public review. Staff is reaching out to various stakeholders, with about 20 presentations to ACTs and other groups completed so far and several more scheduled. An online open house is provided for the public and stakeholders to review plan information and provide written feedback. Information has been shared via ODOT's website, emails, press releases, social media, and some stakeholder newsletters. A public hearing for the OPTP is planned for the OTC's July meeting. Final adoption is anticipated in September 2018.



Oregon Public Transportation Plan Draft Vision

"In 2045, public transportation is an integral, interconnected component of Oregon's transportation system that makes Oregon's diverse cities, towns, and communities work. Because public transportation is convenient, affordable, and efficient, it helps further the state's quality of life and economic vitality and contributes to the health and safety of all residents, while reducing greenhouse gas emissions."

Statewide Plan Implementation

Summary

Work is underway to implement recently adopted state transportation plans, including the Bicycle and Pedestrian Plan and Transportation Options Plan.

Status

Bicycle and Pedestrian Plan

Workshops were held for the Urban Design Initiative to work through critical biking and walking issues focused on crossings, design speed, and context appropriate facility selection. This work represents the first tangible step towards new design requirements and guidance that support the policies in the Oregon Bicycle and Pedestrian Plan. Work has also taken place with the statewide Oregon Bicycle and Pedestrian Advisory Committee to figure out their role in plan implementation and help them set their vision and mission. ODOT also hired a new Bicycle and Pedestrian Program Manager, Jessica Horning, who took the place of Shelia Lyons who retired in March.

Transportation Options Plan

Following up with work from last quarter, staff has developed a request for proposals for ride-matching services based on stakeholder outreach and agency needs. Some of the new components being sought are options for enterprise use, vanpool matching, and better user interface. In addition to ride-matching, transportation options activities have focused on better linking plan goals and policies with local provider agreements. The local providers are the “boots on the ground” that provide essential services for veterans and others. Efforts have been made to focus more on outcomes than individual tasks.



OReGO and Road Usage Charging

Summary

The 2013 Legislature created the [OReGO program](#) via SB 810, allowing up to 5,000 vehicles to voluntarily test a per-mile road usage charge. ODOT operates this program while also working to more fully develop road usage charging systems and policy.

Status

As of June 30, 2018, 707 vehicles were actively enrolled in OReGO, and 1,522 vehicles have participated in the program to date. Currently, Azuga has 502 active vehicles enrolled, while emovis commercial account manager (CAM) has 34, and emovis ODOT account manager has 171. Total volunteer enrollment raised slightly this quarter, after a steady decline over several preceding months.



A number of projects are being undertaken under federal grants provided by the Federal Highway Administration's Surface Transportation System Funding Alternatives (STSFA) program:

- **New Technologies:** Development and testing of new technologies is on track with operations trial set to begin in the third quarter. Technologies being tested will include image capture, smartphone apps, and onboard telematics.
- **Public Awareness:** OReGO is working with PRR who is now tasked with building a toolkit to educate Oregonians about transportation funding and road usage charging, focusing on the public's perception. The educational outline developed will address concerns and possible misconceptions about road usage charging (RUC) that have been identified by the consultant using data gained from the In-the-Moment research tool, which was used to facilitate an on-line focus group.
- **Agency Partnering:** OReGO and ODOT's Transportation Development Division launched a pilot program to share travel pattern data, which currently has 164 vehicle enrolled. This shared data will be evaluated by TDD to determine its usefulness in studying traffic patterns. OReGO has also partnered with DEQ and Azuga to provide remote emission services to volunteers within the emission testing boundaries. New devices with updated firmware to support DEQToo remote emissions testing services were shipped to Azuga enrolled volunteers during the last two weeks of June. Azuga and ODOT are working together to make the transition to the new devices as smooth as possible for volunteers.
- **Interoperability Across State Lines:** OReGO's partnership with the Washington State Transportation Commission to conduct an interoperability pilot in 2018 is progressing on schedule. OReGO is also working with RUC West on its pilot, which will test interoperability between California and Oregon starting next year.

Connect Oregon

Summary

Connect Oregon (CO) funds marine, aviation, rail, and bicycle/pedestrian projects. The Oregon State Legislature has provided \$457 million in lottery backed bonds for six rounds of the program, including \$45 million for CO VI and \$30 million of lottery funds for the Connect Oregon designated projects (2017). The CO program underwent some changes with the passage of HB 2017, including removing transit as one of the eligible modes. Four projects were also identified as receiving CO funding prior to beginning another competitive process.

Status

HB 2017 directs the Oregon Transportation Commission to distribute Connect Oregon funds to four specific projects with funding timeline expectations listed for each project:

- Treasure Valley Intermodal Facility, 2019 (\$26 million)
- Rail expansion in East Beach Industrial Park at the Port of Morrow, 2019 (\$6.55 million)
- Brooks rail siding extension, 2019 (\$2.6 million)
- Mid-Willamette Valley Intermodal Facility, 2020 (\$25 million)

The commission approved the Connect Oregon Administrative Rules providing more specificity regarding the next steps for the dedicated projects identified in HB 2017, detailing the project requirements and the review process. A first step was the preproposal process for the two intermodal facilities in which the ODOT director identifies which proposals will move forward. In total three proposals are moving forward: one for Treasure Valley and two for Mid-Willamette Valley. ODOT has executed agreements with the three project sponsors to allow for the planning process for each of the proposals to move forward. Project plans are due by the end of September, after which ODOT will complete its review.

See the Projects section of this report (page 13) for additional information on these two projects.

Status of CO Projects by Program

CO Program	Projects Awarded	Projects Cancelled	Projects Completed	Projects Active
CO I	44	7	37	0
CO II	30	1	29	0
CO III	41	1	40	0
CORA	60	4	56	0
CO IV	38	1	36	1
CO V	42	3	24	15
CO VI	39	0	4	35
Dedicated Projects (2017)	3	0	0	3
Emergency Projects	2	0	2	0
TOTALS	299	17	228	54

Of the 54 active projects, 15 are substantially complete and only waiting on the final project performance report. Recipients have 18 months to submit the report after completion of the project. 7

DMV Service Transformation Program

Summary

The Service Transformation Program (STP) is a multi-year program to improve DMV business processes, enhance service capabilities, replace computer systems, and enable DMV to become more flexible and timely in meeting customer expectations and legislative mandates. The program of manageable projects will take 10 years and \$90 million to implement.



Status

Information Systems Solutions Vendor

Work continued on the configuration and testing of the OLIVR (Oregon License Issuance and Vehicle Registration) system. This includes wrapping up work started in the last quarter including verification sessions and completing OLIVR Test Drive meetings with employees.

The training team delivered more than 600 OLIVR Test Drive presentations to DMV employees, including staff from all 60 DMV field offices and staff who use the vehicle system at DMV Headquarters. The Test Drive gave employees their first opportunity to practice navigating the system and have their first “hands-on” experience. Employees performed basic title and registration activities in a one-on-one session with a member of the training team.

Preparing to train employees on how to use the OLIVR system was another focus of project work during the quarter. DMV selected a group of 12 DMV trainers who will conduct staff training this fall. The trainers began their “training academy” with FAST staff. This train-the-trainer approach ensures that DMV training staff have ample opportunity for knowledge transfer from the FAST staff prior to rollout, and builds internal capability for conducting ongoing training in the new system after implementation is complete.

Project staff dedicated to making sure the system will interface with others outside of DMV, including agency partners have been working closely with Oregon State Police to work through the logistics of how this important partner’s new LEDS 20/20 system can leverage real-time data after OLIVR goes live.

Change Leadership

The organizational change leadership (OCL) Team is meeting with managers to review the results of the baseline change readiness assessment (first of three assessments) that employees completed earlier this year. Across the service groups, employees reported uncharacteristically high levels of willingness to make necessary changes, demonstrating they understand why DMV is making the changes and their willingness to participate. This result points to the effectiveness of the work done over the past two years by program staff, managers and DMV change agents in communicating the need for and benefits of change to employees.

DMV Service Transformation Program (continued)

Communications and Stakeholder Engagement

Communications staff published the first issue of Shifting Gears, STP's quarterly external newsletter, for publication. The goal of this external newsletter is to inform customers of the program's progress and provide helpful information about how customers will be able to conduct business with DMV after implementation.

On May 1, DMV launched their online open house which ran through May 31. Information about the transformation effort was featured as one of the stations of the online open house, and key dates were shared including the upcoming vehicles rollout on January 22, 2019. The primary purpose of the open house was to inform the public about the division's transformation effort, and gather public input on ideas for the future of DMV. The online open house yielded 465 responses from Oregonians across the state.

STP presented updates to key external/internal stakeholders and governance groups including (but not limited to) Joint Legislative Committee on Information Management and Technology, Oregon State Project Management User Group, STP Legislative Oversight Task Force, ODOT Intermodal Leadership Team, and DMV Union/Management Technological Change Committee.

Work in the Next Quarter

Configuration and testing work of OLIVR will continue through the next quarter. The training team will complete the OLIVR Training Academy and finalize the DMV staff-training schedule. Staff will begin computer based training modules late in the quarter. The OCL team will conduct a mid-point change readiness assessment. This is a follow-up to the assessment conducted at the beginning of the year, and precedes a final change readiness assessment just before go-live. The communication team will release the next quarterly issue of the external transformation newsletter, and begin preparing for public engagement efforts in the fall.

STP Quality Assurance Dashboard

Quarterly Status as of March 31, 2018

Report available online at www.oregon.gov/ODOT/DMV/Pages/STP/STP_Task_Force.aspx

Indicators	Status	Current Trend
Agency/Organization	Yellow	N/C
Change Readiness	Green	N/C
Communications/ Outreach	Green	N/C
External Environment	Green	N/C
Staff Training	Green	N/C
Operational Readiness	Yellow	N/C
Program and Project Management	Yellow	N/C
Technical Support/ Infrastructure	Yellow	N/C

Passenger Rail Service

Summary

ODOT co-funds the [Amtrak Cascades intercity passenger rail service](#) with the Washington State Department of Transportation (WSDOT). This service provides two roundtrips between Portland and Eugene daily with stops in Albany, Salem and Oregon City.

Status

Ridership

Ridership in Oregon is slowly recovering after the derailment and schedule change in December. In January ridership was down 30.8%. By the end of June ridership for calendar year 2018 was only down 11.9% compared to the same six months in 2017. Ridership was down 9.6% in March, 11.6% in April, and 9.0% in May. Ridership was up 5.9% in June as compared with June 2017.

On-Time Performance

On-time performance (OTP) for January through June 2018 averaged 76.1%. OTP has shown improvement but is still below the 80% goal. Host railroad delays comprised 76% of all delays in Oregon over the same period. Amtrak delays accounted for 17.4% and no responsibility delays (i.e., trespasser strikes, weather related delays and movable bridge openings) were 6.9%. The afternoon southbound train from Washington continues to have the lowest OTP; northbound trains generally perform significantly better than southbound trains.

Schedule Change and Service Recovery

ODOT continues to work with its partners to ensure positive train control (PTC) will be operational on the Amtrak Cascades service by the Dec. 31, 2018 deadline.

ODOT continues to work with Amtrak and WSDOT on ridership and cost recovery due to losses as a result of the Dec. 18, 2017 derailment.

ODOT and WSDOT received insurance compensation for revenue and equipment losses for the July 2017 derailment of the Mt. Jefferson, which returned to revenue service in April 2018.

Ridership			
	2018	2017	Change
Apr	7692	8702	-11.6%
May	8210	9025	-9.0%
Jun	9751	9210	5.9%

On Time Performance		
	NB	SB
Apr	88.3%	65.5%
May	91.7%	63.3%
Jun	86.2%	69.3%

Statewide Transportation Improvement Program Development

Summary

The [Statewide Transportation Improvement Program \(STIP\)](#) is a four year capital program that is updated on a two to three year cycle. In July 2017 the Commission approved the 2018-2021 STIP. The Commission also began the development of the 2021-2024 STIP. The first phase of STIP development—funding allocation and program development—concluded in April.

Status

Work on the 2021-2024 STIP began in July, and the Commission approved the program levels for the various STIP programs in December. The Commission also created [three Leverage Programs](#) in which ODOT will consult with ACTs to seek their concurrence on safety, non-highway, and enhance features to add to Fix-It projects. At the April OTC meeting, staff received input from the Commission on the direction to give Regions as they engage the ACTs on the Leverage programs and allocations to programs within the Fix-It category.

This work completed the first phase of development of the 2021-24 STIP—funding allocation and program development. In the next phase projects will be scoped and vetted with the ACTs. This next phase will take over a year and end with a draft STIP recommendation to the OTC in mid-2019.

ODOT is continuing its stakeholder engagement and education efforts on the STIP. To provide greater transparency on the selection of projects within Fix-It programs, ODOT is presenting background on the Fix-It programs to Areas Commissions on Transportation and other groups, and has also disseminated an [e-mail update](#), [video](#), and [infographic](#) that discuss how ODOT uses data and engineering expertise to select projects in the Fix-It programs. ODOT also [updated stakeholders](#) on the Fix-It allocations and Leverage program guidance.

2021-2024 STIP Development Timeline

April 2018	OTC reviews Leverage Program Guidelines OTC reviews Fix-It program allocations
June 2018	Fix-It 150% lists including initial business cases complete
July 2018– February 2019	Field scoping
June 2019	Finalize business cases including identification of leverage opportunities
July 2019	Finalize 100% Lists for Draft STIP
February 2020	OTC releases Draft STIP for public review
May 2020	OTC review of public comments
June 2020	OTC approval of final STIP

ADA Implementation

Summary

The [Americans with Disabilities Act \(ADA\) Program](#) continues to develop a complete, consistent, compliant, and rigorous approach to ADA for the department through updating policies and procedures, training, work with the accessibility consultant, completion of key inventory collection, planning for Settlement Agreement compliance, and regular communication.

Status

The Settlement Agreement (SA) required ODOT to retain the services of an accessibility consultant knowledgeable in current federal accessibility standards and acceptable national ADA practices. We have been working with them since June 2017.

The Accessibility Consultant, Cole & Associates, issued their first annual report, as required by the SA, on May 29, 2018. In it, Cole validated the information ODOT provided in its annual report, issued March 30, 2018, and noted that meetings between Cole and ODOT “have been collaborative with an environment of working together...” and that “ODOT has been responsive to recommendations and guidance provided by the Cole team.”

Efforts to complete quality assurance and quality control (QA/QC) of the collected curb ramp inventory data are progressing. An updated inventory report will be issued when QA/QC is complete. Sessions for curb ramp inspection and designer training are delivered regularly for ODOT staff, consultants, contractors, and local transportation agency partners.

An ADA Program Oversight Committee has been formed. It is planning projects to meet the SA curb ramp remediation requirements.

Two pilot projects will begin construction in the next month and others are planned with the intent to develop more cost efficient and compliant curb ramp construction.

Presentations to local transportation agency partners continue to provide information, guidance, and lessons learned.

2018 Planned Curb Ramps by Region

Region 1	168
Region 2	370
Region 3	107
Region 4	53
Region 5	124
Total	822

Projects

Name	Location	Funding	Summary	Status	Completion
Region 1					
<u>I-5 Rose Quarter</u>	Portland, Multnomah County	\$450 million	The ODOT portion of this joint project with the City of Portland will add auxiliary lanes and shoulders to more than a mile of I-5 in the Rose Quarter. This project will reduce crashes and delay caused by crashes in this corridor.	Environmental and other studies are expected by early fall but the full scope of the project has not yet been decided. The \$450 million cost estimate includes the extensive neighborhood and land use improvements handled by the City.	Fall 2024 at the earliest
<u>I-205 paving, new RealTime signs and new auxiliary lanes, Johnson Creek Blvd. to Glenn Jackson Bridge</u>	Portland, Multnomah County	\$60 million	This project will pave nine miles, add RealTime signs and reduce congestion by adding auxiliary lanes in three locations: SB between EB I-84 and the Division/Powell on-ramp; NB from Powell Blvd. to WB I-84; and NB from EB I-84 to Killingsworth. With less weaving and merging, the number of sideswipe and rear-end crashes will drop.	Paving will begin this spring with the first stretch of dry weather.	Late 2019
<u>I-205 paving I-5 to Abernethy Bridge</u>	Oregon City/Tualatin, Clackamas, Washington Counties	\$9.5 million	Paving nine miles of I-205 between I-5 and the Abernethy Bridge, including freeway, ramps and intersections. This section is deteriorating and hasn't been paved since 2006.	Work started in 2017 and resumes early summer 2018.	Fall 2018

Projects

Name	Location	Funding	Summary	Status	Completion
Region 1, continued					
<u>I-205 Abernethy Bridge and Widening Projects</u>	Oregon City/West Linn, Clackamas County	\$500 million (not yet funded for construction)	This project will reduce congestion by adding an additional through lane between Stafford Road and OR 99E in both directions. It will also provide seismic resiliency by retrofitting or replacing each of the vulnerable bridges on this section.	In February ODOT submitted to the Legislature a “cost-to-complete” report for the project required under HB 2017. In April the commission added \$15.4 million in funding to the preliminary engineering and right of way phases. Preliminary engineering activities are underway.	TBD
<u>OR 217 Auxiliary Lanes</u>	Beaverton/Tigard, Washington County	SB: \$47 million NB: \$56 million	The project will extend auxiliary lanes southbound from Beaverton-Hillsdale Highway to OR 99W and northbound from OR 99W to Scholls Ferry Road and build a new collector-distributor road that will reduce the number of dangerous merge points on OR 217. The new auxiliary lanes will reduce the potential for crashes and improve reliability.	Design engineering is now under way with completion expected in 2020.	Southbound: 2021 Northbound: 2023
<u>US 26 Powell Boulevard Safety Project</u>	Portland, Multnomah County	\$17 million	Neighborhoods along this busy section of SE Powell between 20 th and 34 th avenues have seen a lot of growth in recent years and the road is getting an upgrade to meet 21st century needs. Upgrades include additional crosswalks, new sidewalks, new dedicated bicycle facilities, center turn lanes, lighting upgrades and rapid flash beacons to address the high rate of collisions in recent years and increase safety for the road’s many users.	Design work will be completed in 2018 with construction expected to begin in 2019 and last about two years.	Mid 2021

Projects

Name	Location	Funding	Summary	Status	Completion
Region 1, continued					
<u>I-5 North Tigard Interchange to East Portland Freeway Interchange Project</u>	Tualatin, Washington County	\$28 million	The project will reduce congestion by adding a single southbound auxiliary lane from north of Lower Boones Ferry Road to I-205. It will also add a second lane at the northbound off-ramp to Lower Boones Ferry Road and pave 5.5 miles from OR 99W to I-205.	Construction began in February 2018. All travel lanes will remain open days. Night lane closures will begin as early as 8 pm with intermittent night and weekend ramp closures.	Fall 2019
<u>I-5 Interstate Bridge Trunnion</u>	Portland, Multnomah County	\$16.5 million	The 101-year-old northbound span of the Interstate Bridge will close for two weeks in September 2020 to replace two deteriorating axel assemblies, called trunnions, on the south tower. The bridge will be closed to all traffic, marine, highway and people walking or riding bicycles. ODOT and WSDOT will split the project cost.	During the closure, the SB bridge will carry two lanes SB in the morning switching to two lanes NB in the evening. Intensive community outreach campaigns are in the planning stages to minimize the impact on travelers.	Late summer 2020
<u>Historic Columbia River Highway</u>	Troutdale, Multnomah County	TBD	Six miles of the road from Bridal Veil to Ainsworth remain closed because of the continuing threat of falling rocks.	ODOT is working with US Forest Service and Oregon Parks to devise safe containment systems. The road will reopen when installation of this new fencing is complete.	Reopening expected by late summer or early fall

Projects

Name	Location	Funding	Summary	Status	Completion
Region 2					
<u>I-5 Aurora-Donald interchange</u>	Aurora, Marion County	\$28.4 million for phase 1	This project will reconstruct an obsolete interchange that has been over capacity at peak times for many years and has significant safety and operational issues. This project addresses needed immediate and long-term improvements. The project will be done in a phased approach because we do not have the available funding to address all the needed improvements.	ODOT has developed several potential design alternatives that will be the basis of the Interchange Area Management Plan (IAMP) process. Preliminary environmental investigation work has taken place and a preliminary traffic analysis has been completed. David Evans and Associates (DEA) will develop the IAMP, assist in prioritizing facility improvements, and design the selected improvements.	The IAMP will be completed in late 2019 or early 2020. Final design will begin after it is completed.
<u>Newberg-Dundee Bypass Phase 2</u>	Newberg, Yamhill County	\$22.4 million for design and \$10.3 million in savings from Phase 1 for right of way acquisition	This project funds the design of the Newberg-Dundee Bypass Phase 2. This phase will construct a new roadway alignment that extends from the newly constructed Phase 1 at OR 219 to OR 99W east of Newberg to address traffic congestion in the project area and improves mobility and safety through Newberg and Dundee.	Protective purchases of right of way have begun. A consultant solicitation is scheduled for winter 2018, finalizing planning and project development issues in fall 2019 and project design 2019-2021.	2021 (for design)
<u>US 20 Safety Upgrades Albany to Corvallis</u>	Albany/Corvallis, Benton County	\$28.2 million (\$20 million from HB 2017, \$8.2 million for previously funded STIP projects)	A suite of safety improvements have been identified for this rural, two-lane highway corridor that has a high rate of crashes. These improvements include: widening for a center two-way left turn lane in certain segments, intersection improvements, flashing beacons, guardrail, shoulder widening, signs and striping upgrades.	Survey work has begun. ODOT will be hiring a consultant to design the project, which is expected to begin in late 2018. The construction bid let is expected to be in 2021.	To be determined

Projects

Name	Location	Funding	Summary	Status	Completion
Region 2, continued					
<u>OR 34 Van Buren Bridge</u>	Corvallis, Benton County	\$69 million	The Van Buren Bridge is a functionally obsolete (but not structurally deficient) bridge over the Willamette River in downtown Corvallis that is a bottleneck to travelers and freight. A modern, two-lane bridge with bike lanes and sidewalks will be built to replace it.	ODOT is hiring a consultant team to begin design on the new Van Buren Bridge. The first steps will be traffic analysis, environmental analysis, and public outreach. Construction could occur as early as 2022. ODOT is working closely with the City of Corvallis to determine if the current bridge can be saved and used in some capacity.	To be determined
<u>Mid-Willamette Valley Intermodal Facility</u>	Willamette Valley	\$25 million	This project will develop an intermodal freight facility to transfer goods from truck to rail, providing more cost-effective shipping options for shippers in the Willamette Valley.	Two of five pre-proposals received by ODOT moved forward to the project plan phase after staff review by ODOT and OBDD. The project sponsors include the Linn Economic Development group for a site in Millersburg and the Oregon Shipping Group for a site near Brooks. ODOT has executed agreements with the project sponsors to complete their project plan.	Plan will be complete by September 2018 – then the review process will begin.

Projects

Name	Location	Funding	Summary	Status	Completion
Region 3					
<u>I-5 Roberts Mountain paving/truck climbing lane</u>	Winston, Douglas County	\$22.2 million	To help ease congestion and improve safety on Interstate 5 at Roberts Mountain, a climbing lane will be constructed on both approaches to the pass. The freeway will be repaved in both directions between Roberts Creek and the South Umpqua River.	Project design is in progress. Geotechnical issues related to slides in the vicinity of the pass and for overall stability of the roadway fill are being addressed.	Summer 2020
<u>OR 62- Rogue Valley Expressway</u>	Medford, Jackson County	\$120 million	The project improves congestion and safety on the Oregon 62 Corridor between Medford and White City. Travel times are expected to improve by 14 minutes one way.	Phase 1 is substantially complete. Traffic is on new pavement and striping. This summer, Phase 2 concrete paving and other items will be under construction until project completion, expected December 2018.	Fall/winter 2018
<u>OR 38 Scottsburg Bridge</u>	Scottsburg, Douglas County	\$42.8 million	The Scottsburg Bridge was opened in 1929, so the bridge's narrow lanes and tight corners at both ends are not designed for modern traffic. This project will replace the bridge on a nearby alignment, providing a wider roadway and adjusting the curves on both ends of the bridge.	Project design is in progress. Hazards from seismic-related rockfall have been evaluated and mitigation incorporated into the design.	Fall 2021
<u>Southern Oregon Seismic Triage</u>	Jackson, Josephine, Douglas and Klamath Counties	\$35 million	The project will reinforce bridges and secure slopes on Oregon 140 and I-5 to keep Rogue Valley and Southwest Oregon connected after a subduction zone earthquake. This will benefit life safety and recovery post-quake and allow for economic recovery.	ODOT is currently performing more in-depth scoping of the bridges and slopes targeted for repair. Slope technical surveillance/monitoring is planned for this winter. This project may be delivered as several design and construction projects.	Expected let dates beginning in 2020

Projects

Name	Location	Funding	Summary	Status	Completion
Region 4					
<u>US 97 at Terrebonne</u>	Terrebonne, Deschutes County	\$20 million	Turning movements on US 97 in the Terrebonne area have become difficult as congestion on the highway has grown significantly. This project will identify and complete a project to allow turning movements onto critical county roads, possibly including an overcrossing structure.	The Region 4 team is gearing up for the scoping, engineering and construction process and has begun engaging the community.	2021
<u>US 97 North Corridor</u>	Bend, Deschutes County	\$50 million	Congestion on US 97 at the northern city limit of Bend has become extreme at critical intersections and Region 4 has identified a proposed fix, the US 97 Bend N. Corridor Project. Within the plan, the US 97-Cooley Road mid-term improvement has been identified as a first phase project.	The final US 97 Bend North Corridor draft EIS has been approved by FHWA. The Region is developing implementation plans and seeking federal funds for the project through an INFRA grant.	2025

Projects

Name	Location	Funding	Summary	Status	Completion
Region 5					
<u>Treasure Valley Intermodal Facility</u>	Ontario, Malheur County	\$26 million	This project will develop an intermodal freight facility to transfer goods from truck to rail, providing more cost-effective shipping options for agricultural products in the Treasure Valley.	One pre-proposal was received for the Treasure Valley Intermodal Facility. ODOT has executed an agreement with the project sponsor to complete a project plan.	Plan will be complete by September 2018 – then the review process will begin.

Agenda Item I.

TIP Modifications

**SKATS Policy Committee
(PC)
August 28, 2018**

Action Requested:

Informational item.

Key Number	Project Name	MTIP Modification Number	Total Project Cost Before	Total Project Cost After	CMAQ-U, STP-U and TAP-U Funds Before	CMAQ-U, STP-U and TAP-U Funds After	Description of Modification
20175	Kale St at Cordon Rd (Salem)	18-AA18	\$564,300	\$564,300	\$0	\$0	Convert to State Funded Local Project, move all phases to 2018 for obligation purposes
21238	Mill Street SE rail crossing (Salem)	18-AA19	\$1,470,000	\$1,470,000	\$0	\$0	Slip the Preliminary Engineering (PE) phase to 2019
17311	Regional Traffic Count/Congestion Management System Program	18-AA20	\$59,623	\$59,623	\$53,500	\$53,500	Slip the Preliminary Engineering (PE) phase to 2019
20163	Marion County curve warning signs	18-AA21	\$287,100	\$287,100	\$0	\$0	Slip the Preliminary Engineering (PE) phase to 2019
20176	Kuebler Blvd SE at Turner Rd	18-AA22	\$635,100	\$635,100	\$0	\$0	Slip the Preliminary Engineering (PE) phase to 2019
20181	City of Salem 12th St NE signal improvements	18-AA23	\$509,500	\$509,500	\$0	\$0	Slip the Preliminary Engineering (PE) phase to 2019
20217	City of Salem signal enhancements unit 1	18-AA24	\$743,866	\$743,866	\$0	\$0	Slip the Preliminary Engineering (PE) phase to 2019