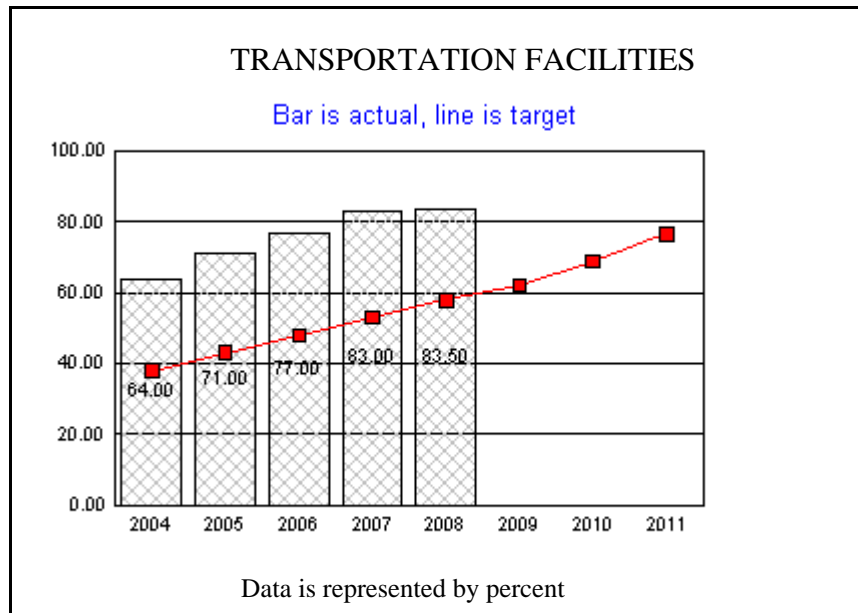


KPM #6	TRANSPORTATION FACILITIES – Percent of urban areas that have updated the local plan to include reasonable cost estimates and funding plans for transportation facilities.	2002
Goal	Economic development: Promote economic development and quality communities.	
Oregon Context	OBM 4: Job Growth and OBM 72: Road Condition	
Data Source	Periodic review approval orders.	
Owner	Planning Services Division, Rob Hallyburton, 503-373-0050 ext 239	



1. OUR STRATEGY

This measure indicates the percentage of cities with a population over 2,500 that have completed a Transportation System Plan (TSP) as required by LCDC’s Transportation Planning Rule (OAR 660, division 12, and Statewide Planning Goal 12). These TSP’s address streets and highways, mass transit for large cities, and air and rail facilities, and are intended to assist local and state efforts to improve transportation facilities. These plans

are coordinated at the city, county and state level. They contain lists of major transportation projects which are needed to support compact, urban development for the next 20 years.

The department assists local governments in adopting TSPs and related land developments regulations. This work will ultimately assist with resolving commuting problems in Oregon's communities, enhance the efficiency of the transportation system, and, therefore, indirectly assist with job growth. Governmental partners include local governments, transit districts and the Oregon Department of Transportation (ODOT). Non-governmental partners include property owners, developers, and realtors who participate in planning and outreach efforts to promote efficient transportation systems and supportive land use patterns.

2. ABOUT THE TARGETS

The targets were established based upon the acknowledgement rate of comprehensive plans and transportation system plans over the past ten years. Accomplishment of higher acknowledgement rates is desirable.

3. HOW WE ARE DOING

The data reveals that the targets have been achieved and progress is continuing to be made. Local governments are adopting TSPs that include cost estimates and funding plans. The general trend between 2000 and 2007 shows a gradual improvement, although the adoption rate slowed gradually between 2004 and 2006. This slowing in local TSP adoption occurred because there are fewer cities that have not already completed their TSP. Most cities tracked by this KPM have completed or will complete their first TSP, and TSP updates will be more common in the near future.

4. HOW WE COMPARE

There are no directly comparable public or private industry standards. Federal law does require that metropolitan areas prepare and regularly update 20-year regional transportation plans and three to five year transportation improvement programs. These plans must include cost estimates and a funding plan based on reasonably expected funding sources. The Federal Highway Administration (FHWA) administers these requirements. Metropolitan Planning Areas (MPOs) must have an approved, up-to-date plan to receive federal funding for transportation projects. Oregon has six federally designated MPOs: Portland Metro, Salem-Keizer, Eugene-Springfield, Medford, Corvallis, and Bend.

5. FACTORS AFFECTING RESULTS

Factors affecting the results include the complexity associated with planning for transportation systems and supportive land uses, the availability of

grants and technical assistance funds to help local governments prepare TSPs, and the difficulty encountered in preparing reliable projections on the availability of federal, state, and local transportation funding.

6. WHAT NEEDS TO BE DONE

Periodic review, plan amendment review, ODOT/DLCD Transportation and Growth Management (TGM) grants, and technical assistance grants are the major activities in support of this measure. Recent legislation has removed cities with a population under 10,000 from mandatory periodic review. For these cities, more emphasis needs to be placed on grant programs to assist local governments and on the voluntary plan amendment process to encourage local governments to complete TSPs outside of periodic review. With a greater emphasis on economic development for the department's grant programs, greater reliance on TGM grants and technical assistance is needed. The department will also work to increase the awareness of the projected shortfall in available federal, state, and local transportation funds to construct the planned transportation facilities and services identified in TSPs.

7. ABOUT THE DATA

Data is reported as of June 30, 2008. The 2004 report for this KPM used data only from periodic review, and included the following disclaimer: "The data for 2003 did not include any TSPs completed through the plan amendment process; it is likely that some TSPs completed as plan amendments were not counted and the target was exceeded by a greater amount than shown above." Subsequent reports tracked new TSP's primarily through the periodic review process. This report is based on a new review of periodic review and plan amendments outside periodic review, and thus reports a higher completion rate for previous years' actual data.