

Appendix A – SKATS Population and Employment Forecasts

Introduction

The Salem-Keizer Area Transportation Study (SKATS) is required by federal regulations to update the Metropolitan Transportation Plan (MTP) every four years. As part of that work, a population forecast is needed that extends to at least a 20-year planning horizon. SKATS Technical Advisory Committee (TAC) members and staff formed a land-use working group which met to provide input and develop a 2050 population and employment forecast for within SKATS by jurisdiction. Forecasts are developed on the best available local information which includes a parcel level land use inventory, building permit information, census data, data from Salem and Keizer's housing needs analysis and economic opportunity analysis studies, local current comprehensive plans, official population forecasts, and input from local planning staff.

Information in this appendix provides historical context and of population and employment trends as well as the specific SKATS forecasts. The Transportation Management Area (TMA) boundary is designated as the official planning area of SKATS, encompassing the cities of Salem, Keizer, Turner, and some unincorporated county lands in both Marion and Polk Counties (**Figure A-1**). As the boundary is unique, many statistics are not available for SKATS alone. For this reason, historical and summary data by counties, cities, and UGBs are also presented to give context. The Salem-Keizer Urban Growth Boundary (UGB) alone represents approximately 95 percent of the population of SKATS, and 50 percent of its area.

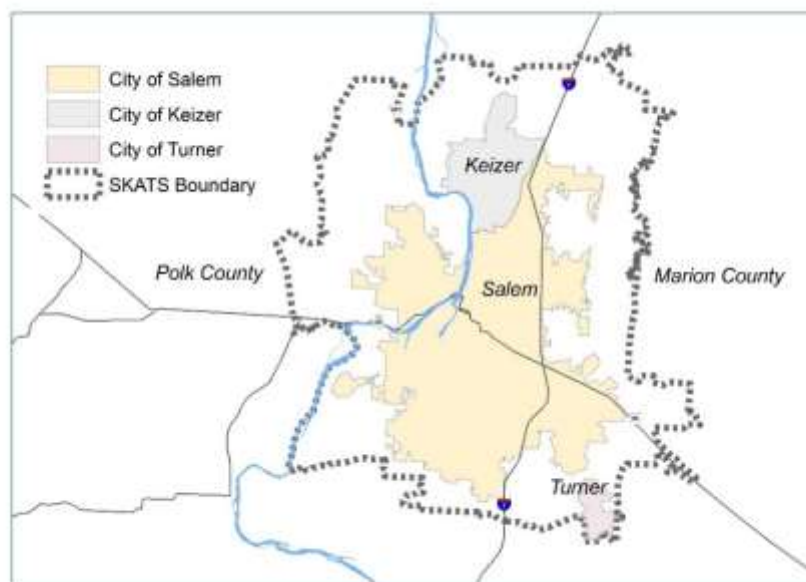


Figure A-1: SKATS Area

The contents of this appendix include:

- Population trends for the State of Oregon and Marion and Polk Counties
- Population trends for the Salem-Keizer Urban Area
- The Population Research Center (PRC) forecast program and resulting target numbers
- Housing Forecasts for Keizer, Salem, Turner, and county lands inside SKATS
- Employment trends for the State of Oregon and Marion and Polk Counties
- Employment trends for within SKATS
- Oregon Department of Employment forecasts and resulting SKATS target numbers
- Employment Forecasts for Keizer, Salem, Turner, and county lands inside SKATS

State and County Population Growth

To give some context about state and regional growth, census population data for 2000, 2010 and 2020 for Marion and Polk Counties and the state of Oregon is shown in **Table A-1 and Figure A-2**. Growth since 1990 for Marion and Polk Counties combined was 56 percent or approximately 155,000 people. The average annual growth rate is higher than the state average.

| Area | April 1, 1990 Census Population | April 1, 2000 Census Population | April 1, 2010 Census Population | April 1, 2020 Census Population | Total Population Change 1990 to 2020 | Percent Increase 1990 to 2020 | Average Annual % 1990 to 2020 |
|---------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|--|--|--|
| Marion County | 228,483 | 284,834 | 315,335 | 345,920 | 117,437 | 51% | 1.7% |
| Polk County | 49,541 | 62,380 | 75,403 | 87,433 | 37,892 | 76% | 2.5% |
| Marion & Polk | 278,024 | 347,214 | 390,738 | 433,353 | 155,329 | 56% | 1.9% |
| Oregon State | 2,842,321 | 3,421,399 | 3,831,074 | 4,237,256 | 1,394,935 | 49% | 1.6% |

Table A-1: Population Over Time 2000 to 2020 (Source: US Census Bureau)

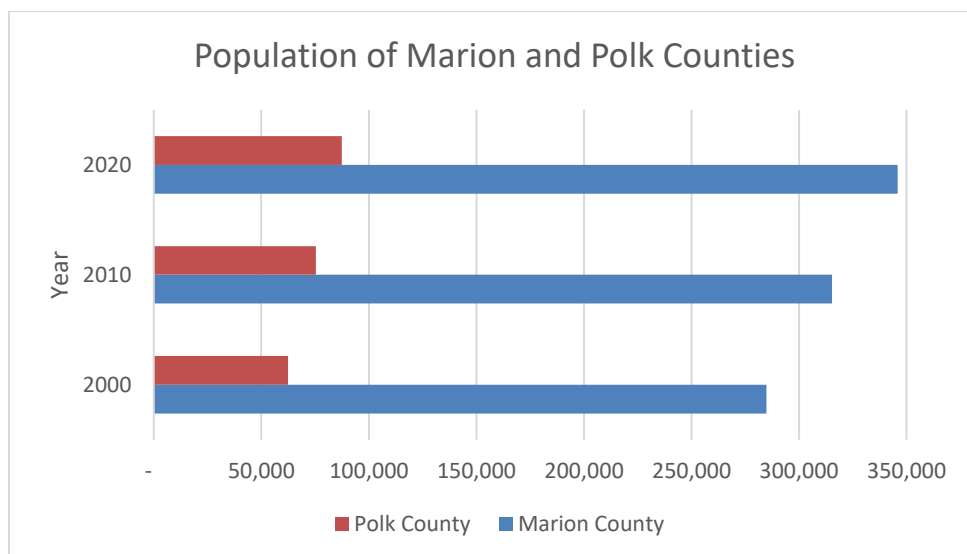


Figure A-2: Population of Marion and Polk Counties (Source: US Census Bureau)

The Population Research Center also estimates migration, births, and deaths at the county level on an annual basis. Net migration and natural increase both contribute to the population increase in Marion and Polk Counties as illustrated in **Table A-2**.

| Area | July 1, 2021 Estimate | April 1, 2020 Census | Numeric Change April 2020 to July 2021 | Percent Change April 2020 to July 2021 | Average Annual Change since Census | Births* 2020-21 | Deaths* 2020-21 | Natural Increase 2020-21 | Net Migration 2020-21 |
|--------|-----------------------|----------------------|--|--|------------------------------------|-----------------|-----------------|--------------------------|-----------------------|
| Marion | 347,182 | 345,920 | 1,262 | 0.4% | 0.3% | 4,780 | 4,044 | 736 | 526 |
| Polk | 88,916 | 87,433 | 1,483 | 1.7% | 1.4% | 1,053 | 986 | 67 | 1,416 |
| State | 4,266,620 | 4,237,256 | 29,364 | 0.7% | 0.6% | 49,915 | 51,318 | -1,403 | 30,767 |

Table A-2: Annual Population Change by Type (Source: Portland State University, Population Research Center)

Salem-Keizer Urban Growth Boundary Area

Historical population growth in the Salem-Keizer Urban Growth Boundary (UGB) from 1950 to 2020 is presented in **Table A-3**. Prior to the creation of SKATS and the UGB in the 1970s, planning studies referenced the population of the Salem urbanized area, which included the city of Salem plus the surrounding closely settled unincorporated areas that met certain criteria of population size and density. Planning documents from the 1970s and 1980s provided historical population values and the urbanized area population numbers in **Table A-3** are a reasonable equivalent to the Salem-Keizer UGB. The 2000 population estimate for the Salem-Keizer UGB was calculated in May 2001 using data from 2000 census block data. The 2010 and 2020 population estimate for the Salem-Keizer UGB was similarly calculated from 2010 census block data.

The average annual growth rate calculated over the decades is a good reflection of the cycles of economic growth. During the economic recession in the 1980s, Salem-Keizer's annual average population growth rate dropped to 1.5 percent, rebounding during the 1990s when the rate increased to 2.4 percent per year. The decade of 2000 to 2010 had a Salem-Keizer average growth rate of 1.2 percent as the great recession which began the end of 2007 was a contributing factor to slower growth. The average annual growth after 2010 is 1.1 percent, the low growth reflective of the post-recession recovery period. The city of Turner was added to the SKATS planning area as part of the Transportation Management Area boundary expansion adopted by the SKATS Policy Committee in 2002. The populations of the three cities of Keizer, Salem, and Turner are also included in **Table A-3** as reference. Figure A-3 illustrates the historical growth of only the Salem-Keizer UGB.

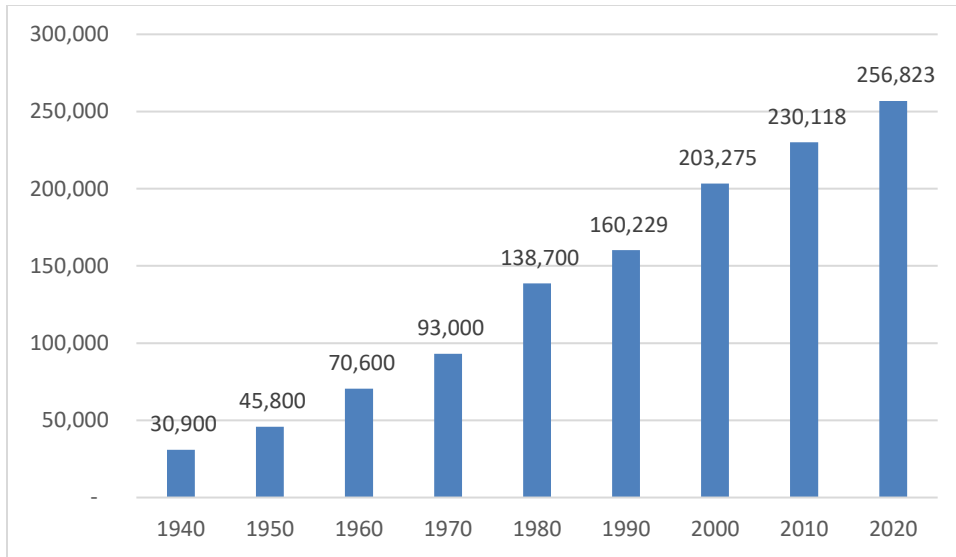
| Historical Population Growth - Urban Growth Boundary | | | | | | | | |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Year | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | 2010 | 2020 |
| Geography ¹ | Salem UA | Salem UA | Salem UA | UGB | UGB | UGB | UGB | UGB |
| Population | 45,800 | 70,600 | 93,000 | 138,700 | 160,230 | 203,275 | 230,118 | 256,823 |
| Decade | 1940-1950 | 1950-1960 | 1960-1970 | 1970-1980 | 1980-1990 | 1990-2000 | 2000-2010 | 2010-2020 |
| UGB Growth each period | 48% | 54% | 32% | 49% | 16% | 27% | 13% | 12% |
| Salem-Keizer UGB AAGR ² | 4.0% | 4.4% | 2.8% | 4.1% | 1.5% | 2.4% | 1.2% | 1.1% |
| Historical Population Growth - Cities | | | | | | | | |
| Year | 1950 | 1960 | 1970 | 1980 | 1990 | 2000 | 2010 | 2020 |
| City of Salem | 43,140 | 49,142 | 68,296 | 89,233 | 107,786 | 136,924 | 154,637 | 175,535 |
| City of Keizer ⁴ | | 5,288 | 11,405 | 18,592 | 21,884 | 32,203 | 36,478 | 39,299 |
| City of Turner | 610 | 770 | 846 | 1,116 | 1,281 | 1,199 | 1,854 | 2,454 |

¹ Salem UA = Salem Urbanized Area, UGB = Salem-Keizer Urban Growth Boundary

² AAGR = Average Annual Growth Rate

⁴ Keizer incorporated in 1982. Earlier years are Keizer CDP.

Table A-3: UGB Population Growth Over Time (Source: US Census Bureau)



Source: Census Bureau

Figure A-3: Population within the Salem-Keizer UGB (or equivalent) from 1940 to 2020 (Source; US Census Bureau)

Building permit activity provides a good visual indicator of cycles of growth. **Figure A-4** charts annual permits by housing type within the Salem-Keizer UGB from 1980 to 2021. The area experienced a low of 129 building permits in 1985, and construction peaked in the mid-1990s. The recession and financial crisis that began in 2007 is reflected in a drop of permits issued over the period from 2007 to 2012. In 2021, total permits were 940 for the year.

Building Permit Type by Year Salem-Keizer UGB

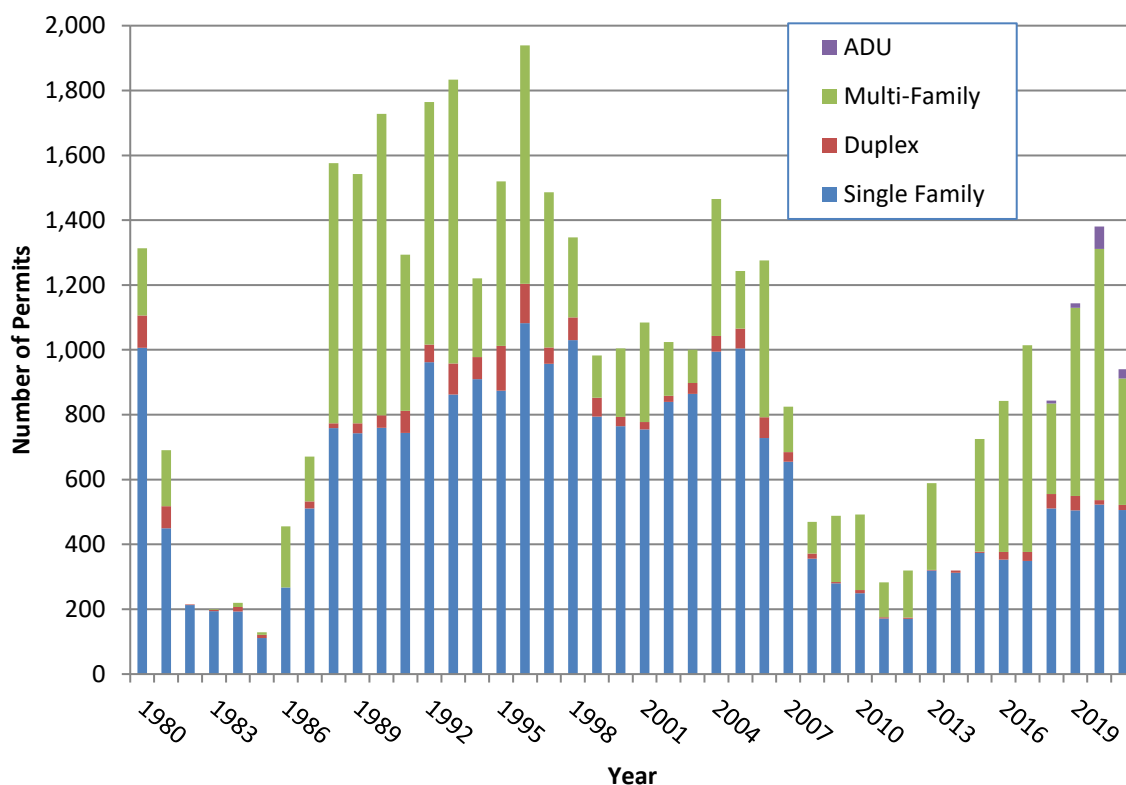


Figure A-4: Building Permits by Type by Year within the Salem-Keizer UGB (Source: MWVCOG)

Salem-Keizer UGB Population Forecast Methodology

The Oregon State Legislature passed HB 2253 in 2013 requiring Portland State University's Population Research Center to issue forecasts by urban growth boundaries for the entire state on a rotating basis in a four-year cycle. Forecasts for Marion and Polk Counties were finalized in June 2021. This provided a Salem-Keizer UGB number for a target population forecast (2050), split between Salem and Keizer, and Polk and Marion counties. PRC also provided forecast numbers for Turner's UGB. These target numbers account for the majority of the population within SKATS. A forecast for the remaining area of county land outside the UGB and inside SKATS is described later in this appendix.

A forecast working group comprised of members of the TAC helped coordinate and inform the 2050 population and employment forecasts and allocations. The population target for the Salem-Keizer UGB is 315,313 for the year 2050.

Since the last update to the long-range plan, the city of Salem has adopted the *Our Salem* Comprehensive Plan update after a three-year process, the city of Keizer updated a Housing Needs Analysis in 2021 and enacted the River-Cherry Overlay District in their

zoning, and the city of Turner completed a Housing Needs analysis and applied for an Urban Growth Boundary expansion. Information and underlying data from these three projects have been incorporated into the forecasts for the MTP. Federal regulations require the MPO to base its MTP update on the latest available estimates and assumptions for population and land use.¹

Keizer

The city of Keizer completed a Housing Needs Analysis (HNA) in 2019 and updated and finalized findings in 2021. The analysis included the implementation of its River-Cherry overlay district. The HNA had a forecast horizon year of 2041 and examined historic densities as well as potential higher future housing density, especially within the overlay district to accommodate the city's needed growth. As part of the HNA land use efficiencies were evaluated and higher future densities were assumed for all housing development types. It was concluded that within the city there is a demand of 2,061 new dwelling units, a capacity of 1,679 units and resulting deficit of 396 housing units by 2041. As Keizer and Salem share an urban growth boundary, the conclusion of Keizer's 2021 HNA was the unmet housing need would be accommodated within the shared UGB with Salem.

Extending the forecast horizon another nine years to 2050 for the MTP planning horizon would increase that housing deficit to a total of approximately 800 units. At the present, Keizer has not begun an application process to expand the UGB in the vicinity of the Keizer city limits. Given the unique shared nature of the UGB, for these forecasts it is assumed that the projected deficit to 2050 will also be accommodated within the shared UGB.

Based on the 2021 HNA work, estimated capacity exists for 1,679 housing units based on vacant and partially vacant unconstrained land, re-developable properties (land with a less intensive residential use to a higher density use), and accessory dwelling unit (ADU) potential. The forecast for the MTP will assume that all that available capacity will be built by 2050. In addition, for the nine years of the extended forecast from 2041 to 2050, it is assumed another 25 accessory dwelling units (ADUs) will develop (this is the same assumption as used in the HNA), for a total of 1704 units built by 2050. This reflects all of Keizer's existing housing capacity and an additional 25 ADUs which will not require additional buildable land. **Table A-4** summarizes the forecast units and population growth for Keizer.

¹ 23 CFR 450.324 (e) "The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update."

| | Persons | Housing Units |
|---|---------|---------------|
| 2041 HNA Housing capacity | | 1679 |
| Likely ADUs (based on HNA assumptions, 2041 to 2050) | | 25 |
| 2050 Housing unit forecast for MTP | | 1704 |
| Population Growth based on 1704 Housing Units (2020 to 2050)* | 4618 | |
| Forecast Growth for Keizer (2020 to 2050) from PSU | 6731 | |
| Population accommodated elsewhere in UGB | -2113 | |
| Approximate Housing units accommodated elsewhere in UGB | | 813 |

* 2.71 persons per household, 2015–2019 American Community Survey from HNA

Table A-4: Keizer Housing and Population Forecast

These potential 1,704 units were allocated in GIS in Keizer trying best to match the buildable land inventory in the Housing Needs Analysis, use the housing density from the Housing Needs Analysis, and where:

- Existing SF development on lots larger than 15,000 sq ft were viewed in GIS, if there is reasonable access to the lot, a subdivision/infill was assumed for additional units.
- Multi-family land larger than ½ acre with a current use of single family, is assumed to have redevelopment potential to a higher density use of multi-family.
- Two large undeveloped mixed-use properties in the RCOD were assumed to develop as multi-family and at a high density.
- With the expectation that the RCOD will accommodate higher density development, several locations regardless of the existing use were selected for potential redevelopment for a total of 256 multi-family units at a high density.

This initial housing unit distribution was reviewed by city staff, and totals were summarized to the TAZ level for use in the travel demand model. The 1,704 units results in a population growth of 4,618 (based on 2.71 persons per household). The 2050 Population Research Center (PRC) forecast number for Keizer is higher than the forecast that results from the capacity of 1,704 housing units. Therefore, the final population table totals have been adjusted to reflect the housing short fall as documented in Keizer 2021 Housing Needs Analysis and extended to the 2050 horizon year. The difference in population is shifted to the Salem portion of the UGB with the additional units added to Salem's forecast. Summary totals are in **Table A-5**.

| Population Census 2000 | Population Census 2010 | Population Census 2020 | Forecast Population 2050 | Total Increase Population | Housing Unit growth |
|------------------------------|------------------------------|------------------------------|--------------------------------|---------------------------------|---------------------------|
| 32,203 | 36,478 | 39,309 | 43,927 | 4,618 | 1,704 |

Table A-5: Keizer UGB Area Only, Summary Table

Salem

The *Our Salem* update to the Comprehensive Plan concluded in July 2022 with its adoption by the city council. The project entailed a great deal of public outreach at many points during the four-year project with the public, neighborhood associations, community organizations and stakeholder groups. For example, parcel specific proposed changes to Salem’s comprehensive plan map and zoning map were available in online maps, and public testimony was heard at both the Planning Commission and City Council regarding new zones and anticipated growth.

Additionally, work was done by SKATS in 2021 on behalf of the *Our Salem* project in phase two of the project, running four base scenarios and two preferred alternatives in the travel demand model based on proposed future development patterns. These scenarios were generated by city staff and their consultant to reflect the changes in the proposed comprehensive plan designations. After public comment on the initial scenarios a final preferred alternative was selected by the city. For this MTP update, the data from the final preferred alternative was used as the basis for the Salem portion of the SKATS forecast. This data was created and provided at a Transportation Analysis Zone (TAZ) level as future growth in single-family and multi-family units. There are approximately 318 zones that cover the city of Salem.

The final preferred alternative data was reviewed by Salem and SKATS staff for its integration into the MTP forecast with adjustments to align the forecast horizon years between the plans. In GIS, related data was mapped including the forecasts by TAZ, recent large land use actions, administrative boundaries, aerial photos, and underlying land uses to help in the review. The main adjustment to the city’s final preferred option was a reduction of total housing units, as the current forecast for the city of Salem from the Population Research Center is lower than that used for the city’s original housing needs analysis work. The adjustment in data by TAZs also incorporated the 2,113 in population from the Keizer’s forecast as referenced above. **Table A-5** summarizes the growth in housing units and subsequent population increase to the 2050 horizon year.

| Census 2020 | PRC Forecast 2050 | Revised Forecast 2050** | Population Increase 2020-50 | Allocated SF Units | Allocated MF Units | Total Units | Population Increase*** |
|----------------|-------------------------|-------------------------------|-----------------------------------|-----------------------|-----------------------|----------------|---------------------------|
| 217,514 | 269,273 | 271,386 | 53,872 | 10,049 | 10,672 | 20,721 | 53,874 |

** Shift of Keizer population growth

***S1101 Households and Families 2020 ACS 5-Year estimates, Average Household size 2.6 for city of Salem

Table A-6: Salem Housing and Population Forecast

Specific changes from the 2021 *Our Salem* Final Preferred Alternative Data (see **Figure A-4**):

- TAZ 431, 434 and 345: Staff from Salem’s Public Works gave input that the utility service (water/sewer) in this area has limitations and would not likely be available in the near term. The units were reduced here with the assumption that development will happen primarily on a small amount of existing platted vacant lots
- TAZ 137: In the Kale Road development many houses have been built over the last 1 ½ years in this subdivision. The forecast for single family houses was adjusted to reflect the remaining platted vacant lots and the recently approved multi-family development.
- TAZ 41: During the final approval stage of *Our Salem*, the proposed multi-family comprehensive plan map designation was removed after the public comment period; therefore, the forecast for multi-family units was removed.
- TAZ 388: Recent land use actions in 2021 and 2022 of subdivisions covering approximately half of the TAZ give an accurate number of future building lots as well as a more accurate estimate of the capacity for the remaining unplatted vacant land; therefore, the estimate for SF future units was lowered.
- TAZs 147, 45, 50, 411, 426: These zones have the largest forecast totals, geographic size, and amount of vacant and underdeveloped land available (large parcels with a single house). Though land is available for development in these areas, city staff lowered the single-family forecast in these five areas, based on the goals and targets from *Our Salem* in which new development is desired near downtown Salem and corridors with frequent transit service and of multi-family or higher density development. The single-family forecast was reduced by an equal percentage over all five for a reduction of approximately 480 single family units. Any multi-family forecasts in these TAZs remained unchanged.

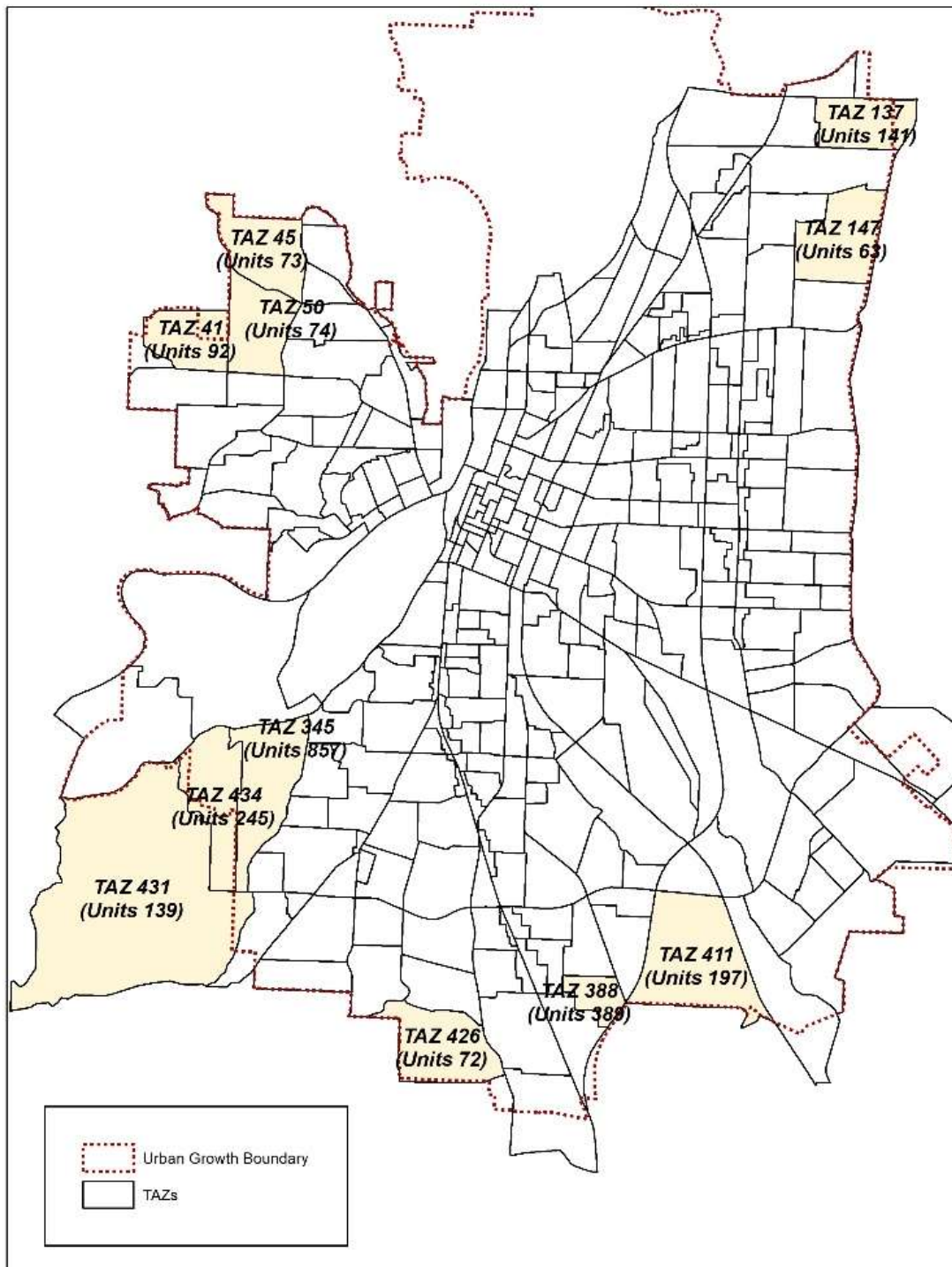


Figure A-5: Map of TAZs with changed Housing Units from the Our Salem plan

Finally, Portland Research Center (PRC) provides population forecasts for the Salem-Keizer urban growth boundary, the separate Keizer and Salem portions, and by county (Marion and Polk). The *Our Salem* project included detailed work to estimate anticipated development on proposed comprehensive plan map changes by neighborhood around the city. Housing forecasts were based on that work. It was assumed that the resulting population split between Marion and Polk Counties based on housing units from the *Our Salem* work was a more accurate representation of potential future growth, than that of the split provided by PRC. The resulting population split is shown in **Table A-6**.

| Area | Census 2010 | Census 2020 | Population Increase 2020-50* | Population Forecast 2050 |
|------------------------|----------------|----------------|------------------------------------|-----------------------------|
| Salem UGB area | 193,640 | 217,514 | 53,873 | 271,387 |
| East Salem (Marion Co) | 167,499 | 186,146 | 44,538 | 230,684 |
| West Salem (Polk Co) | 26,141 | 31,368 | 9,335 | 40,703 |

*Based on housing units, 2020 ACS 5-Year estimates, Average Household size 2.6

Table A-7: Salem Population Split within the UGB

Turner

Turner's recent Housing Needs Analysis and Buildable Land Inventory work in 2021 determined the city has 49 acres of vacant, unconstrained land that allows residential development, which would result in 189 units.²

The analysis also determined that 507 new housing units are needed by 2041 to meet its anticipated population growth. This determination was made after analyzing development trends, looking at projected need, and factoring in efficiencies and accommodations for future growth. To meet their housing shortfall, the city has applied for an Urban Growth Boundary expansion of 49 acres of residential land to the east of the current boundary, which was approved by the Marion Board of Commissioners in August 2022. This expansion will accommodate development of 308 additional units on the expansion area, for a total of 497 for Turner. An additional anticipated 10 ADUs meets their 2041 target of 507 housing units.

Turner's Housing Needs Analysis work was based on the most recent forecast from the Population Research Center which match those of the MTP. Turner's work is based on a forecast horizon of 2041. Extending the forecast to a 2050 time period requires additional growth of approximately 43 additional housing units. As this is forecasting growth to the year 2050 on land that has not yet begun a development process or plan, with many other unknown variables, these 43 additional needed units are assumed to be accommodated in this same future development area and elsewhere in Turner by

² Exhibit 4, Draft Turner UGB Amendment Justification and Finding

increased density or infill. This was considered reasonable by staff. It is possible that duplex or triplex units may be included in new construction depending on market demand, new units with built-in ADU capacity, or infill development of ADUs of existing residential units. As the HNA work for projected future development was easily assigned to the two TAZs areas that cover the City of Turner for input into the SKATS travel model. **Table A-8** shows the forecast units and resulting population increase from the HNA work, and **Table A-9** shows the resulting population.

| | Persons | Housing Units |
|--|---------|---------------|
| 2041 HNA Housing capacity | | 189 |
| 2041 HNA Housing deficit and UGB expansion | | 308 |
| Total needed units 2041 (HNA) | | 507 |
| <hr/> | | |
| Population Growth 2020 to 2050, forecast for MTP | 1420 | 550 |

Table A-8: City of Turner Housing and Population Forecast

| Census 2010 Population | Census 2020 Population | Forecast Population 2050 | Total Increase Population | Housing Unit growth |
|------------------------------|------------------------------|--------------------------------|---------------------------------|---------------------------|
| 1,854 | 2,454 | 3,874 | 1,420 | 550 |

Table A-9: Turner UGB Summary Table

Marion County

The area that lies outside of the Salem-Keizer UGB and inside of the SKATS boundary has a population of 12,460 people determined from the 2020 Decennial census. The Marion County portion is 10,587, and the Polk County portion is 1,873. The population for this specific area can be accurately determined every 10 years from the decennial census, as statistics are available at a very small, detailed level in a layer that can be geographically selected and summarized.

There are no population forecasts specific to these areas, as they do not match a typical boundary such as a county or urban growth area. In consultation with Marion County planning staff, it was decided to estimate future development based on available residential buildable land in combination with applying an average of housing developed each year. SKATS has over 20 years of geocoded housing permit history, the average number of annual building permits for this specific area of Marion County is 23 per year. The target number of housing units was calculated at 690 (23 units * 30 years, from 2020 to 2050).

Using GIS, future housing units were allocated to lots that met the county development

standards, generally these were existing vacant lots greater than two acres in size, or larger lots with a residence that could subdivide and allow additional units in Rural Residential designated zones. County planning staff indicated there has been very little interest in ADUs in this area of the county and therefore a very small number of 15 ADUs were added to the forecast period (approximately one every other year). The result of the GIS exercise allowed for 619 housing units on land that met development criteria plus 15 ADUs. Resulting in a future population of 12,343.

Polk County

In Polk County, the area outside of the Salem-Keizer UGB and inside of SKATS has a 2020 population of 1,873, from the decennial census. Similar to the steps for Marion County, GIS future housing units were allocated to lots that met the county development standards, generally these were existing vacant lots greater than 5 acres in size, or larger lots with a residence that could subdivide and allow additional units in Rural Lands designated zones. A very small number of 15 ADUs were added to the forecast period (approximately one every other year). The result of the GIS exercise allowed for 158 housing units on land that met development criteria plus 15 ADUs. Resulting in a future population of 2,340.

Table A-10 summarizes both Marion and Polk County's forecast data.

| Area | Census 2010 | Census 2020 | Forecast Housing Units | Persons per House-hold* | Population Increase from HH Units | Population forecast 2050 |
|--------------|---------------|---------------|------------------------|-------------------------|-----------------------------------|--------------------------|
| Marion | 10,156 | 10,587 | 634 | 2.77 | 1,756 | 12,343 |
| Polk | 1,463 | 1,873 | 173 | 2.70 | 467 | 2,340 |
| Total | 11,619 | 12,460 | 807 | | 2,223 | 14,683 |

*S1101 2020: ACS 5-Year estimate by county

Table A-10: Marion and Polk County Population Forecast

Summary

Table A-11 includes the forecast numbers for all the jurisdictions within the SKATS boundary³.

| Area | Population | | | | |
|-------------------------------|----------------|----------------|------------------|---------------------|-----------------------|
| | Census 2010 | Census 2020 | Forecast 2050 | Increase 2020-50 | Allocated HH units |
| Salem-Keizer UGB Total | 230,118 | 256,823 | 315,313 | 58,490 | 22,425 |
| Keizer area (inside UGB) | 36,478 | 39,309 | 43,927 | 4,618 | 1,704 |
| Salem area (inside UGB) | 193,640 | 217,514 | 271,386 | 53,872 | 20,721 |
| Turner UGB | 1,854 | 2,454 | 3,874 | 1,420 | 550 |
| Remaining SKATS areas | 11,619 | 12,460 | 14,683 | 2,223 | 807 |
| Marion County | 10,156 | 10,587 | 12,343 | 1,756 | 634 |
| Polk County | 1,463 | 1,873 | 2,340 | 467 | 173 |
| Total SKATS population | 243,591 | 271,737 | 333,870 | 62,133 | 23,782 |

2000/2010 numbers from RTSP Appendix A, updated from GIS

2020 numbers from census redistricting file, by census blocks

2050 Forecast data from the Population Research Center, June 2021, for Salem, Keizer, and Turner

Final numbers reflect a shift of housing within the shared UGB

2050 Forecast outside of the UGB determined with estimated housing units.

Table A-11: Summary Table Population and Forecast

Figure A-6 uses a dot density pattern to represents the forecast units by single family or multi-family type. Each dot represents four units, and approximately half of all future units are forecast to be multi-family. Given the variation in size of the TAZs, this is a proportional representation of development and allocation of units.

³ 2020 Population numbers were summarized from the 2020 Census Redistricting file (PL94-171) in GIS. This allows for population summaries for areas other than city limits, for example in this table the urban growth boundaries, the SKATS boundary, and the unincorporated portions of Polk and Marion counties that fall within the SKATS MPO boundary. The Census provides populations by city limits that may differ slightly from redistricting numbers. For consistency, the redistricting file in GIS was used for all calculations.

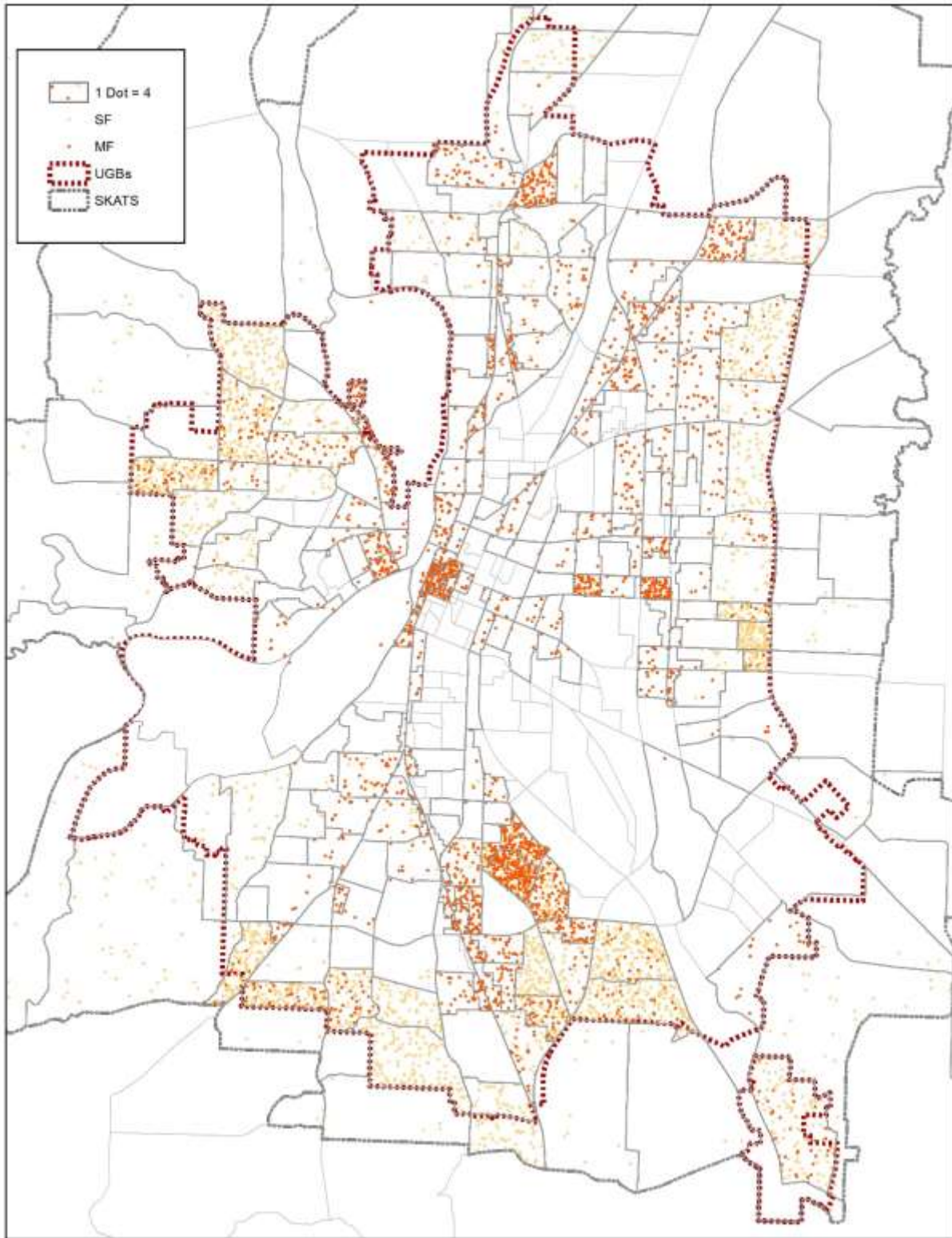
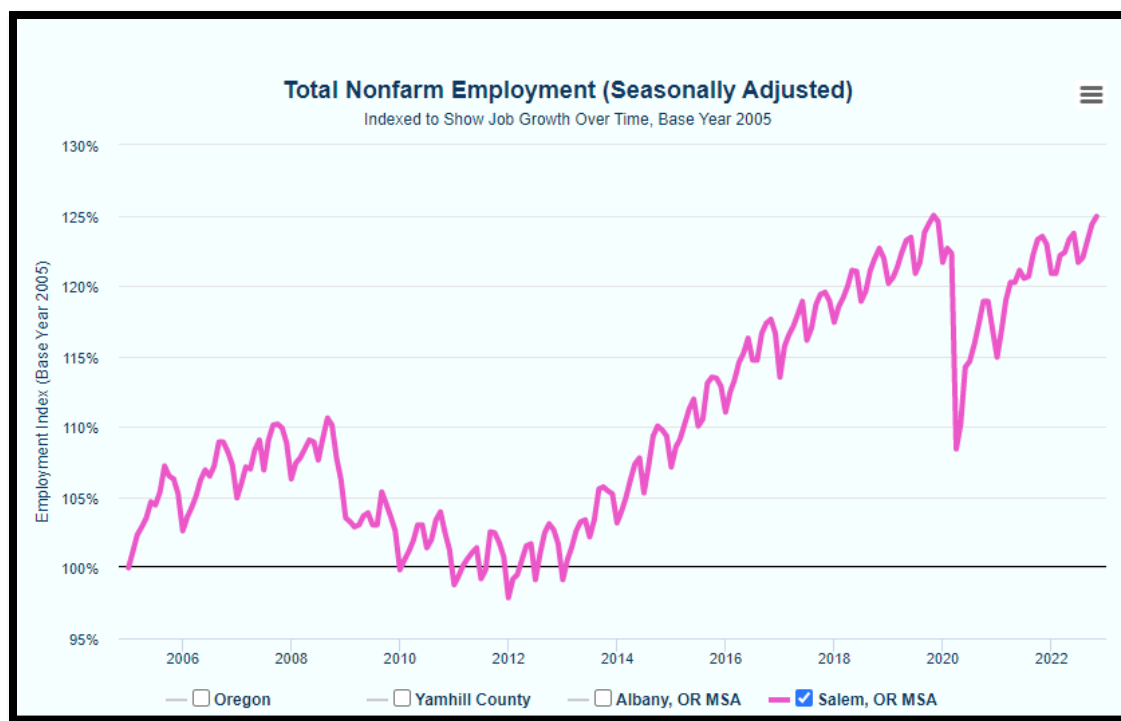


Figure A-6: Representation of Forecast Units by Type by TAZ

Marion and Polk County Employment

Two sources of employment data are available from the State of Oregon Employment Department (OED). The first is data from the Current Employment Statistics (CES) program. The Salem MSA consists of Polk and Marion Counties together and is a reasonable indicator of the employment trends of the Salem-Keizer urban area, as approximately 70 percent of all employment in both counties is within the urban area. Current Employment Statistics is a survey of employers that provides a good measure of the number of payroll jobs in nonfarm industries. **Figure A-7** shows employment growth over time, using 2005 as a base year index for the Salem MSA area. The dip in employment during the recession (2000-2002) and the beginning of the covid pandemic (2020) stand out from the overall growth since 2005.



Salem MSA consists of Marion and Polk Counties

Figure A-7: Total Employment Job Growth Compared to Base Year 2005 (Source: Oregon Employment Department)

The second set of data from OED is the quarterly census of employment and wages (QCEW) by industry of “covered” employment (workers covered by unemployment insurance) for all counties in the state⁴. The employment data comes from the unemployment insurance tax reports submitted quarterly by employers subject to

⁴ Non-covered employment includes the self-employed; services performed by a person in the employ of a son, daughter, or spouse; realtors and insurance sales employment that are based solely on commission; service performed by certain part-time, irregular, and emergency employees of state or local government; service performed by elected officials; certain categories of agricultural workers; and other specialized employment. See OLMIS for more info.

employment law. QCEW is similar to CES data, however this data is available in a GIS format which allows for summary by geographies other than the county level. Marion and Polk County employment from 1976, along with bars reflecting periods of economic recession are illustrated in **Figure A-8**.

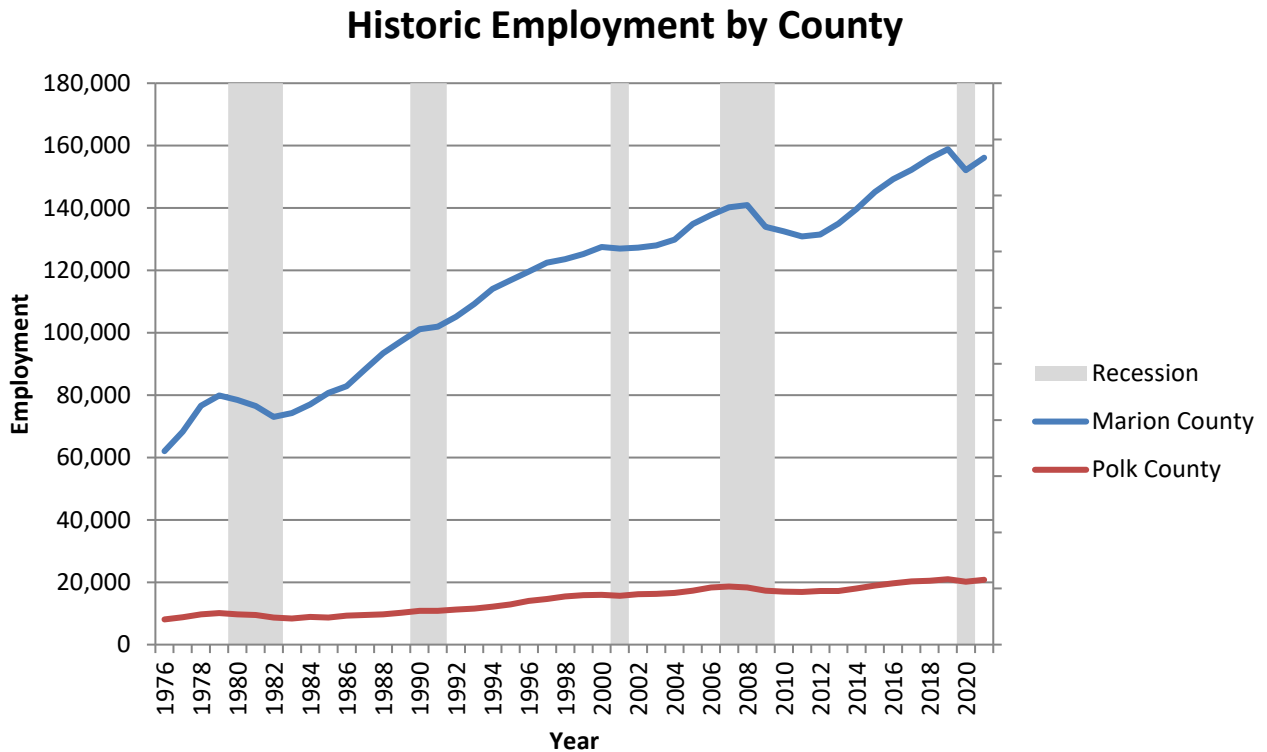
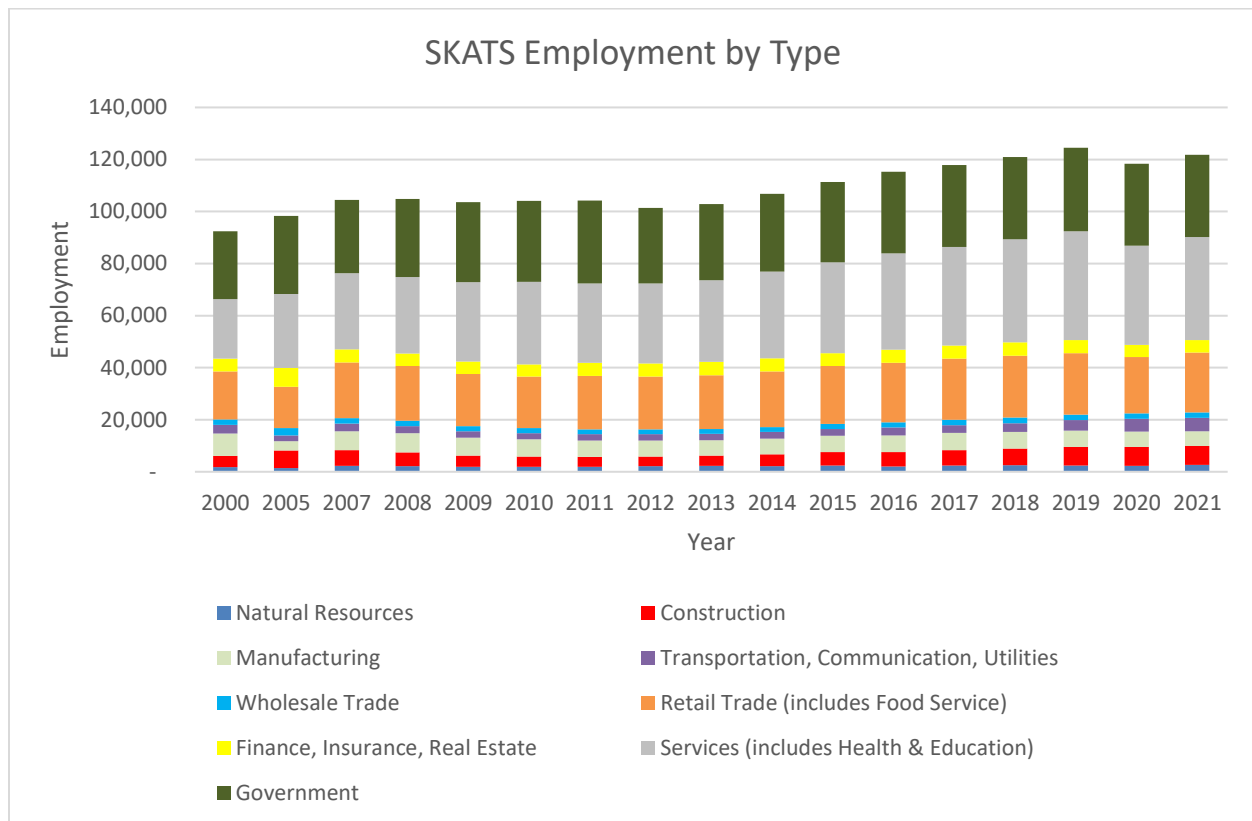


Figure A-8: Historic Employment by County (Source: Oregon Employment Department)

SKATS Employment

QCEW data for the Salem-Keizer area was obtained from Oregon Employment Department in a geocoded format that makes it possible to summarize specifically by the SKATS boundary area, rather than by county. Shown in **Figure A-9** is the annual average covered employment by major sectors inside SKATS. Employment dips are visible in 2012 with the recession, and again in 2020 with the covid pandemic. The gaps years in data were those that the MWVCOG did not collect the data.



Data not collected by MWVCOG for all years.

Figure A-9 SKATS Employment 2000 to 2021 (Source: Oregon Employment Department)

Employment Forecast Methodology and Control Total

Accurately predicting the economic future is a challenge over a long horizon. There are few sources for long range employment forecasts, and none for small geographic areas. The SKATS subcommittee reviewed a variety of local information, data and reports to best determine a forecasting approach. The approach agreed on was to match the rate of growth of the population to estimate future employment. Employment projections were calculated by taking 2021 covered employment and applying population forecast growth rates to create target 2050 estimates. The base year 2021 was chosen over 2020, as employment was so severely affected in the short term by the beginning of the covid pandemic. Employment data in 2021 rebounded sufficiently enough to not skew the base conditions for the travel model. Shown in **Table A-12** are the employment totals for 2021, the resulting employment forecast for 2050 and the resulting employment increase.

Current Employment and 2050 Forecast

| Area | Employment 2021 | Forecast** Emp. 2050 | Employment Increase 2021-50 |
|--------------------------|--------------------|-------------------------|--------------------------------|
| Keizer area (inside UGB) | 8,053 | 9,859 | 1,806 |
| Salem area (inside UGB) | 109,141 | 133,611 | 24,470 |
| Total Salem-Keizer UGB | 117,194 | 143,470 | 26,276 |
| Turner area | 637 | 780 | 143 |
| Remaining SKATS areas | 4,024 | 4,926 | 902 |
| Marion County | 3,155 | 3,862 | 707 |
| Polk County | 869 | 1,064 | 195 |
| Total SKATS employment | 121,855 | 149,176 | 27,321 |

2021 Employment is covered employment from the Oregon Department of Employment

** Employment growth mirrors population growth, maintaining Population/Employment ratio consistency

Table A-12 Current and Forecast Employment

As part of the update to *Our Salem*, the City of Salem developed employment forecast by TAZ as part of the modeling for their update. This work was directly incorporated into the forecast allocation. For Keizer, Turner and the county lands employment was allocated in the land use inventory in GIS. In GIS, the inventory identified tax lots as developed, vacant, partially vacant, or likely to redevelop based on size and zoning. Taxlots that allowed mixed use (housing and employment) were identified for either future housing or future employment, or a mix of both. Some taxlots were excluded based on environmental constraints such as slope or water. Based on the employment type, the number of employees were estimated using the densities in **Table A-13**. All final forecasts were reviewed by staff.

| Employment Types | Density for vacant lots | Density for partially vacant lots |
|---------------------------|----------------------------|---|
| Commercial Mix | 27.1 | 18.1 |
| Government Mix | 35 | 23 |
| Industrial Mix | 12.8 | 8.5 |
| Industrial-Commercial Mix | 15.4 | 10.3 |
| Office | 35 | 23 |
| Retail | 27 | 18 |
| Service | 31 | 21 |
| Ag/Industrial (Keizer) | 12.8 | 8.5 |
| Residential Mix | 0.5 | n/a |

Table A-13 Employment Types and Corresponding Densities

Keizer Employment

Employment densities were applied to vacant, partially vacant and potentially redevelopable taxlots by their employment type to calculate employment totals in GIS. Similar to the housing forecast, a total possible number of employees were calculated based on the available land. Keizer Station was considered a special forecast with future jobs estimated on the remaining vacant pads available for development. Of those properties considered partially vacant or redevelopable, only the most likely to develop (based on accessibility and lot usage) were included in the forecast period. The final forecasts were reviewed on maps by Keizer's staff for any further reductions or modifications.

The employment forecast is listed in **Table A-14**. Total employment in Keizer is forecast to grow from 8,053 to 9,859 by 2050.

| | 2021 | 2050 |
|-------------------------|-------|-------|
| Keizer Total Employment | 8,053 | 9,859 |

Table A-14 Keizer UGB only, Employment Forecast

Salem Employment

Similar to the housing forecast, the data from the final preferred alternative from the *Our Salem* update was used as the basis for the Salem portion of the SKATS employment forecast. This data was created and provided at a Transportation Analysis Zone (TAZ) level as future growth over 10 employment categories.. There are approximately 318 TAZ zones that cover the city of Salem.

The final preferred alternative data was reviewed by Salem and SKATS staff for its integration into the MTP forecast with adjustments to align the forecast horizon years. The main adjustment to the city's final preferred option was a reduction of total employment as the 2050 forecast (based on underlying Portland Research Center population growth rates) is lower than that used for the city's original work. Final employment forecasts were reviewed by city of Salem staff for any further exclusions or modifications. The resulting employment forecast is shown in **Table A-15**.

| | 2021 | 2050 |
|------------------------|---------|---------|
| Salem Total Employment | 109,141 | 133,611 |

Table A-15 Salem UGB only, Employment Forecast

Employment Allocation for Turner and Remainder of SKATS

The forecast for the city of Turner, and the area outside of the Salem-Keizer UGB was also developed with input from local staff. The employment forecasts target number for each geography was calculated by using the population forecast growth rate. Employment growth for Marion County is 707. Polk County is 195, and Turner is 143 as illustrated in **Table A-16**. In GIS, commercial and industrial taxlots were identified as vacant and partially vacant, and employment densities were applied to determine potential employment. The allocation was reviewed by planning staff.

| | 2021 | Target employment 2050 | Increase 2021- 2050 |
|----------------------|-------|------------------------------|------------------------|
| Turner | 637 | 780 | 143 |
| Marion County | 3,155 | 3,862 | 707 |
| Polk County | 869 | 1,064 | 195 |

Table A-16 Employment Forecasts Turner, and Marion and Polk Counties

A final step not shown here takes the employment allocated in GIS for Keizer, Turner and county land and merges it with the City of Salem *Our Salem* forecast data into employment types by transportation analysis zones (TAZs) for input into the travel model.

Appendix B – Bibliography

Contained within this appendix is a list of all the plans and documents used as resources for the development of this plan. Documents that informed the discussion of each chapter and appendix are presented.

Federal Documents

- [MAP-21](#) (2012)
- [FAST Act](#) (2016)
- [Infrastructure Investment and Jobs Act of 2021](#) (2021)
- [Congestion Management Process](#) (CMP) [guidance documents](#)
- [Performance-based Planning](#) guidance [documents](#)
- [Intelligent Transportation System](#) (ITS) guidance [documents](#)
- [U.S. DOT Climate Action Plan](#), August 2021

State Plans

Oregon Department of Transportation

- [Oregon Transportation Plan](#) ([Update](#) underway for adoption in 2023)
- [Oregon Highway Plan](#) (1999, 2015) [Updated planned for 2023]
- [Oregon Bicycle and Pedestrian Plan](#) (2016)
- [Oregon Public Transportation Plan](#) (2018)
- [Oregon Rail Plan](#) (2020)
- [Oregon Freight Plan](#) (2017) [[Minor update in process](#), 2022]
- [Oregon Transportation Options Plan](#) (2015)
- [Oregon Transportation Safety Action Plan](#) (2022)
- [Oregon Statewide Transportation Strategy](#) (2013)
- [Oregon STS Implementation Plan](#) (202x)
- [Climate Action Plan](#) (2021)
- [Adaption Vulnerability/Risk Assessment and Operational Roadmap](#) (2021)
- [Transportation Asset Management Plan](#) (2022)
- [Final Environmental Impact Statement and Record of Decision for the Oregon Corridor Investment Plan](#) (2021) [*Cascades* passenger rail]
- [Transportation Electrification Infrastructure Needs Analysis](#) (2021)

Other

- [The Oregon Resilience Plan](#), Report to the 77th Legislative Assembly, Oregon Seismic Safety Policy Advisory Commission, February 2013.

State Regulations

Oregon Department of Land Conservation and Development

- [Transportation Planning Rule](#) (2022 update)

Local Plans

- Keizer
 - o [Keizer Transportation System Plan](#) (2008 Update w/ 2014 revisions)
 - o [Keizer Comprehensive Plan](#) (20xx)
 - o [Keizer Housing Needs Analysis](#) (2019)
- Salem
 - o [Salem Transportation System Plan](#) (20xx Update)
 - o [Our Salem](#) (2022)
 - o [Salem Comprehensive Plan](#) (2022)
 - o Salem Bike/Walk Plan (2012)
 - o [Salem Stormwater Master Plan](#) (2000) and basin updates (2019)
 - o [Salem Park Master Plan](#) (20xx)
 - o [Salem Tree Canopy Assessment Report](#) (2019)
 - o [Salem Climate Action Plan](#) (2021)
 - o [Salem Airport Strategic Business Plan](#) (2019)
- Turner
 - o [Turner Transportation System Plan](#) (1999, Update planned for 2023)
- Marion County
 - o [Marion County Transportation System Plan](#) (2005, Update planned for 2023)
 - o [Brooks Hopmere Community Plan](#) (2019 or 2020)
- Polk County
 - o [Polk County Transportation System Plan](#) (2008 Update)
- Salem Area Mass Transit District
 - o [Long-Range Regional Transit Plan](#) (2022)
 - o Human Services – Public Transit Plan (2016)
 - o Better Cherriots (20xx)
 - o Transit Asset Management Plan (2019)
 - o Transit Safety Plan (2020)

Supporting SKATS Plans

- Metropolitan Intelligent Transportation Systems (ITS) Plan (2005 – project list updated 2021)
- Congestion Management Process (2022)
- Public Participation Plan (2021)
- Consultation Process for ... (2021)
- Regional Transportation Safety Action Plan (in development)
- Metropolitan Transportation Improvement Program (2023 – in development)

Chapter & Appendix

Chapter 1 – Introduction

- Fifth Oregon Climate Assessment, Oregon Climate Change Research Institute. 2021
<https://blogs.oregonstate.edu/occric/oregon-climate-assessments>

Chapter 8 and Appendix E

- Data from USDA on access to grocery stores, etc.

Appendix R

- The 'resilience triangle' is from Wang, Y., Bartlett, S.F., and Miles, S.B. *Earthquake Risk Study for Oregon's Critical Energy Infrastructure Hub*. Oregon Department of Geology and Mineral Industries, August 2012. Quoted in the *Oregon Resilience Plan* (2013).
- Heat-related reading:
 - o <https://www.theverge.com/2021/7/5/22559961/heat-roads-washington-oregon-climate-infrastructure>
 - o <https://www.fastcompany.com/90651986/extreme-heat-is-becoming-more-frequent-and-our-infrastructure-is-going-to-need-to-adapt>
 - o <https://www.wweek.com/news/city/2021/07/14/this-is-the-hottest-place-in-portland/>
- Deploying Transportation Resilience Programs in State DOTs, TRB 2021
- U.S. DOT Climate Action Plan, August 2021
- *City of Salem Natural Hazards Mitigation Plan*, Oregon Partnership for Disaster Resilience, June 2012
- *Investing in Transportation Resilience: A Framework for Informed Choices*. National Academies of Sciences, Engineering, and Medicine 2021. Washington, DC: The National Academies Press. <https://doi.org/10.17226/26292>.

Appendix C – Project Evaluation Process

As part of the update to the SKATS Regional Transportation Systems Plan (RTSP) to cover the years 2019 to 2043, the project evaluation process was reviewed. With the passage of MAP-21 (Moving Ahead for Progress in the 21st Century) in 2015, a new requirement was introduced for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to use an outcomes-based performance-based planning and programming approach in developing their long-range plans and short-range improvement programs. Federal regulations require all long-range plans and transportation improvement programs (TIPs) adopted or amended after May 27, 2018, to use these methods (see 23 CFR 450.300 et seq). The 2019-2043 RTSP was the first update since this requirement took effect. The projects selected for the long-range plan and the TIP must demonstrate that they help our area make progress on the performance measure targets, which in the case of SKATS is to support ODOT's targets for safety, pavement and bridge condition, system performance, and SAMTD's targets for transit state of good repair and transit safety, and to make progress on the targets set by SKATS for two system performance measures (see **Appendix P** for more information). In addition, the project evaluation process was revised to reflect this requirement and to better capture the link between the Goals of the Metropolitan Transportation Plan (MTP) and the projects. This revised process was used for the 2019-2043 RTSP update and has been modified to reflect the criterion selected by the SKATS Policy Committee at their August 23, 2022 meeting for use in the 2023-2050 MTP update.

Criteria for Project Evaluation

The most straightforward way of showing how the plan's goals are used in the project selection process is to develop evaluation criteria for each goal in the MTP, these are shown in **Table C-1**. All projects are also required to have a recent cost estimate (in line with Goal 8) and be in a local transportation systems plan (TSP) or equivalent or from a planning study, and thus have some previous public exposure and comment (Goal 10 – Public Involvement).

For all but the safety criterion, scoring is “1” if the project meets the criteria, and “0” otherwise. For the safety criterion, the Policy Committee directed that projects that provide facilities to increase the safety of vulnerable users (people walking, biking, etc.) be given a score of “2”, other safety projects a score of “1”, and if the project does not address a safety location or issue a score of “0”.

Table C-1: Project Criteria and Associated Goal(s)¹

| | Criteria | Goal(s) Addressed |
|----|---|----------------------|
| 1 | Increases the miles of pavement in travel lane that are ranked “good” | 2 |
| 2 | Increases the number of bridges that are ranked “good” | 2, 3 |
| 3 | Enhances transit service or operations | 3, 6 |
| 4 | Reduces a gap in a regional system | 1, 5, 6, sometimes 3 |
| 5 | RESERVED FOR FUTURE USE | |
| 6 | Addresses freight movement impediment on designated CUFC | 3, 5, 9 |
| 7 | Increase access to employment center or jobs | 1, 4, 9 |
| 8 | Project improves transportation options in an EJ Area | 4 |
| 9 | Addresses a known safety location/issue | 3 |
| 10 | Addresses a bottleneck along a corridor | 1, 3, 5 |

Weighting the Projects

At their August 2022 meeting, the SKATS Policy Committee, after discussing the options for weighting the projects proposed for inclusion in the SKATS 2023-2050 Metropolitan Transportation Plan, directed staff to use a weighting scheme that shows the focus and intent of projects in the region to support the Goals of the MTP. This weighting scheme follows the weighting used in the SKATS 2019-2043 RTSP. The Policy Committee assigned a weight to each of these as illustrated in **Table C-2** below.

Table C-2: Criteria and Weights used for Evaluating Projects

| Criteria | Weight / Multiplier |
|---|---------------------|
| Safety | 4 |
| Enhancing Transit Service or Operations | 3 |
| Reducing a Gap in a Regional System | 3 |
| Addressing a Bottleneck | 3 |
| Contiguous to adjacent project from another jurisdiction | 1 |
| All other criteria² (each) | 1 |

The revised evaluation calculation was applied to the 263 projects that were initially identified to be considered for the SKATS 2023-2050 MTP³. The results were used along with the reasonably anticipated revenue available to each jurisdiction and SKATS (as discussed in **Chapter 6 – Finance**) along with the estimated project cost to develop an initial financially constrained project list. The process used to develop this list is

¹ The criteria are in the same order as the objectives listed on the evaluation sheets.

² All Other Criteria: Increases miles of pavement in travel lane(s) ranked “Good”; Increases the number of bridges that are ranked “good”; Addresses freight movement impediment on designated Critical Urban Freight Corridors; Increases access to regional employment center or jobs; Project is likely to improve facilities in an Environmental Justice area.

³ Projects listed in the Project Database as either “Committed”, “Included”, “Illustrative”, or “Proposed”.

presented in the remainder of this appendix, with the final table of projects shown in **Table 7-3**.

Determining an Initial Draft Financially Constrained Project List

After the projects have been evaluated and then scored using the weighting scheme, the next step is to determine which projects could be included in the financially constrained project list for the SKATS 2023-2050 MTP. The methodology used is similar to the process used in previous updates to the RTSP but uses the weighed evaluation score discussed above. This is a multi-step process where the projects for each SKATS member are first considered using the identified funds available to that jurisdiction or agency (i.e., Keizer funds are used for Keizer projects), and then SKATS funds are used for the remaining projects as available.

It should be noted that this methodology is used **solely** as a matter of expedience; in no way is it implied that a specific project is guaranteed to receive any of federal funds that SKATS may receive in the future. It is also not meant to imply that a project must be funded only by a local funds. The specifics of funding a particular project is decided when the project is closer to implementation (either when it enters a local jurisdiction's Capital Improvement Program or the SKATS Transportation Improvement Program (TIP).

The process used by SKATS staff is outlined below:

- 1) Filter the project list for a particular jurisdiction (e.g., Marion County).
- 2) Sort the resulting table by the evaluation score (highest to lowest).
- 3) Sort the table to ensure the projects identified by the jurisdiction are a priority or are part of the included list.
- 4) Sum the project cost for projects (from highest evaluation score to lowest) until the total cost are equal to or less than the forecasted revenue for that jurisdiction. This summation is for groups of projects with the same evaluation score.
 - a. If all the projects with the same evaluation score can be funded given the jurisdiction's forecasted revenue, they are designated as "Funded." If the amount of revenue available will only cover a portion of the projects with the same evaluation score, then all the projects that fall into this category are designated as "On the Bubble."
 - i. Determination of which of these projects should be funded will take place at the next stage.
 - b. All the remaining projects, i.e., those with evaluation scores that are lower than those projects "On the Bubble," are initially designated as "Below the Bubble."
- 5) Repeat for each jurisdiction.
- 6) After completing this for each jurisdiction, all the projects in the "On the Bubble" list are sorted by score and funds allocated. Discussion with TAC members ensure that highest priority projects receive funds first.
- 7) The resulting project list is reviewed by the TAC and Policy Committee, and any modifications are made as necessary.

An illustration of this is provided below (**Figure C-1**). In this example, the jurisdiction has 30 projects with a total estimated cost of \$45 million. The forecast for the funds that the jurisdiction will have reasonably available over 20 years is \$10 million. Using this information and following the methodology outlined above, the five projects shown in green (with scores of 7 or 8) are considered “Funded.” The 15 projects with a cost of \$15 million and a score of 5 are all “on the bubble.” Since all 15 projects received the same score from the evaluation of how they meet the criteria, they are all considered equal. Another method of determining which is most important must be used, or in this case, additional funds must be used (such as regional funds).

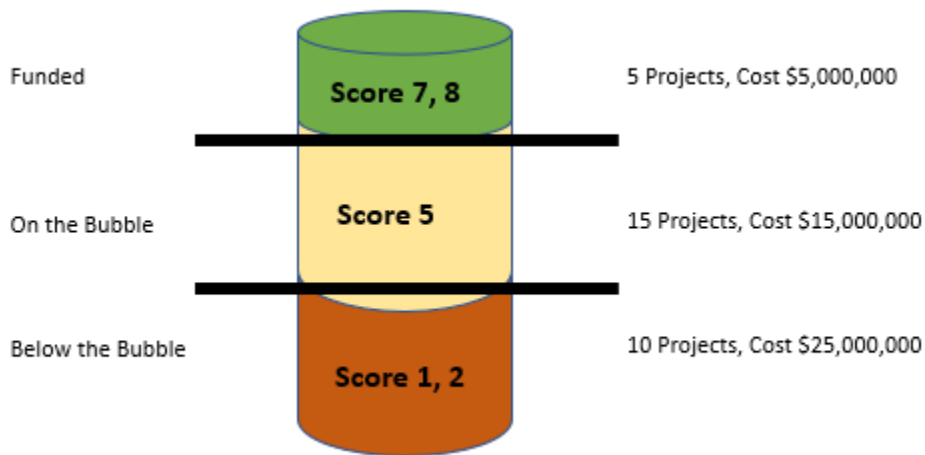


Figure C-1

For this update to the MTP, the process outlined above was followed with the initial results provided to the TAC members for their review to ensure that projects that are a local priority are included. This process was iterative, with a review by the Policy Committee of the results. Due to recent cost escalations, fewer projects were included in the financially constrained project list than the 2019-2043 RTSP. In total, there are 167 local projects and 22 ODOT projects, in the financially-constrained project list as shown in **Table 7-3**. There are 74 projects classified as “illustrative” (see **Appendix I**).

How the Criteria are Used to Evaluate Projects

The following documents how evaluation for each criterion is completed. Projects are compared to the characteristics of each criterion using the notes below.

- *Increases miles of pavement in travel lane(s) that are ranked "Good."*
 - Replaces travel lane pavement rated less than “Good” (Fair or Poor)
 - The assumption is that unless a road was paved recently, the pavement quality would be “Fair” at best.
 - Considers projects on all roads to align with HB 2017 reporting requirements
 - Further analysis needs to be done to determine existing pavement quality.
- *Increases the number of bridges that are ranked "Good."*

- Replaces the bridge deck that is rated “Fair” or “Poor”
- From *Baseline Performance Period Report (2018)* “A bridge can only move from poor to good condition if it is replaced. Repairing can move a bridge from poor to fair.
- Consider projects on all roads to align with HB2017 data reporting requirements.
- *Enhances transit service or operations.*
 - If a project is not located along a transit route but provides information to the rider or to operations (such as automated vehicle location (AVL) devices for stop announcements and/or real-time arrival).
 - Located along a transit route and provides some benefit either for operations or for access to the stops.
 - This includes building sidewalks linking to the route or along the route.
- Operations can be helped by adding turn lanes and/or signals to allow better traffic flow. *Reduces (or completes) a gap in the defined regional system.*
 - A gap is one that has been identified in **Chapter 5** for either the regional bicycle system, regional pedestrian system, or regional signal interconnect system. Gaps have not been identified for the regional road system (except for known extensions of minor arterials and above) or the regional transit system.
- *Addresses freight movement impediment on the designated Critical Urban Freight Corridor (CUFC)*
 - The Critical Urban Freight Corridors have been defined and are shown in **Chapter 4** on **Map 4-2** and **Table 5-10** in **Chapter 5**.
- *Increases access to regional employment center or jobs*
 - Currently regional employment centers are defined as:
 - Salem CBD + Capital Mall area
 - Mill Creek Corporate Center
 - Salem Industrial area
 - Fairview Industrial area
 - Maps of employment clustering were used to define where high concentration of jobs are located.
- *Addresses a safety location/issue*
 - Safety locations will be/are defined by the number of crashes at an intersection or along a corridor. Locations with fatalities and/or serious injuries could be prioritized in future iterations.
 - TAC members were asked to consider which projects are meant to focus on safety issues/locations.
 - Process may be revised in future updates to the MTP as additional analyses is completed as part of the Metropolitan Transportation Safety Action Plan.
 - Projects receive a “2” if they include features that are likely to increase the safety of vulnerable users (e.g., sidewalks, bike facilities, etc.) and a “1” if the project otherwise addresses a safety location/issue,
- *Address a bottleneck along a corridor*
 - Bottlenecks are defined for freight in Chapter 5 and from the process described in the CMP.

- Bottlenecks are currently limited to the regional road system used for CMP monitoring and analysis.
 - The list of bottlenecks will be consulted for the most congested locations.
- *Project is likely to improve transportation facilities within an EJ area*
 - EJ areas are defined as part of the Transportation Disadvantaged Report
 - “Likely to Improve” means a project provides new facilities, fixes a gap, is oriented toward a known safety issue/location.

Appendix D ~ Definitions

This appendix includes many of the acronyms that are related to transportation planning. An attempt has been made to spell out all acronyms as they are used in the document. In addition, for many of the terms used, additional detail is provided.

Transportation Planning Acronyms and Terms

ADA: *Americans with Disabilities Act.* Federal legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.

ADT: *Average Daily Traffic.*

AQCD: *Air Quality Conformity Determination.* The process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Attainment Area: An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others.

AVL: *Automatic Vehicle Location.* Typically used in transit buses, provides a mechanism to determine the location of each equipped bus. This information can be used to implement real-time transit arrival information at stations and on the web.

Bikeway: A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

BIL: *Bipartisan Infrastructure Law.* One of the many terms used for the Infrastructure Investment and Jobs Act of 2021. ***See IJA.***

BBA: *Build a Better America.* One of the many terms for portions of the Infrastructure Investment and Jobs Act of 2021. ***See IJA.***

BUILD: *Better Utilizing Investments to Leverage Development.* Federal discretionary grants program. Replaced TIGER in Federal Fiscal Year 2018. (***See TIGER***) Replaced by RAISE in 2021. (***See RAISE***)

CAAA: *Clean Air Act Amendments.* The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law.

The 1990 Clean Air Act is the most recent version of the 1970 version of the law. The 1990 amendments made major changes in the Clean Air Act.

CAC: *Citizen's Advisory Committee.*

C/AV: *Connected and Autonomous (Automated) Vehicle*

CBD: *Central Business District.*

CETAS: *The Collaborative Environmental and Transportation Agreement for Streamlining.* A group comprising of resource agencies facilitated by ODOT that is no longer in service.

CFA: Climate Friendly Areas. Defined as part of the process from the CFEC rulemaking.

CFEC: Climate Friendly and Equitable Communities.

CMAQ: *Congestion Mitigation and Air Quality Improvement Program.*

CMP: *Congestion Management Program.* Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs. Initially known as the Congestion Management System, the term was changed in the SAFETEA-LU legislation. The requirement was extended to all MPOs with a population of 200,000 or more. Provided as a separate document.

CNG: *Compressed Natural Gas.*

CO: *Carbon Monoxide.* Pollutant covered under the Clean Air Act.

CO₂: *Carbon Dioxide.* Also abbreviated as CO2.

CRP: *Carbon Reduction Program.* One of the new programs introduced in IIJA, focused on providing funds for projects that reduce transportation-related carbon dioxide emissions.

CTPP: *Census Transportation Planning Package.*

DEQ: *Department of Environmental Quality (State of Oregon).*

DLCD: *Department of Land Conservation & Development (State of Oregon).*

EIS: *Environmental Impact Statement.* Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

EMME: Computerized Transportation Modeling Software. Software that is used for planning the urban and regional transportation of people through transportation demand modeling and network analysis and evaluation. Often referred to by the version of the software, e.g., EMME/2 and EMME 4.

EMP: *Expressway Management Plan.*

EJ: *Environmental Justice.* The concept of environmental justice, derived from Title VI of the Civil Rights Act of 1964 and other civil rights statutes, was first put forward as a national policy goal by presidential Executive Order 12898 issued in 1994. It directs "each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

EPA: *Environmental Protection Agency.*

EPRS: *Enhanced Passenger Rail Service.*

FAST: *Fixing America's Surface Transportation.* Five-year federal surface transportation legislation from 2015-2020. Extended by Continuing Resolution through FY 2021. Replaced by IIJA. Successor to MAP-21. Essentially a continuation of MAP-21 in terms of policy and funding level. (*See also ISTEA, TEA-21, SAFETEA-LU, MAP-21, and IIJA.*)

FASTLANE: *Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies.* Grants distributed by the Federal Highway Administration for freight related projects. Created with the passage of FAST, for the Federal Fiscal Years 2016 to 2020. Replaced by INFRA in 2017. (*See INFRA*)

FFY: *Federal Fiscal Year.* Runs from October 1st until September 30th of the following year.

FHWA: *Federal Highway Administration.*

FRA: *Federal Railroad Administration.*

FTA: *Federal Transit Administration.*

GHG: *Greenhouse gases.* Including CO₂, methane (CH₄) among others.

GIS: *Geographic Information System.* Computer software that allows for analysis and display of geographically referenced information. Examples include ESRI's ArcMap and the open-source program QGIS.

HOV: *High-Occupancy Vehicle (carpool, train, bus, etc.).*

HSIP: *Highway Safety Improvement Program*

HTF: *Highway Trust Fund.* Repository of most of the revenue collected from federal gas tax, diesel tax, tax of truck tires and other revenue sources for use in funding surface transportation projects.

IGA: *Intergovernmental Agreement.*

Illustrative: Refers to a project that may be included in the RTSP if additional funding were available. Projects on the “illustrative” list are not included in any determination of air quality conformity and need the RTSP to be amended to include them.

IJA: *Infrastructure Investment and Jobs Act of 2021.* Federal act that includes the *Surface Transportation Reauthorization Act of 2021* and funding for other infrastructure items, such as broadband internet and drinking water. There are many monikers used for this Act or portions of it, including: BIL, BBA, and IJA. Successor to FAST, continuing many of the policies and funding programs. Introduced several funding programs for climate change and resiliency. There is approximately \$1.2 trillion available for the entire bill. **(See also ISTE, TEA-21, SAFETEA-LU, MAP-21, and FAST)**

INFRA: *Infrastructure for Rebuilding America.* Federal discretionary program that replaced **FASTLANE** in 2017. **(See FASTLANE).**

ISTEA: *Intermodal Surface Transportation Efficiency Act.* Signed into law in 1991, valid 1991 to 1997. Federal legislation that provides funding and regulations for transportation planning using federal funds in metropolitan areas. Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY 92-FY 97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places an increased emphasis on public participation and transportation alternatives. **(See also TEA-21, SAFETEA-LU, MAP-21, FAST, and IJA.)**

ITS: *Intelligent Transportation System.* The application of advanced technologies to improve the efficiency and safety of transportation systems. SKATS Regional ITS Architecture Plan provides the regional guiding document for implementing ITS projects within the Salem-Keizer metropolitan area.

Land Use: Refers to the manner in which portions of land or the structures on them are used, i.e., commercial, residential, retail, industrial, etc.

Land Use Plan: A plan that establishes strategies for the use of land to meet identified community needs.

LOAC: *Local Officials Advisory Committee.*

LOS: *Level of Service.* A qualitative assessment of a road's operating conditions used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

Metropolitan Planning Area (MPA): The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out.

MAP-21: *Moving Ahead for Progress in the 21st Century.* Signed into law 2012, valid from 2012 to 2014. This was the federal surface transportation legislation that replaced SAFETEA-LU. Unlike the legislation that came before it, MAP-21 was a two-year bill, running from 2012 to 2014. It introduced performance measures to track investments and outcomes on the national system. Many of the funding programs were reformed or removed with the enactment of MAP-21. Replaced by the FAST Act in 2015. (*See also ISTEA, TEA-21, SAFETEA-LU, FAST, and IIJA.*)

MPO: *Metropolitan Planning Organization* (such as SKATS).

- 1) Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.
- 2) Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75 percent of the affected population (in the metropolitan area) including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable State or local law (23 U.S.C. 134(b)(1)/Federal Transit Act of 1991 Sec. 8(b)(1)). (FHWA2).

MTP: *Metropolitan Transportation Plan.* The current moniker for the federally required 20+ year transportation plan. Previously RTSP. (*See RTSP*)

MWACT: *Mid-Willamette Valley Area Commission on Transportation.*

MWVCOG: *Mid-Willamette Valley Council of Governments.*

NAAQS: *National Ambient Air Quality Standards.*

NEPA: *National Environmental Policy Act of 1969.*

NHPP: *National Highway Performance Program*

NHS: *National Highway System.*

NO₂: *Nitrogen Dioxide.* Also abbreviated as NOX, oxides of nitrogen, a pollutant covered under the Clean Air Act.

O & D: *Origin and Destination.*

ODOT: *Oregon Department of Transportation.*

OHP: Oregon Highway Plan. One of the modal plans that implements the policies of the OTP. Produced by ODOT.

OMAP: *Oregon Medical Assistance Program.*

OTP: *Oregon Transportation Plan.* This is a long-range policy-oriented transportation document produced by ODOT.

Paratransit: Comparable transportation service required by the American Disabilities Act for individuals with disabilities who are unable to use fixed route transportation systems.

PC: *Policy Committee.* Committee that represents the legal embodiment of the SKATS MPO. Determines policy direction and allocation of federal funds received by the MPO. Comprised of representatives from the local jurisdictions and organizations.

P & E: *Population and Employment.*

PEA: *Planning Emphasis Area.* Defined by the Federal Highway Administration as focus areas for MPOs and state DOTs to consider when making places and funding programs and projects.

PIP: *Public Involvement Plan.* Superseded by the Public Participation Plan (PPP).

PL: *Metropolitan Planning Funds* (federal money provided to the MPO). These are the primary source of funding for metropolitan planning designated by the FHWA.

PM-2.5: *Particulate Matter (less than 2.5 micrometers).* Pollutant covered under the Clean Air Act.

PM-10: *Particulate Matter (less than 10 micrometers).* Pollutant covered under the Clean Air Act.

PMT: *Project Management Team*

PPP: *Public Participation Plan.* Document that details the public involvement process for the plans developed by SKATS (i.e., RTSP and TIP). Replaces the PIP and is required by federal legislation, SAFETEA-LU.

PROTECT: *Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation.* One of the new programs introduced in IIJA. Funding is available as both a formula and competitive grant.

RAISE: *Rebuilding American Infrastructure with Sustainability and Equity.* Grant program from US DOT that replaced BUILD in 2021. (*See BUILD*)

RBS: *Regional Bicycle System.* One component of the regional transportation network.

ROCR: *Regional Operational Characteristics Report.* Previously a printed document, this is moving to a dedicated web page.

RTSP: *Regional Transportation Systems Plan.* Moniker used for the long-range (20+ year) plan identifying all transportation modes in an urban area. Required by federal transportation legislation. (*See MTP*).

SAFETEA-LU: *Safe Accountable Fair Efficient Transportation Equity Act – A Legacy Act for Users.* Signed into law in August 2005, valid 2005 to 2009. Federal legislation that provides funding and regulations for transportation planning using federal funds in metropolitan areas. (*See also ISTEA, TEA-21, MAP-21, FAST, and IIJA.*)

SAMTD: *Salem Area Mass Transit District.* Provides public transportation in the Salem-Keizer urban area. Locally known as “Cherriots.” Also uses the acronyms SKT and SKTD.

SIP: *State Implementation Plan for Air Quality.*

SKATS: *Salem-Keizer Area Transportation Study.* The metropolitan planning organization for the Salem-Keizer-Turner urban area.

SKTD: *Salem Keizer Transit District.* Provides public transportation services in the Salem-Keizer urban area. Locally known as “Cherriots.” Also uses the acronym SKT and SAMTD.

SOV: *Single-Occupant Vehicle.*

SPR: *State Planning and Research.*

SRTS: *Safe Routes to School.*

SSSP: *System Safety and Security Plan*

STBGP: *Surface Transportation Block Grant Program.* Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. Renaming of STP with the passage of FAST.

STBGP-U: *Surface Transportation Block Grant Program – Urban.* (*See STBGP*)

STIF: *State Transportation Investment Fund.*

STIP: *Statewide Transportation Improvement Program.* A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, **TIPs**, and processes.

STP: *Surface Transportation Program.* Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

STP-U: *Surface Transportation Program – Urban.* Federal funding program. (*See STP.*)

SRTA: *Surface Transportation Reauthorization Act of 2021.* Part of IIJA, with over \$350 million available over five-years from Federal Fiscal Year (FFY) 2022 until FFY 2026. Also referred to as the Bipartisan Infrastructure Law (BIL).

TA: *Transportation Alternative set aside program.* Federal funding program for alternative modes.

TAC: *Technical Advisory Committee.* Committee composed of staff members from the member jurisdictions and agencies of SKATS. Provides oversight on technical matters to SKATS staff.

TAM: *Transit Asset Management.* Requirement for transit agencies to create and maintain a TAM plan describing how they will manage, maintain and replace their infrastructure. Commonly pronounced as the “TAM Plan”.

TAZ: *Transportation Analysis Zone.* Used to partition an area into smaller, more manageable geographic areas to facilitate determining the traffic demand when modeling.

TCM: *Transportation Control Measure.*

TDM: *Transportation Demand Management.* Programs designed to reduce demand for transportation through various means, such as the use of transit and of alternative work hours.

TDP: *Transit Development Program.*

TEA-21: *Transportation Equity Act for the 21st Century.* Signed into law in June 1998, valid 1998 to 2003. Authorized in 1998, TEA-21 authorized federal funding for transportation investment for fiscal years 1998-2003. Approximately \$217 billion in funding was authorized, which was used for highway, transit, and other surface

transportation programs. (*See also ISTE, SAFETEA-LU, MAP-21, FAST, and IIJA.*)

TGM: *Transportation & Growth Management.* Joint **ODOT/DLCD** grant program.

TIGER: *Transportation Investment Generating Economic Recovery.* Federal discretionary grants program created with the 2009 Recovery Act. Funds were distributed through Federal Fiscal Year 2017. (*See BUILD.*)

TIP: *Transportation Improvement Program.* A document prepared by a metropolitan planning organization that lists projects to be funded with **FHWA/FTA** funds for the next one- to three-year period.

TMA: *Transportation Management Area.*

- 1) All urbanized areas over 200,000 in population, and any other area that requests such designation.
- 2) An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the **MPO** (or affect local officials), and officially designated by the Administrators of the **FHWA** and the **FTA**. The TMA designation applies to the entire metropolitan planning area(s). (23 CFR 500)

TMA: *Transportation Management Association.* None currently exist within Salem-Keizer

TOD: *Transit Oriented Development.*

TPR: *Transportation Planning Rule* (implementing State Land Use Goal 12). Many sections were revised to respond to Executive Order 20-04 (which focused on addressing climate change) and codified in 2022.

TSM: *Transportation Systems Management.* These are programs designed to optimize the use of the existing transportation infrastructure.

TSP: *Transportation Systems Plan.* Long-range transportation plan identifying and guiding transportation projects in an area. Each city, county, and MPO produces a TSP. Frequency of updates depend on the individual jurisdiction or organization.

UGB: *Urban Growth Boundary.* A UGB is a legal boundary that separates rural areas from urban areas. UGBs are designed to encourage development in existing urban areas and preservation of land outside the boundary. Each city or metropolitan area in Oregon has an UGB defined.

UPWP: *Unified Planning Work Program.* Produced yearly, it discusses the projects the MPO will work on during a particular year.

Urbanized Area: Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S.

Census.

USDOT: *United States Department of Transportation.* FHWA and FTA are part of this department.

V/C: *Volume/Capacity Ratio.* Common output from travel demand modeling software, this provides the ratio of the demand, or volume, on a roadway segment to the defined carrying capacity of that segment. This ratio provides another means of determining how the regional road network is operating. Ratios above 1.0 are considered to represent gridlock. It also represents that the demand will likely 'spread out' into the surrounding hours of the day.

VHD: *Vehicle Hours of Demand*

VHT: *Vehicle Hours of Travel*

VISUM: Computerized Transportation Modeling Software. Software that is used for planning the urban and regional transportation of people through transportation demand modeling and network analysis and evaluation.

VMT: *Vehicle Miles of Travel.*

WaMUAs: Walkable, Mixed Use Areas – nomenclature used by Salem and Keizer instead of CFA. See *CFA* and *CFEC*.

WFH: *Work from Home*

WTW: *Welfare to Work.*

Appendix E – Environmental Justice Analysis

Background

The concept of environmental justice, derived from Title VI of the Civil Rights Act of 1964 and other civil rights statutes, was first put forward as a national policy goal by presidential Executive Order 12898 issued in 1994. It directs "each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Drawing from this framework, the U.S. Department of Transportation¹ established three principles to ensure nondiscrimination in federally funded activities:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects — including social and economic effects — on minority populations and low-income populations.
- Ensure full and fair participation by all potentially affected communities in transportation decision-making processes.
- Prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

The direction from FHWA is to conduct environmental justice analysis to mitigate disproportionately high and adverse effects of current planned transportation investments. This directive is the result of negative effects, both direct and indirect, that past planning and infrastructure development has had on low income and minority populations.

The Federal Highway Administration and the Federal Transit Administration have renewed their commitments to assure that environmental justice is carried out in the programs and strategies they fund including the transportation planning activities of metropolitan planning organizations like SKATS.

SKATS Approach to Environmental Justice

SKATS strives to incorporate fairness and equity into its transportation planning and programming. The 2023-2050 Metropolitan Transportation Plan (MTP) was developed to be consistent with the SKATS 2021 Public Participation Plan (PPP). The PPP identifies several strategies to involve traditionally underserved segments of the population in the transportation planning process through outreach activities during the development of the plan and in the public comment period. In addition to public outreach, SKATS has a

¹ Department of Transportation Environmental Justice Strategy (March 2, 2012)
https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/dot_ej_strategy/index.cfm

multi-part approach to addressing environmental justice in the MTP, as part of project selection, Geographic Information System spatial analysis, and outreach.

Definition of Environmental Justice (EJ) population areas

SKATS uses census tracts as the geographic building block to identify the location of minority and low-income populations for environmental justice analysis. Minority populations include people who are Black/African American, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and Native Hawaiian and other Pacific Islander, or any combination of two or more races. Low-Income populations for this environmental justice analysis are defined as those living below the poverty level as determined by the U.S. Census Bureau. The poverty level is based on multiple criteria including income levels and family size and composition (age of head of household and number of children)².

The regional average within SKATS for the low-income population is 14.4 percent; and the regional average of the minority population is 33.5 percent, from the 2016-2020 American Community Survey data.

EJ populations were determined first by selecting census tracts with twice the regional average of either minority population or low-income populations. This resulted in six census tracts. Second, the average population density within the Salem-Keizer Urban Growth Boundary was determined and is 5.03 persons per acre. Census tracts with a population density higher than the average, in addition to being above or near the regional average in either minority or low-income populations were also included. This resulted in another 14 tracts. These resulting 20 census tracts are the areas with the largest and greatest concentration of low-income and minority populations and are considered as the EJ areas for analysis. This is a revised definition from that used four years ago and results in a smaller geographic area; however, it is also considered a better representation of the populations of concern.

Demographic Data

The diversity of the population within SKATS is shown in **Table E-1**, Hispanics are the largest component of the minority population at 25 percent.

² Poverty is determined for individuals and families, in 2020 an individual in poverty had annual income of less than \$13,171, and a family of four less than \$26,496. See the *Demographic Profile of Transportation Disadvantaged Population in the SKATS Area* (2022) for more details. Available at: <https://www.mwvcog.org/programs/transportation-planning/skats/reports-and-data/>

Table E-1: Racial and Ethnic Profile of the SKATS Area (Source: 2016-2020 ACS, Table B03002)

| Total SKATS | White alone | Minority and/or Hispanic | | Hispanic | | Black | American Indian and Alaska native | Asian | Pacific Islander | All other races, or 2 or more races |
|----------------|----------------|--------------------------------|--|----------|--|-------|---|-------|---------------------|---|
| 276,588 | 181,384 | 95,204 | | 68,297 | | 2,577 | 2,063 | 7,003 | 3,334 | 11,930 |
| | 66% | 34% | | 25% | | 1% | 1% | 3% | 1% | 4% |

Outreach

Evaluating census data helped to augment the public outreach process. The areas with the highest percentage of low-income or minority populations are in East Salem. Due to the timing and overlap of the Transportation Improvement Program (TIP) and MTP updates, a joint kick-off public outreach approach was taken at the beginning of the MTP with the launch of a **SKATS Transportation Hub** website. This website features information about both the short- and long-range plans, update schedules, the role of the MPO, how to get involved and a sign-up widget to join an email list. The website has a translate option, and it hosted a survey on transportation issues and needs that was offered in both English and Spanish.

To promote the SKATS Transportation Hub site, 20,000 postcards were mailed in March 2022 to households with 7,500 of the postcards targeted to Environmental Justice areas (low-income and/or minority populations). To identify those neighborhoods, census data was used and census tracts with a poverty rate greater than 30 percent and Hispanic population greater than 45 percent were selected. The Hispanic population is the largest minority population in the Salem-Keizer area. Households within these identified census tracts received approximately 40 percent of the total mailers, with the balance distributed over the remaining SKATS geographic area. Postcards had information in both Spanish and English.

In September 2022 as the draft project list became available, additional targeted outreach by email and phone was conducted with approximately 20 organizations representing communities in East Salem, and communities of color, resulting in presentations and meeting attendance by staff.

Project Selection Criteria Approach

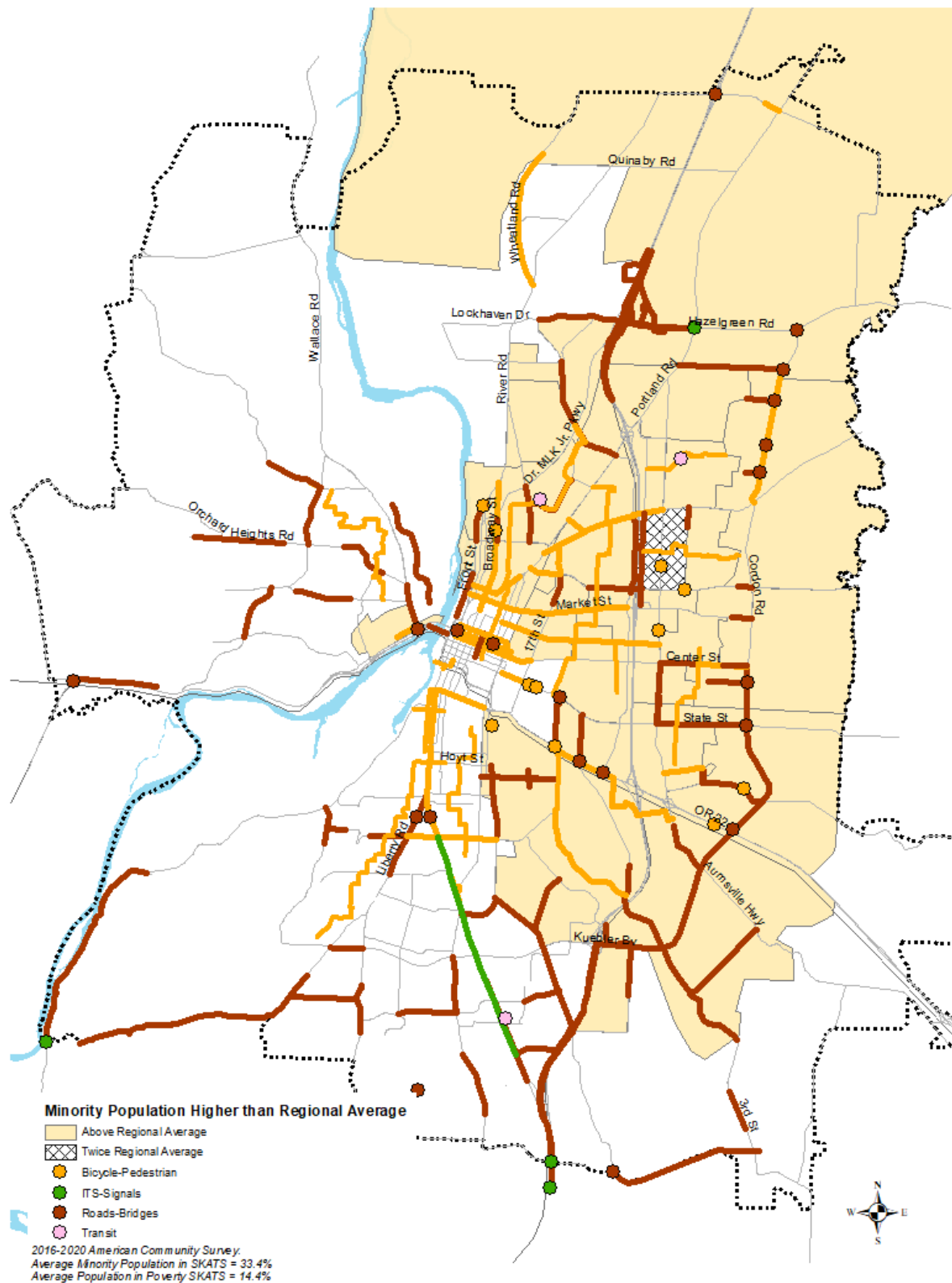
The first EJ assessment took place mid-plan development in the construction of the draft project list. A five-step process was developed for project evaluation and selection which included applying evaluation criteria to all potential projects, an initial list of over 250 projects. Nine criteria factors that reflected the goals and objectives of the MTP were applied, and each project was assigned a value of “1” to each criterion the project address

or a value of “0” to the criterion the project does not address. The safety criterion was revised for this update to give higher preference to projects that increase the safety of vulnerable users by assigning a value of “2” to those projects. A criterion is specifically included to reflect whether a project is in a census tract with higher than average minority populations or higher than average low-income communities. Projects were scored, evaluated, reviewed, and ranked for final review and inclusion by the Policy Committee. As the MTP is financially constrained, not all draft projects are included in the final adopted plan. Projects rank higher that meet more criteria. In this way, EJ considerations factored into the selection and inclusion of projects.

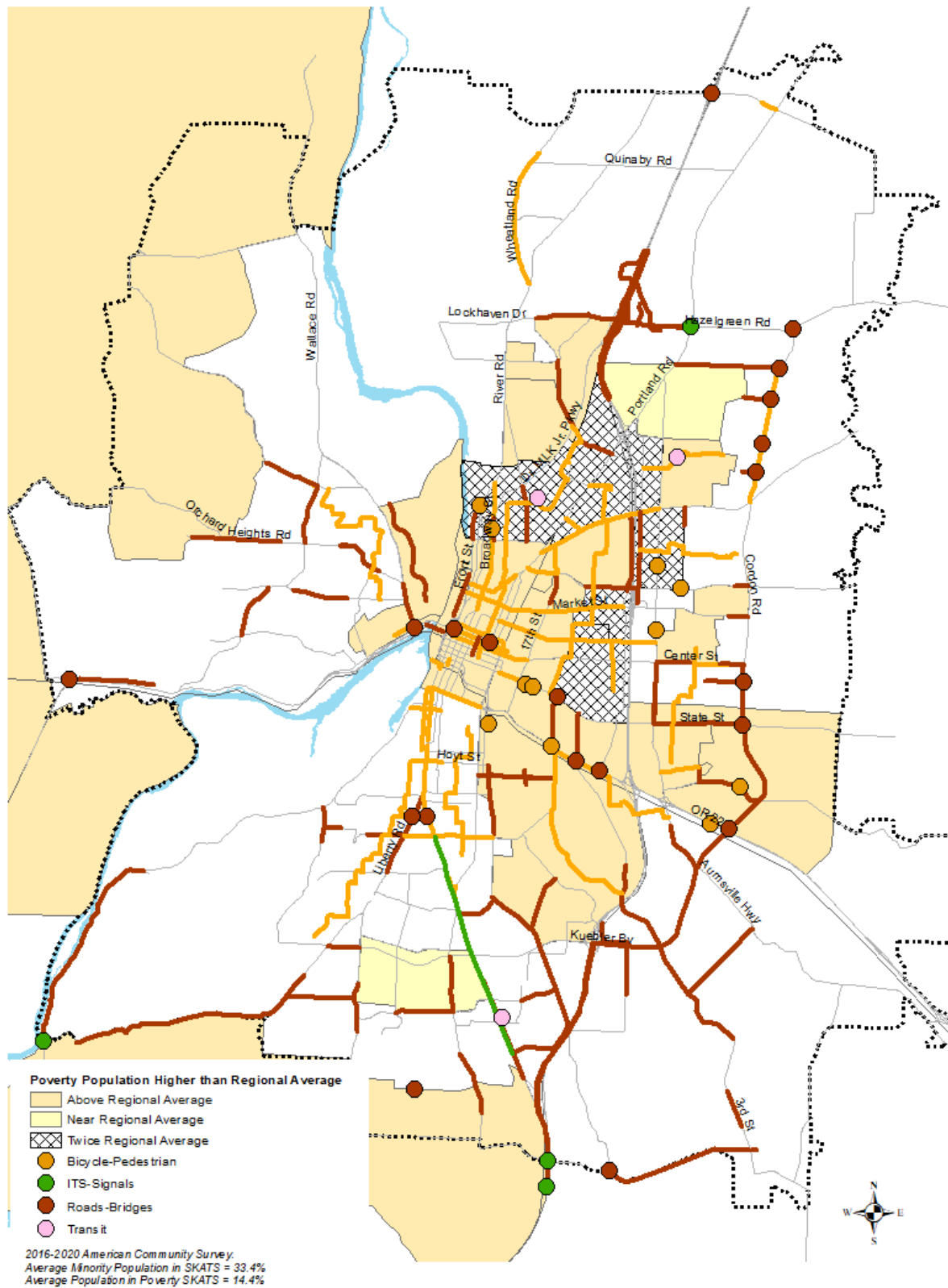
Spatial Analysis Approach

Secondly, environmental justice analysis is conducted as a spatial analysis using Geographic Information Systems (GIS) mapping tools. In GIS, the final list of projects (those with a geographic location specified) were evaluated to ensure federal transportation investments are proportionally funded and equitably located in areas with higher than average minority and low-income populations, determined to be EJ analysis areas.

For reference, the following two maps (**Map E-1** and **Map E-2**) show minority and low-income populations by census tract within SKATS. Also mapped are the location of all projects in the 2023-2050 MTP that have a geographic component. The shading for the census tracts on the maps shows indicates at or near the average, above average and twice the average. The middle interval aligns with the average for SKATS making it easier to see which areas fall clearly above the regional average. As with all census data, there are margins of errors associated with the estimates. For this tabular summary and associated maps, the percentage rates do not factor in those margins of error.



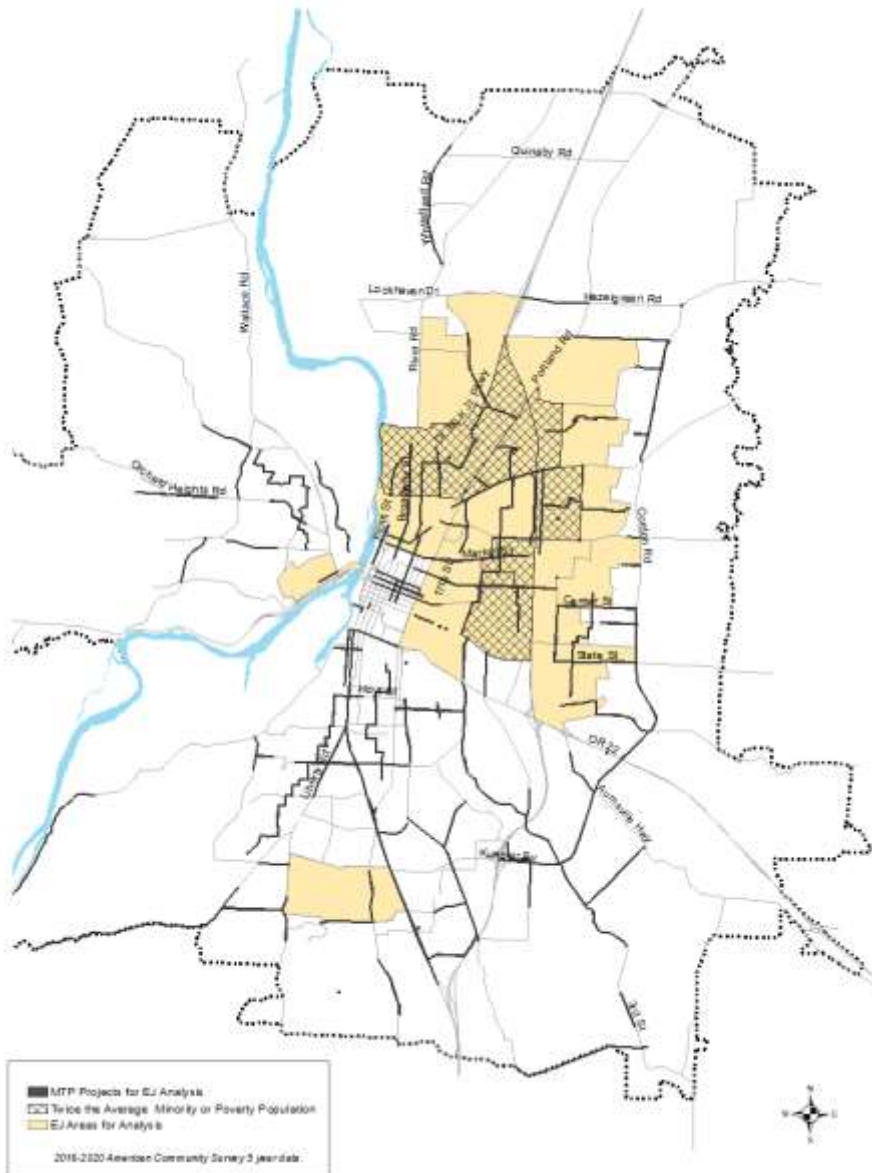
Map E-1: Minority Population in SKATS, with MTP Projects that can be Mapped



Map E-2: Low Income Population in SKATS, with MTP Projects that can be Mapped

Benefit and Burden Analysis Spatial Analysis

As described previously, the EJ areas for analysis were determined by a combination of population density and above average populations rates. For the spatial analysis, projects with a geographical location³ were mapped over these EJ areas consisting of 20 census tracts. ODOT projects were excluded. Highlighted in **Map E-3** (in yellow) are the EJ population analysis areas with the MTP projects overlaid in black.



Map E-3: EJ Population Areas for Analysis and MTP Projects that can be Mapped (ODOT excluded)

³ Not all projects have a geographic location and thus are not mappable. Also, planning study areas are not shown on the maps, and for this analysis ODOT projects were excluded.

In GIS, projects were overlaid to see if they fell in or out of the EJ population area. A project was considered inside if at least half of its length or area fell within. The results of this spatial analyses show the distribution of projects in GIS by type and whether they fall within or outside of an EJ population area (for those projects in the MTP that have a geographic component). ODOT projects were excluded. As shown in **Table E-2**, The number of projects located in EJ population areas is 35 percent. The EJ population represents 39 percent of the SKATS population, and six percent of the land area of SKATS. Estimated project costs of only mapped projects and excluding ODOT projects are also summarized. Projects located in EJ areas amount to 29 percent of the total estimated dollars. Unmapped projects total approximately \$16.8 million.

Table E-21 Project Distribution in EJ Areas

Projects Falling Inside an EJ population Area*

| Type of Project | Total Project Cost | Percent of Cost | Number of Projects | Percent of Projects | Percent of population | Percent of land area |
|--------------------|--------------------|-----------------|--------------------|---------------------|-----------------------|----------------------|
| Bicycle-Pedestrian | \$ 88,258,000 | | 25 | | | |
| Roads-Bridges | \$222,956,306 | | 29 | | | |
| Transit | \$18,906,000 | | 2 | | | |
| Total | \$ 330,120,306 | 29% | 56 | 35% | 39% | 6% |

*MTP projects that could be mapped, ODOT projects excluded

As shown in **Table E-3**, The number of projects located in non-EJ population areas is 71 percent. The non-EJ population represents 61 percent of the SKATS population and 94 percent of the land area of SKATS. Estimated project costs of only mapped projects (and excluding ODOT) are also summarized. Projects located outside EJ areas amount to 71 percent of the total estimated dollars.

Table E-32 Project Distribution Non-EJ Area

Projects Falling Outside an EJ population Area*

| Type of Project | Total Project Cost | Percent of Cost | Number of Projects | Percent of Projects | Percent of population | Percent of land area |
|--------------------|--------------------|-----------------|--------------------|---------------------|-----------------------|----------------------|
| Bicycle-Pedestrian | \$101,842,000 | | 28 | | | |
| Roads-Bridges | \$703,636,000 | | 71 | | | |
| Transit | \$12,391,000 | | 1 | | | |
| ITS-Signals | \$4,071,000 | | 2 | | | |
| Total | \$821,940,000 | 71% | 102 | 65% | 61% | 94% |

*MTP projects that could be mapped, ODOT projects excluded

The finding of this analysis is that population areas of low-income and minority residents are receiving approximately the same proportion of the number of projects overall, these projects reflect a smaller dollar amount than the percent of EJ population, but by geographic size the EJ area receives a proportionally larger number of projects. It should be noted that a more detailed analysis and outreach for projects proposed to get committed funding is done during the update of the SKATS Transportation Improvement Program (TIP).

Conclusion

SKATS' multi-phased approach to environmental justice has been designed to cover a wide breadth of analysis. Outreach efforts are employed and are regularly re-evaluated and improved to increase communication to low-income and minority populations at all phases of the plan development. Environmental justice considerations were incorporated into the project scoring, evaluation and selection for the finalized project list. Spatial analysis using GIS looked at physical project location and spending distribution in the community. This analysis found that SKATS' population areas of low-income and minority residents do not receive a greater share of the burdens from program and project investments relative to the area wide distribution. As all projects are assumed to improve safety conditions, the benefits of new projects are proportionally distributed over EJ and non-EJ communities comparable to their respective percent of populations.

Illustrative List of Projects

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|----------------|---|---|--|------------------|------|-------------|-------------|------------------|
| City of Keizer | | | | | | | | |
| Illustrative | | | | | | | | |
| K002 | Chemawa Interchange | Add eastbound dual right-turn lanes to southbound ramp. Add westbound dual left-turn lanes to southbound ramp. Add southbound receiving lane to ramp. Cost reflects Keizer's obligation, majority paid by ODOT. See also K026 and Chemawa / I-5 IAMP related projects. | Chemawa Interchange with I-5 | Roads-Bridges | 2035 | \$550,000 | \$1,137,590 | 0-10 yrs |
| K021 | River Rd at Manzanita St Intersection Realignment | Move intersection approximately 250 feet to the south. Reconstruct McNary Estates Dr and Manzanita St approaches. Construct separate westbound through and right-turn lanes. Likely built as development occurs, at least partially developer funded. | River Rd at Manzanita St and McNary Estates Dr | Roads-Bridges | 2030 | \$2,700,000 | \$5,768,822 | 0-10 yrs |
| K022 | Verda Ln Extension | Extend Verda Ln from Lockhaven Dr to River Rd. Construct with sidewalks, gutters and bike lanes. Connects to the revised River Rd / Manzanita St intersection (K021), and revised Lockhaven Dr / Verda Ln intersection (K023). Developer driven in conjunction with the surrounding property. | Verda Ln from Lockhaven Dr to River Rd. | Roads-Bridges | 2030 | \$2,075,000 | \$4,433,447 | 0-10 yrs |

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|---------------|---|--|---|------------------|------|-------------|-------------|------------------|
| K023 | Lockhaven Dr / Verda Ln Intersection | Signalize the intersection of Lockhaven Dr and Verda Ln. Restrict north/south through movements on Verda Ln at Lockhaven Dr. Develop in conjunction with the Verda Ln extension (K022). Developer driven in conjunction with the surrounding property. | Lockhaven Dr at Verda Ln | Roads-Bridges | 2030 | \$400,000 | \$854,640 | 0-20 yrs |
| K024 | River Rd at Lockhaven Dr Intersection Modifications | Convert westbound approach to dual left-turn lanes, a single through lane, and a separate right-turn lane. Convert east/west split phasing to a more conventional protected left-turn phasing. Upon redevelopment of adjacent properties, implement access management measures for those driveways within the influence area of the signalized intersection. | River Rd at Lockhaven Dr | Roads-Bridges | 2035 | \$500,000 | \$1,034,173 | 0-10 yrs |
| K026 | On-Ramp to I-5 and Dr. MLK Jr Parkway | Widen the existing on-ramp from Chemawa Road to I-5 (SB) and Dr. MLK Jr Parkway (SB) from one lanes to two lanes. Requires coordination with ODOT. From the Keizer TSP (2014). See also K002. Cost reflects Keizer's contribution. | Chemawa Road on the on-ramp to southbound I-5 and southbound Dr. MLK Jr Parkway | Roads-Bridges | 2035 | \$360,000 | \$769,176 | 0-20 yrs |
| City of Salem | | | | | | | | |
| Illustrative | | | | | | | | |
| S025 | 12th/13th St SE (Mission and Hoyt) | Traffic signal upgrade and interconnect (Mission and Hoyt) | 12th and 13th St SE between Mission St SE and Hoyt St SE | ITS-Signals | 2030 | \$1,150,000 | \$2,378,597 | 0-10 yrs |
| S027 | 25th Av SE: Mission St SE to Madrona St SE | Traffic Signal Interconnect | 25th Ave SE from Mission St SE to Madrona Ave SE | ITS-Signals | 2030 | \$150,000 | \$310,252 | 0-10 yrs |
| S033 | Macleay Rd SE & Cordon Rd SE | Add left turn pockets on both eastbound and westbound approaches to Cordon Rd SE | Cordon Rd SE @ Macleay Rd SE | Roads-Bridges | 2040 | \$411,000 | \$1,339,274 | Unfunded |

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|---------|--|---|--|------------------|------|-------------|--------------|------------------|
| S046 | Lancaster Dr SE: Hagers Grove Rd SE to Cordon Rd SE | Traffic signal interconnect | Lancaster Dr SE from Hagers Grove St SE to Cordon Rd SE | ITS-Signals | 2025 | \$200,000 | \$400,454 | 0-10 yrs |
| S050 | Madrona Av SE: Pringle Rd SE to Fairview Industrial Dr SE | Traffic signal interconnect | Madrona Ave SE from Pringle Rd SE to Fairview Industrial Dr SE | ITS-Signals | 2030 | \$100,000 | \$235,518 | 0-20 yrs |
| S068 | Broadway & Hood | Design and construction to replace the existing signal, add vehicle detection and pedestrian facilities, and update the controller cabinet and equipment. Work also includes construction of an eastbound left-turn pocket on Hood St NE. | Broadway @ Hood EB approach on Hood | Roads-Bridges | 2025 | \$1,500,000 | \$1,906,380 | 0-5 yrs |
| S072 | Byers St S to Deer Run S: Viewcrest Rd S to end of roadway | Widen to minor arterial standards including 2 travel lanes, turn lanes where appropriate, curbs, gutters, sidewalks and bike lanes. | Byers St S to Deer Run S: Viewcrest Rd S to end of Rdway | Roads-Bridges | 2047 | \$1,977,000 | \$5,476,872 | 0-20 yrs |
| S076 | Center St NE & 17th St NE | Widen Center St NE approaches to the intersection to add turn lanes | Center St NE at 17th St NE | Roads-Bridges | 2040 | \$2,732,000 | \$8,902,424 | Unfunded |
| S115 | Liberty St & Pringle Creek | Bridge rehabilitation - scour and footing work | Liberty St SE at Pringle Creek | Roads-Bridges | 2040 | \$1,300,000 | \$4,236,146 | 0-20 yrs |
| S129 | Mildred Ln SE: Liberty Rd S to Skyline Rd S | Extend Mildred Ln SE westward to connect to Skyline Rd S creating an east-west minor arterial roadway south of Kuebler Bv. | Mildred Ln SE: Lone Oak Rd S to Skyline Rd S | Roads-Bridges | 2028 | \$6,600,000 | \$12,792,822 | 10-20 yrs |
| S130 | New Minor Arterial Street: Deer Run Av to River Rd S | Construct a new minor arterial street connection in the vicinity of Homestead Rd NW extending from Deer Run Av S to River Rd S. | New Minor Arterial Street: Deer Run Av to River Rd S | Roads-Bridges | 2048 | \$3,271,000 | \$13,820,084 | 0-20 yrs |
| S149 | Sunnyview Rd NE: Evergreen Av NE to Fisher Rd NE | Install roundabout at Park Av NE, traffic signal at Lansing Av NE, and curbs, gutters, and sidewalks from Evergreen Avenue NE to Bryam Street NE. | Sunnyview Rd NE: Evergreen Av NE to Fisher Rd NE | Roads-Bridges | 2040 | \$2,466,000 | \$8,035,643 | 0-20 yrs |

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|---------|---|--|--|--------------------|------|-------------|--------------|------------------|
| S153 | Ten traffic signals at unspecified locations | 10 signals in years 0 to 10 | Unspecified | ITS-Signals | 2033 | \$5,000,000 | \$8,239,309 | 0-10 yrs |
| S154 | Ten traffic signals at unspecified locations | 10 signals in years 10 to 20 | Unspecified | ITS-Signals | 2043 | \$5,000,000 | \$11,399,716 | Unfunded |
| S188 | Liberty Rd S & Madrona Av S | Widen intersection by adding northbound and southbound pockets on Liberty. | Liberty Rd S at Madrona Ave S | Roads-Bridges | 2035 | \$2,728,000 | \$8,064,380 | 0-20 yrs |
| S196 | Owens St SE: Liberty Rd S & Commercial St SE | Revise intersections to increase turning movement capacity to and from Commercial Street SE and Liberty Street SE. | Owens St SE from Libery Rd SE to Commercial St SE | Roads-Bridges | 2045 | \$4,306,000 | \$16,504,531 | 0-20 yrs |
| S237 | Croisan Creek Rd S: Heath St S to Kuebler Bv S | Add bike facilities. S087 for continuation. | Croisan Creek Rd S: Heath St S to Kuebler Bv S | Bicycle-Pedestrian | 2040 | \$7,700,000 | \$16,994,736 | 0-20 yrs |
| S264 | ITS - Metropolitan Video Deployment - Phase I | Add video cameras at intersections and other critical locations. See S264 and S265. | Hwy 22, Lancaster Dr, Commercial St, Kuebler Blvd/Cordon Rd, Salem Pkwy, I-5 | ITS-Signals | 2027 | \$1,960,000 | \$4,187,738 | 0-5 yrs |
| S265 | ITS - Metropolitan Video Deployment - Phase II | Add video cameras at intersections and other critical locations. See S264 and S265. | River Rd N, Hawthorne Ave, Center St, Portland Rd | ITS-Signals | 2035 | \$1,008,000 | \$2,792,457 | 0-10 yrs |
| S266 | ITS - Metropolitan Video Deployment - Phase III | Add video cameras at intersections and other critical locations. See S264 and S265. | Wallace Rd, Chemawa Rd, Silverton Rd, Market St, Broadway St, 25th St, State St, 12th/13th St, Turner Rd, Liberty Rd S | ITS-Signals | 2042 | \$1,000,000 | \$3,477,188 | Unfunded |
| S268 | ITS - Advanced Rail Warning System | Deploy RR crossing detection equipment. Info to be sent to 911 and NWTOC | Along UP and P&W rail lines in downtown Salem | ITS-Signals | 2045 | \$190,000 | \$728,254 | 0-20 yrs |
| S270 | ITS - Downtown Salem Parking Management | Provide real-time parking information in Salem's downtown. Message signs will be used to inform motorists. Installed at Chemeketa Parkade (2018-19?). Using hand readers for enforcement. | Downtown Salem | ITS-Signals | 2035 | \$448,000 | \$1,241,092 | 0-20 yrs |

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|---------|--------------------------------------|---|---|------------------|------|-------------|--------------|------------------|
| S273 | Portland Rd Interconnect | Signal interconnect on Portland Rd from Lana Av to Bill Frey Dr | Portland Rd NE from Lana Av NE to Bill Frey Dr NE | ITS-Signals | 2030 | \$375,000 | \$883,193 | 0-20 yrs |
| S277 | ITS - Adaptive Signal Timing Project | Deploy adaptive signal timing on selected corridors with the highest levels of congestion and the most fluctuation in volumes. Salem is upgrading their signal software to accommodate adaptive signals. ODOT has a project along Mission St that will be installed at three to five intersections. | TBD | ITS-Signals | 2040 | \$1,400,000 | \$4,562,003 | 0-20 yrs |
| S290 | Gaffin Rd SE | Widen Gaffin Rd to minor arterial standards from Cordon Rd east to western border of the Salem Renewable Energy and Technology Center. | Gaffin Rd SE from Cordon Rd SE to SRETC | Roads-Bridges | 2032 | \$5,300,000 | \$11,697,676 | 0-20 yrs |
| S331 | Convert Court St NE to two-way | Convert Court St NE from High St NE to 12th St NE to two-way. Includes modification of the traffic signals. Does not include bicycle facilities, which are provided by adjacent roads. From the Central Salem Mobility Study (2012). In FY2023 CIP for the Commercial St NE to High St NE section. | Court St NE from High St NE to 12th St NE | Roads-Bridges | 2040 | \$850,000 | \$2,279,526 | 0-20 yrs |
| S332 | Convert State St to two-way | Convert to State St to two-way including modifications to the traffic signals and adding bike lanes. Requires modifications to curb extensions. From the Central Salem Mobility Study (2012). | State St from Church St to 12th St | Roads-Bridges | 2043 | \$1,400,000 | \$4,138,611 | 0-20 yrs |

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|---------|--|--|--|------------------|------|--------------|--------------|------------------|
| S334 | Convert High St & Church St to two-way | Consider converting these two roads to two-way traffic with bike lanes. Requires modification to the traffic signals and curb extensions. Decision to proceed based on success of additional bike facilities in downtown and impacts to access in/out of transit mall. From the Central Salem Mobility Study (2012). | High St from Trade St SE to Marion St NE. Church St from Trade St SE to Marion St NE | Roads-Bridges | 2050 | \$3,000,000 | \$11,131,408 | 0-20 yrs |
| S335 | Cottage St - Curb Extensions | Add curb extensions to Cottage St. | Cottage St from State St to Marion St NE | Roads-Bridges | 2035 | \$1,200,000 | \$2,735,932 | 0-20 yrs |
| S350 | Replace Ditch Culverts along Turner Rd | Replace ditch culverts along Turner Road east of Salem Airport. From Mill Creek Basin Plan, project MC-01G. | Turner Road east of Salem Airport. | Roads-Bridges | 2028 | \$890,000 | \$1,330,485 | Unfunded |
| S351 | Replace Winter St Bridge over Mill Creek | Replace the Winter Street bridge over Mill Creek. 75' roadway width. From the Mill Creek Basin Plan, project MC-01B | Winter Street at Mill Creek | Roads-Bridges | 2033 | \$3,203,000 | \$5,632,204 | Unfunded |
| S352 | Replace 17th St Bridge over Mill Creek | Replace the 17th Street bridge over Mill Creek. 65' roadway width. From the Mill Creek Basin Plan, project MC-01D. | 17th St at Mill Creek | Roads-Bridges | 2033 | \$3,914,000 | \$6,882,437 | Unfunded |
| S353 | Airway Drive - Raise between I-5 and Middle Fork Pringle Creek | Raise 1400 feet of Airway Drive from I-5 to the Middle Fork of the Pringle Creek. Note: Cost is for total project including a culvert and flood storage. From the Pringle Creek Basin Plan, project PC-01A. | Airway Drive from I-5 to the Middle Fork of the Pringle Creek. | Roads-Bridges | 2033 | \$8,778,048 | \$15,435,454 | Unfunded |
| S380 | Broadway: Liberty St N to Pine St N | Add bike facilities after pavement reconstruction. See also S204 and S379 | Broadway: Liberty St N to Pine St N | Roads-Bridges | 2035 | \$10,000,000 | \$17,584,153 | 0-20 yrs |
| S381 | State St: 17th St to 24th St | Add bike facilities after pavement reconstruction. See also S217. | State St: 17th St to 24th St | Roads-Bridges | 2045 | \$10,600,000 | \$10,600,000 | 0-20 yrs |

Marion County

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|--------------|--|---|---|--------------------|------|--------------|--------------|------------------|
| Illustrative | | | | | | | | |
| M017 | Cordon Rd NE & Swegle Rd NE | Add traffic signal and turn lanes or roundabout on Swegle | Cordon Rd @ Swegle | Roads-Bridges | 2030 | \$3,000,000 | \$4,484,780 | 0-20 yrs |
| M026 | Lancaster Dr NE & Winema Pl NE | Add traffic signal. Developer funded. | Lancaster Dr at Winema Pl | ITS-Signals | 2030 | \$1,500,000 | \$2,242,390 | 0-10 yrs |
| M029 | River Rd NE & Brooklake Rd NE | Signalize and realign intersection. Assume 50 percent developer funded. Project extent and modifications to the intersection and approaches to be determined as part of a future study. | River Rd NE at Brooklake Rd | Roads-Bridges | 2030 | \$5,000,000 | \$7,474,633 | 10-20 yrs |
| M037 | Blossom Dr NE: City Limits to Portland Rd NE | Widen to collector standards | Blossom Dr from Salem City Limits to Portland Rd | Roads-Bridges | 2045 | \$1,000,000 | \$4,090,061 | Unfunded |
| M038 | BNSF RR Bridge over River Rd S | Replace bridge and realign road | P&W (nee BNRR) bridge over River Rd S, SW of Halls Ferry Rd | Roads-Bridges | 2045 | \$3,000,000 | \$12,270,184 | Unfunded |
| M039 | Brooklake Rd N & Huff Ave | Add traffic signal and turn lanes. Assume 50 percent developer funded. | Brooklake Rd at Huff Ave | Roads-Bridges | 2032 | \$5,000,000 | \$7,976,098 | 0-20 yrs |
| M040 | Center St NE & 45th Av NE | Install traffic signal | Center St at 45th Ave | ITS-Signals | 2035 | \$1,500,000 | \$2,637,623 | Unfunded |
| M041 | Center/Hampden/Fruitland: Cordon Rd NE to 63rd Av NE | Add bike lanes | Center/Hampden/Fruitland from Cordon Rd to 63rd Ave | Bicycle-Pedestrian | 2050 | \$1,400,000 | \$4,006,400 | Unfunded |
| M043 | Cordon Rd NE: Center St NE to Sunnyview Rd NE | Construct to Parkway standards with 4 travel lanes, center turn lane and westside multi-use path, includes upgrade to signal at Sunnyview Rd NE | Cordon Rd from Center St to Sunnyview Rd | Roads-Bridges | 2035 | \$10,000,000 | \$17,584,153 | 0-20 yrs |
| M045 | Cordon Rd SE & Pennsylvania Av SE | Install traffic signal, or channelize and limit left turns | Cordon Ave at Pennsylvania Ave | ITS-Signals | 2045 | \$1,500,000 | \$3,649,353 | Unfunded |
| M051 | Lancaster Dr NE & Monroe Av NE | Add traffic signal. | Lancaster Dr @ Monroe Ave | Roads-Bridges | 2040 | \$2,000,000 | \$4,136,691 | Unfunded |
| M052 | Lancaster Dr NE & State St | Capacity increasing projects to add additional turn lanes. Developer funded. | Lancaster Dr at State St | Roads-Bridges | 2045 | \$2,500,000 | \$6,082,256 | Unfunded |
| M053 | Lancaster Dr NE & Portland Rd NE | Safety related projects and/or signalize. | Lancaster Dr @ Portland Rd | Roads-Bridges | 2050 | \$2,500,000 | \$7,154,286 | Unfunded |

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|---------|--|---|---|------------------|------|-------------|--------------|------------------|
| M055 | MacLeay Rd SE: Arabian Av SE to Cordon Rd SE | Widen to minor arterial standards | MacLeay Rd from Arabian Ave to Cordon Rd | Roads-Bridges | 2050 | \$2,000,000 | \$5,723,429 | Unfunded |
| M060 | Skyline Rd S & Vitae Springs Rd S | Realign intersection | Skyline Rd at Vitae Springs Rd | Roads-Bridges | 2050 | \$2,500,000 | \$7,154,286 | Unfunded |
| M063 | Vitae Springs Rd S: River Rd S to Orville Rd S | Realign, widen and pave road | Vitae Springs Rd from River Rd S to Orville Rd | Roads-Bridges | 2050 | \$2,800,000 | \$8,012,800 | Unfunded |
| M066 | ITS - Flood Warning System | Deploy monitoring system on roadways subject to high water and alert motorists | | ITS-Signals | 2040 | \$1,400,000 | \$2,895,684 | Unfunded |
| M067 | ITS - Slide Monitoring System | Deploy a system to monitor frequent slide locations and alert motorists | | ITS-Signals | 2040 | \$800,000 | \$1,654,676 | Unfunded |
| M068 | ITS - Isolated Intersection Safety Warning System | Deploy devices to warn motorists of high crash intersections | | ITS-Signals | 2040 | \$840,000 | \$1,737,410 | Unfunded |
| M069 | Kuebler Bv S: Croisan Creek Rd S to Viewcrest Dr S | Widen to collector standards, including 2 travel lanes, left turn lanes where necessary, curbs, gutters, sidewalks and bike lanes where designated. Developer funded. | Kuebler Bv S: Croisan Creek Rd S to Viewcrest Dr S | Roads-Bridges | 2050 | \$2,100,000 | \$6,009,600 | Unfunded |
| M076 | Viewcrest Rd S: Kuebler Bv S to Byers St S | Widen to collector standards including 2 travel lanes, a center turn lane, curbs, gutters, sidewalks and bike lanes. | Viewcrest Rd S: Kuebler Bv S to Byers St S | Roads-Bridges | 2050 | \$2,800,000 | \$8,012,800 | Unfunded |
| M078 | Hazelgreen Road Projects | Widen to interim 2 travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks and bikelanes. | Hazelgreen Rd NE from western City Limits to Cordon Rd NE | Roads-Bridges | 2045 | \$8,000,000 | \$19,463,218 | Unfunded |
| M081 | Lancaster Dr: Upgrade Signals | Upgrade signals at Lancaster Dr and Cooley. See also M028 and M080. | Lancaster Dr at Cooley | ITS-Signals | 2030 | \$1,000,000 | \$1,494,927 | 0-5 yrs |
| M091 | Cordon Road at Center Street: Intersection Modifications | Modifications to the intersection including upgrading the signal. Assumes 50 percent developer funded. M046 has roadway modifications. | Cordon Road at Center Street | Roads-Bridges | 2030 | \$1,000,000 | \$1,494,927 | 0-10 yrs |

| RTSP ID | Project Name | Project Description | Project Location | new Project Type | YtbB | Cost | YoE \$ | Project Priority |
|---------|--|--|--|------------------|------|--------------|--------------|------------------|
| M092 | Cordon Road at Silverton Road: Intersection Modifications | Modifications to the intersection including upgrading the signal, adding through lanes and realignment. | Cordon Road at Silverton Road | Roads-Bridges | 2030 | \$4,500,000 | \$7,178,488 | 0-10 yrs |
| M094 | Brooklake Road: River Road to Huff Avenue | Widen to two lanes each direction with turn lanes. Assume 50 percent is developer funded | Brooklake Road: River Road to Huff Avenue | Roads-Bridges | 2035 | \$4,000,000 | \$7,505,542 | 0-20 yrs |
| M096 | Silverton Road: Cordon Road to Little Pudding River/SKATS Boundary | Widen to four lanes (two each direction) with turn lanes. | Silverton Road: Cordon Road to Little Pudding River/SKATS Boundary | Roads-Bridges | 2040 | \$5,600,000 | \$11,582,734 | Unfunded |
| M097 | Center St: Lancaster Dr to 45th Pl | Complete widening of street to a five-lane cross section, with sidewalks and bike lanes on south side (Phase 1a). Stormwater mitigation as required. Joint project with Salem (see Sxxx, M098 and Mzzz). | Center St: Lancaster Dr to 45th Pl | Roads-Bridges | 2033 | \$2,500,000 | \$4,119,655 | Unfunded |
| M098 | Center St: 45th Pl to City Limits | Complete widening of street to a five-lane cross section, with sidewalks and bike lanes on south side (Phase 1a). Stormwater mitigation as required. Joint project with Salem (see Sxxx, M097 and Mzzz). | Center St: 45th Pl to City Limits | Roads-Bridges | 2033 | \$1,500,000 | \$2,471,793 | Unfunded |
| M101 | Cordon Rd NE: Sunnyview Rd NE to Silverton Rd NE | Construct to county parkway standards with 4 travel lanes, center turn lane and westside multi-use path and signal modification at Sunnyview Rd. | Cordon Rd NE from Sunnyview Rd to Silverton Rd | Roads-Bridges | 2035 | \$12,000,000 | \$21,100,984 | 0-20 yrs |

Appendix J ~ Federal, State, and Regional Goals

The National Goals set forth in MAP-21 (Moving Ahead for Progress in the 21st Century) and continued in FAST (Fixing America's Surface Transportation) Act are meant to provide guidance to the State Department of Transportations (DOTs), Mass Transit Districts and Metropolitan Planning Organizations (MPOs) as they develop their long-range transportation plans and short-term program of projects. It is instructive to consider how the Goals for the SKATS Metropolitan Transportation Plan (MTP) aligns with both the National Goals as well as the Goals established by the Oregon Department of Transportation (ODOT). **Table J-1**, shown below, presents the three sets of goals and how they align. Note that there is not always a direct linkage between each of the National, State and Regional goals.

Table J-1: National, State and Regional Goals

| National | State | SKATS |
|--------------------------------------|--|---|
| System Reliability | Goal 1 – Mobility and Accessibility | Accessibility and Mobility |
| Congestion Reduction | Goal 1 – Mobility and Accessibility | Accessibility and Mobility |
| Infrastructure Condition | Goal 2 – Management of the System | Preserved in Good Repair |
| Freight Movement & Economic Vitality | Goal 3 – Economic Vitality | Economic Vitality Multimodal and Comprehensive |
| Environmental Sustainability | Goal 4 – Sustainability | Minimize impact(s) to natural and built environment |
| Safety | Goal 5 – Safety and Security | Safety and Security |
| Reduce Project Delivery Delays | Goal 6 – Funding the Transportation System | |
| | Goal 7 – Coordination, Communication & Cooperation | Open and Continuous Dialog |
| | | Equitable for all users |
| | | Efficient to Use |
| | | Developed with Funds Available to the Region |

To further explore how the National Goals influence the long-range planning process, presented in **Table J-2** are the corresponding regional objective to each of the National Goals. The regional objectives begin the tying of measuring how the

region is accomplishing the goals. The objectives provide the structure for the underlying indicators and performance measures.

Table J-2: National Goals, Regional Goals and Objectives

| National Goal | MTP Goal | MTP Objectives |
|--------------------------------------|---|---|
| System Reliability | Meet accessibility needs | Limit the increase in congestion during peak hours along the regional corridors |
| Congestion Reduction | Multimodal and Comprehensive | Limit the increase in congestion during peak hours along the regional corridors Provide a multi-modal system |
| Infrastructure Condition | Preserved in good repair | Preserve the existing system |
| Freight Movement & Economic Vitality | Accessible Multimodal and Comprehensive Economic Vitality | Limit the increase in congestion during peak hours along the regional corridors Provide a multi-modal system |
| Environmental Sustainability | Minimize impact(s) to natural and built environment | Reduce the impact(s) to the environment and natural systems |
| Safety | Safety and Security | Minimize the number of fatalities, injuries and collisions associated with the regional system |
| Reduce Project Delivery Delays | | |
| | Equitable for all users | |
| | Efficient to Use | |
| | Developed with Funds Available to the Region | |
| | Open and Continuous Dialog | |

As part of MAP-21, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) were directed to develop performance measures for use by the DOTs, Mass Transit Districts and MPOs to track progress in meeting the National Goals. The connection between these and the Goals and Objectives of the MTP are shown in **Table J-3**, along with the indicators that have been developed to track the Regional Goals and Objectives.

Table J-3: Regional Goals and Objectives, Federal Performance Measures and Regional Indicators

| MTP Goal | Objective | Federal PM | Regional Indicator |
|--|---|---|---|
| Meet accessibility (and mobility) needs | Limit the increase in congestion during peak hours along the regional corridors | Truck Travel Time Reliability on the Interstate System Annual Hours of Peak Hour Excessive Delay per Capita (Started 2022) Percent of Non-Single Occupant Vehicle Travel (Started in 2022) | |
| Multimodal and comprehensive | Provide a multi-modal system | | Regional Corridors with Sidewalks (Miles and Percent of Total) Regional Corridors with Bicycle Facilities (Miles and Percent of Total) Average Weekday (or Annual) Transit Ridership Number of Transit Hours of Service Regional Funds Spent on TSM Projects in the Last 10 Years |
| Preserved in good repair | Preserve the existing system | Percent of NHS Bridges classified as in Poor Condition Percent of NHS Bridges classified as in Good Condition Percent of Interstate Pavements in Good Condition Percent of Interstate Pavements in Poor Condition Percent of Non-Interstate NHS Pavements in Good Condition | |

| | | | |
|--|--|---|--|
| | | Percent of Non-Interstate NHS Pavements in Poor Condition Transit State of Good Repair (multiple measures related to facilities) Transit State of Good Repair (transit fleet by vehicle type) | |
| Safety and Security | Minimize the number of fatalities, injuries and collisions associated with the regional system | Number of Fatalities Number of Serious Injuries Number of non-motorized fatalities and non-motorized serious injuries Rate of Fatalities per 100 million VMT Rate of Serious Injuries per 100 million VMT | |
| Equitable | | | |
| Efficient | Maximize the efficient use of the existing infrastructure | | |
| Minimize impact(s) to natural and built environment | Reduce the impact to the environment and natural systems | Total emissions reductions for CO | |
| Financial Responsible | | | |
| Open and Continuous dialog | | | |
| Economic Vitality | | | |

Linking Federal Planning Factors to the SKATS MTP

The planning factors to be considered in developing the SKATS MTP are defined in 23 CFR 450.306 (b). They are listed below with a brief discussion of how they are included in the SKATS 2023-2050 MTP.

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - a. A new goal was included in a previous RTSP to “Invest[s] in transportation infrastructure that supports a vibrant region economy”.

- b. The goal is referenced in the project evaluation and selection process with most of the criteria used.
 - c. The majority, if not all, of the funding for projects and programs in this MTP, and past MTPs (RTSPs), supports this goal.
- (2) Increase the safety of the transportation system for motorized and non-motorized users;
 - a. Safety of the users of the regional system is a long-standing goal of the MTP.
 - b. This goal is directly referenced in the project evaluation and selection process in the criterion “Addresses a known safety location/issue”.
 - c. Projects that increase the safety of the traveling public are given the highest weight.
 - d. Safety issues are identified and discussed in Chapter 4 (Existing Systems) building on work from the Regional Safety Plan and issues identified by SAMTD.
 - e. Near-term tracking of the safety on the regional system is provided by the federal performance measures, as covered in **Appendix P** (Performance)."
- (3) Increase the security of the transportation system for motorized and non-motorized users;
 - a. Security of the transportation system is a long-standing goal of the MTP.
- (4) Increase accessibility and mobility of people and freight;
 - a. Meeting the accessibility and mobility needs is a goal of the MTP.
 - b. The project evaluation and selection process includes several criteria that address this goal (“Enhances transit service or operations”, “Reduces a gap in a regional system”, “Addresses freight movement impediment on designated CUFC”, “Increase access to employment center or jobs”, and “Addresses a bottleneck along a corridor”).
 - c. Near-term tracking of the mobility for people and freight is captured by the federal performance measures as discussed in **Appendix P** (Performance).
- (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - a. The MTP has a goal to “Minimize the impacts to the natural and built environment”. Consistency between transportation improvements and land use development is established by using the latest Comprehensive Plans from the member jurisdictions and reviewing the State’s Plans and Policy documents.
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - a. Developing a multimodal and comprehensive transportation system is a goal of the MTP.

- b. Several criteria used in the project evaluation and selection process support this, “Enhances transit service or operations”, “Addresses freight movement impediment on designated CUFC”, “Addresses a known safety location/issue” and “Addresses a bottleneck along a corridor”. In addition, the Policy Committee gives extra weight to projects that connect segments of a system together to fill in an identified gap.
- (7) Promote efficient system management and operation;
 - a. Efficient use is a goal of the MTP
 - b. Many of the criteria used in the project evaluation and selection process support this goal.
 - c. There are many on-going programs identified in the MTP that support this goal.
 - d. The SKATS Congestion Management Process and the Salem Metropolitan Intelligent Transportation System Plan both detail strategies and programs that are meant to increase the efficiency of the existing regional transportation system. These documents are guided by the Goals of the MTP and provide more specificity on the topics they cover.
 - e. Near-term targets for this are covered in the Performance Report (**Appendix P**) and the federal performance measures.
- (8) Emphasize the preservation of the existing transportation system;
 - a. Preserving and maintaining the existing investments is a goal of the MTP.
 - b. Two criteria in the project evaluation and selection process support this goal, “Increases the miles of pavement in travel lanes that are ranked ‘good’” and “Increases the number of bridges that are ranked ‘good’”.
 - c. Near-term tracking and targets for the preservation of the transportation system, both roads and transit, is captured by the federal performance measures discussed in **Appendix P** (Performance).
- (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
 - a. Discussions on resiliency are included in **Chapter 5** and **Appendix R**. The need to mitigate stormwater was discussed in **Chapter 8**.
 - b. Many of the projects that widen or reconstruct a road will include stormwater mitigation measures as part of the local jurisdiction’s compliance with federal and/or state regulations. Every effort is made to include such attributes in the project descriptions included in **Chapter 7** (Proposed System) and in **Appendix I** (Illustrative Projects).
 - c. Federal performance measures provide for near-term tracking and targets of improving the reliability of the transportation system. See **Appendix P** (Performance) for more details.

(10) Enhance travel and tourism.

- a. The Purpose of the Plan is to provide a 20-year roadmap of investments to address the above nine planning factors which will enhance the ability of people and goods to travel within SKATS. Projects are not explicitly developed or proposed to address Tourism-based needs, but are addressed by the investments in the regional systems that supports safe and efficient travel. Providing a complete, connected and safe multimodal network is the first step in enhancing the level of travel within and through the Salem-Keizer area, supporting all manner of tourist activities.

The Goals of the MTP were used to inform the project selection process. Thus, the projects that are included in the Plan reflect the federal planning factors to the extent feasible.

How the SKATS 2023 – 2050 MTP Meets 23 CFR 450.324 (f)

23 CFR 450.324 (f) The metropolitan transportation plan shall, at a minimum, include:

- (1) The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan;

Current demand is shown in Chapter 4 with Map 4-5 and discussed on page 4-17. Future year demand is shown in Chapter 7 with Maps 7-1 and 7-2 and discussed on page 7-3.

- (2) Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan.

The existing facilities are discussed in Chapter 4 and the proposed projects in Chapter 7.

- (3) A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with [§ 450.306\(d\)](#).

The federal performance measures and targets are in Appendix P. The performance measures are presented with in Chapter 3 with the associated Goals. In Appendix J is the crosswalk between federal, state, and SKATS goals and the performance measures.

(4) A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in [§ 450.306\(d\)](#), including -

(i) Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and

Appendix P has the performance report showing the targets from the first performance reporting period (2018-2022) and the results as reported by ODOT and the Salem Area Mass Transit District. For all performance measures except roadway safety, the targets were met. There was a local, state, and national increase in crashes, injuries, and fatalities on the roads from 2018 to 2022, and thus the targets were not met.

(ii) For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets.

Not applicable as the MTP does not consider multiple scenarios.

(5) Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;

Operational and management strategies are identified in the projects and programs of the MTP and are considered in the SKATS Congestion Management Process which is a supporting document. Discussion is included in Chapter 4, 5, 7, and 9 of the MTP.

(6) Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.

The SKATS CMP is used to identify which types of projects and/or programs would be appropriate for the CMP corridors or at a regional level. The projects and programs are included in the funding of the future system and are discussed in Chapter 7. Results from the CMP are also used when evaluating projects for inclusion in the financially constrained project list (see Appendix C).

- (7) Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system.

Assessment of the proposed projects is presented in Chapter 7. Outstanding issues, those needs that are not addressed by the financially constrained project list due to a variety of reasons, are discussed in Chapter 9.

- (8) Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in [23 U.S.C. 101\(a\)](#), and associated transit improvements, as described in [49 U.S.C. 5302\(a\)](#), as appropriate;

Chapter 7 contains a discussion of the future transit network operated by SAMTD within SKATS. Intercity service by SAMTD is considered, but is not included in the financially constrained MTP beyond the level today, as additional funds would be necessary to provide the service. The future service of the private operators, and other public transit providers that connect Salem-Keizer to other communities is not explicitly considered due to either confidentiality issues or lack of published plans.

- (9) Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations ([40 CFR part 93, subpart A](#)). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates;

The financially constrained project list is presented in Chapter 7 (Table 7-3) with information on what the project is, where it is located, when it is anticipated to be built, and how much it is currently estimated to cost.

- (10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

Chapter 8 contains a discussion of the potential impacts of the proposed projects, and possible mitigation activities to be carried out. The chapter is reviewed by staff from the Federal, State, Tribal, and Local resource agencies.

- (11) A financial plan that demonstrates how the adopted transportation plan can be implemented.

(i) For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by [23 U.S.C. 101\(a\)\(5\)](#)) and public transportation (as defined by title 49 U.S.C. Chapter 53).

See Chapter 6 for details, specifically tables 6-14 for road-related and 6-15 for transit-related expenditures.

(ii) For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under [§ 450.314\(a\)](#). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified.

ODOT led an effort in 2021-2022 to develop long-range forecasts of the federal and state funds available through 2051. SKATS staff worked with local jurisdictions and SAMTD to forecast the

funds available to them from local sources through 2050. The results are presented in Chapter 6.

(iii) The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan.

Included in Chapter 6 is a list of possible funding streams that the local jurisdictions (including SAMTD) could use in the future. It is not currently assumed that any of these options will be used, thus there is no discussion of appropriateness or strategies to ensure availability. If this situation changes in the future, updates to the MTP will be revised to reflect the new funding streams.

(iv) In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s).

As part of the ODOT led effort to forecast future Federal and State funds, an inflation rate was agreed to by the group. This has been used in producing cost estimates for the projects by the year of construction and for forecasting the revenue available. All projects and programs using Federal, State, Local, or private funds that are on the regional system have been included.

(v) For the outer years of the metropolitan transportation plan (*i.e.*, beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands.

This option was not used.

(vi) For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

While a maintenance area, there are no applicable TCMs in use within SKATS.

(vii) For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available.

Illustrative projects are listed in Appendix I.

(viii) In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (*i.e.*, by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation.

(12) Pedestrian walkway and bicycle transportation facilities in accordance with [23 U.S.C. 217\(g\)](#).

Current pedestrian and bicycle facilities are listed/shown in Chapter 4. Proposed projects that add pedestrian and/or bicycle facilities are listed/shown in Chapter 7.

Appendix O: Outreach and Public Involvement

Included in this Appendix is a compilation of the outreach activities undertaken by SKATS staff in support of the development of the 2023-2050 Metropolitan Transportation Plan (MTP) and the comments that were received. The material is structured as follows:

1. [Public Engagement Plan for the SKATS 2023-2050 MTP](#)
2. Outreach activities during plan development (January 2022 – Feb/Mar 2023)
 - a. [Notification of the Plan update to partners and the public](#)
 - b. [Results from the survey conducted in March 2022](#)
 - c. [Targeted Outreach October 2022](#)
 - d. [Summary of Comments November 2022, Policy Committee meeting](#)
 - e. [All comments from January 2022 – Feb/Mar 2023](#)
3. Outreach activities during the public comment period (Feb/Mar – May 2023)
 - a. [Notification of Public Comment Period](#)
 - b. [List of events attended](#)
 - c. [Summary of Comments May 2023, Policy Committee meeting](#)
 - d. [Comments received at the Open House](#)
 - e. [Comments received via email during the public comment period](#)
 - f. [Comments received via online map during public comment](#)
4. Consultation Activities
 - a. [Cultural, Historic and Environmental agencies](#)
 - b. [Air Quality conformity related](#)
5. [Transportation Hub Site – screen captures](#)
6. [Brochures](#)
7. Report of Survey Results March 2022
8. Summary of comments from online map October 2022
9. Comments from the PC meeting November 2022
10. Comments from Directory Sadie Carney, with Responses/Changes

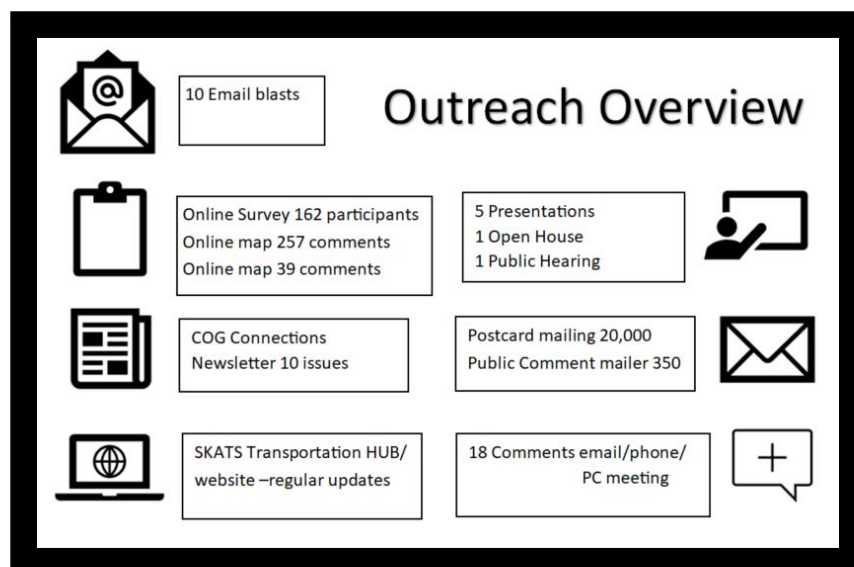


Figure 1: Overview of Outreach and Results
SKATS 2023-2050 MTP

Public Engagement Plan for the 2023-2050 Metropolitan Transportation Plan (MTP)

Background

The Salem-Keizer Area Transportation Study's (SKATS) Metropolitan Transportation Plan (MTP) provides a comprehensive, long-range look at transportation issues in the Salem-Keizer region, including list of programs and projects that address the region's transportation needs. Transportation needs include a discussion of the needs of today plus the identified needs based on projections of population, employment and land-use within the communities over the next 20+ years. The plan includes an estimate of future revenues for transportation projects as well as project costs. Projects included in the plan address mobility and safety needs, as well as multi-modal enhancements to the regional system.

The MTP is updated every four years. The current update cycle begins in January 2022 and runs until the scheduled adoption at the May 23, 2023 SKATS Policy Committee meeting. Important to the plan development is input from the public, and this outreach and participation brief summarizes the many opportunities available to the public.

In 2021, the SKATS Public Participation Plan (PPP) was updated which serves as a guide to ensure an ongoing opportunity for broad-based public participation in the development and review of regional transportation plans, programs, and projects. The list and table below show the outreach activities and steps used by SKATS to solicit public input.



Activities and Events:

- Presentations (in-person or virtual) to Neighborhood Associations, the Transit Board, the Active Transportation Network, and other local/service organizations and groups.
- As requested, presentations to our local jurisdiction's city councils, county commissions, and boards.
- Participate in any shared and available public events with our local jurisdictions.
- Information and available materials posted on the MWVCOG website on a dedicated webpage, and the MWVCOG Facebook page.
- MWVCOG *COG Connections* ezine.
- Printed MTP brochure and SKATS Transportation Process brochure distributed locally.
- An online map that allows individual to submit comments on draft projects under consideration for inclusion in the MTP.
- Interested parties email contact list of approximately 250 contacts.
- Mailings (physical) to contacts list of approximately 300 people or organizations.
- Press releases
- Official 30-day public review period: **March 28, 2023 – April 28, 2023**
- Public Hearing of the SKATS Policy Committee (public testimony welcome): **May 23, 2023**

The table below shows the status of outreach activities. Some activities have taken place, many are on-going, and some show the anticipated date of the events as the draft plan come closer to completion.

| Program | Outreach Highlights | Status |
|---------------------------------|--|-----------------------------|
| MTP - <u>Kick off</u> | <ul style="list-style-type: none"> •Interested parties mailing and email list •Website update •MWVCOG newsletter and COG Connections •Facebook Postings •Online Public Survey (March 2022) | January 2022 |
| MTP - <u>Development</u> | <ul style="list-style-type: none"> •Presentations to Associations and Community groups •Interested parties email list •Notices & updates posted on website •Draft chapters, maps and materials available on website •Monthly TAC and PC meetings •Online maps with comment feature •Brochures distributed | January 2022 – January 2023 |
| MTP - <u>Draft</u> | <ul style="list-style-type: none"> •Interested parties mailing and email list •Materials posted on website •Press Releases •Brochures/Flyers •Community meetings •Open house •Share on social media | February – May 2023 |
| MTP - <u>Adoption</u> | <ul style="list-style-type: none"> •Respond to public comments •Draft documents posted on website •Public hearing before adoption May 23, 2023 | May 23, 2023 |

Schedule of MTP Content Review:

The Technical Advisory Committee and the Policy Committee are scheduled to review on average one chapter or component of the MTP each month at their regularly scheduled meetings. Policy Committee (PC) meetings are held the fourth Tuesday of the month at noon, and Technical Advisory Committee (TAC) meetings are held the second Tuesday of the month at 1:30 pm both at the MWVCOG offices located at 100 High Street SE in Salem. Both are available via Zoom. Agendas and materials are posted one week before the



meeting on the MWVCOG website. The agenda posting will include the materials under review of the MTP.

Shown on the following page is the scheduled timeline for content review on a chapter-by-chapter basis until the plan adoption in 2023. Both committees are open to the public, and there is a standing public comment time on the Policy Committee agenda at the start of their noon meeting.

Anticipated Schedule of chapters and draft MTP

January 2022:

- TAC: Review Schedule
- PC: Review Schedule

February 2022:

- TAC: Review Goals, Recent legislation and policies (Chapters 2, 3 and Appendix J)
- PC: Review Goals, Recent legislation and policies

March 2022:

- TAC: Review Project Evaluation Process (App. C)
- PC: Review Project Evaluation Process (App. C)
- **Public:** Mailer to 5-20k households directing to webpage with short survey and info on MTP and TIP updates.

April 2022:

- TAC: Continue discussion on Goals and/or project evaluation criteria as necessary
- PC: Continue discussion on Goals and/or project evaluation criteria as necessary

May 2022:

- TAC: Review Existing System Chapter
- PC: Review Existing System Chapter

June 2022:

- TAC: Review Needs and Gap Analysis Chapter
- PC Review Needs and Gap Analysis Chapter

July 2022:

- TAC: Review Population and Employment forecasts (App. A)
- PC: Review Population and Employment forecasts (App. A)

August 2022:

- TAC: No MTP related items currently scheduled
- PC: No MTP related items currently scheduled

September 2022:

- TAC: Review Financial Chapter (dependent on long-range financial forecast from ODOT)
- PC: Review Financial Chapter

October 2022:

- TAC: Project Evaluation
- PC: Project Evaluation
- Public: Review and comment on the proposed projects (Dates TBA, likely start in late-September to mid-October)

November 2022:

- TAC: Review Future System and Impact Chapters, Environmental Justice (App. E), and Regional Performance Report (App. P – dependent on data from ODOT)

- PC: Review Future System and Impact Chapters, Environmental Justice (App. E), and Regional Performance Report (App. P – dependent on data from ODOT)

December 2022:

- TAC: Review Outstanding Issues Chapter
- PC: **No meeting unless required**

January 2023:

- TAC: Review first draft, focus on Introduction Chapter, Executive Summary, and appendices
- PC: Review first draft, focus on Introduction Chapter, Executive Summary, and appendices

February 2023:

- TAC: Review draft MTP and draft AQCD
- PC: Review draft MTP and draft AQCD

March 2023:

- TAC: Review Public Review Draft MTP and draft AQCD and recommend for release
- PC: Release Public Review Draft MTP and draft AQCD [March 28]

April 2023:

- **Public** Review Draft Period. Ends April 28, outreach efforts and events TBA.

May 2023:

- TAC: Review public comments and recommend adoption
- PC: Public Hearing and adoption of the MTP and AQCD [May 23]
- **Public: Public Hearing**



SKATS's public meetings and open houses are conducted in facilities that are accessible to persons with disabilities. SKATS provides services or accommodations upon request to persons with disabilities, language translation, and people who need a sign language interpreter at public meetings. To make requests for a sign language interpreter, communication aid or language translation assistance, the public may call Lori Moore at 503-540-1609, or email at lomoore@mwvcog.org 72 hours in advance of the meeting to accommodate their request. Hearing impaired please call Oregon Telecommunication Relay Service, 7-1-1.

Staff is always looking for opportunities to participate in open houses or public presentations that are happening with the local jurisdictions. To share ideas, feedback and outreach opportunities, please contact Kim Sapunar at ksapunar@mwvcog.org 503-540-1611.

For More Information

Contact Ray Jackson at:

rjackson@mwvcog.org or

503-540-1607

To be added to our mailing list:

Notification of the Plan update to partners and the public

The kickoff to the MTP was announced via a variety of channels, including:

- SKATS mailed postcards to 20,000 households within SKATS with emphasis on identified Environmental Justice areas (low-income and/or minority populations). To identify those neighborhoods, census data was used and census tracts with a poverty rate greater than 30% and Hispanic population greater than 45% were selected. The Hispanic population is the largest minority population in the Salem-Keizer area. These identified census tracts received approximately 40% of the total mailers, with the balance distributed over the remaining SKATS geographic area. Postcards had information in both Spanish and English.
- Emails sent to the SKATS *Interested Parties* email list, of which there are 230 as of March 1, 2022, with a second email sent on March 30 to remind and announce the extension of the survey.
- Press releases sent to our media contact list.
- Announcements in 2 editions of the COG Connections.
- Notification placed on the MWVCOG website in three locations (front page, MTP Update page, and TIP Update page).
- A post on the MWVCOG Facebook page.
- Information sent to SKATS partners and included in their email or social media messages, if possible.
 - City of Turner
 - Cherriots Twitter
 - City of Keizer
 - City of Salem, City's Neighborhood Associations contact list
- Mention on *Keizer Times* online edition on March 24.
- Mention on BreakfastOnBikes, a local transportation-oriented blog.



Figure O-2 Postcard Mailer

Results from the survey conducted in March 2022

As part of the update to the SKATS Metropolitan Transportation Plan (MTP), an online survey was created to gather public input on some of the challenges and issues they face while traveling within Salem-Keizer. The survey was available online at the SKATS ArcHub (<https://skats-mwvcog.hub.arcgis.com/>) from March 4, 2022, until April 8, 2022. Originally the survey was to be open until March 31, but a decision was made to extend it to align with publication of a notice in the *Keizer Times*.

Activity, Engagement and Results to the Website/Survey

There are several tracking mechanisms to see how the ArcHub website and survey were accessed. From March 3 until April 3, there were 480 views overall to the ArcHub site (this can include repeat visitors and multiple interactions on the website). It is a general indicator to show the level of activity. Most activity occurred after the postcard was mailed and email/newsletter/postings went up or were reposted.

A Google Analytics account allowed for tracking the source link to the ArcHub website with a total of 399 unique and new visitors from March 4 until April 8. Of the 399 unique users to the website, **162 chose to complete the survey**. In the table below, most of the traffic resulted from the postcard. Outreach via Facebook was second highest; and our emails, newsletter post, and webpage also generated interest. In general, those who receive our social media, newsletter, and email information are already interested in what we do, so their response rates are higher.

Table O-1: Source of website traffic

| Source of website traffic | Unique users | Number of users |
|---------------------------|--------------|-----------------|
| Direct (postcard) | 56% | 224 |
| Facebook | 16% | 64 |
| Email/newsletter | 12% | 46 |
| MWVCOG website | 3% | 12 |
| Instagram | 2% | 8 |
| Twitter | 1% | 2 |
| other (searches) | 7% | 27 |
| Keizer Times (online) | 4% | 16 |

The postcard did generate interest to the website site; although, at a relatively low rate with approximately 224 ArcHub website visits out of 20,000 postcards resulting in a 1.1 percent response rate. The intent for the postcard was to reach out to the community that usually does not respond to SKATS. To get an indication of geographic area, the survey asked for home zip code. This is the distribution of those who responded.

Table O-2: Responses to the Online Survey by Zip code

| Zip Code | Number | Percent | Location |
|--------------|--------|---------|--------------------------------|
| 97303 | 34 | 21.7% | Keizer |
| 97304 | 32 | 20.4% | West Salem |
| 97301 | 26 | 16.6% | Central/East Salem |
| 97302 | 22 | 14.0% | South Salem |
| 97306 | 18 | 11.5% | South Salem (south of Kuebler) |
| 97305 | 11 | 7.0% | Northeast Salem |
| 97392 | 8 | 5.1% | Turner |
| 97317 | 5 | 3.2% | Southeast Salem |
| 97383 | 1 | 0.6% | East of SKATS |

The ArchHub website has a language translation option, in addition to directions in Spanish for the translate option. The survey was available in Spanish and English. One open-ended comment was in Spanish.

A full summary of the survey answers and responses are summarized in a report at the end of this appendix, of 162 respondents, including 100 open-ended responses regarding transportation in the Salem-Keizer area. The open-ended responses have been grouped by general subject and are in no particular order. Finally, four comments were received by email or phone and are included on the final page.

Targeted Outreach October 2022

Over the months of September, October, and November, the evaluation and ranking of projects for inclusion into the MTP took place. In addition to hosting an online map which allows comments, staff conducted targeted outreach by email and phone (if possible) to 18 community groups and organizations to promote the opportunity for comment on draft projects as well as an opportunity to discuss the MTP and TIP in general.

Groups contacted:

- CaPES: Community and Partners of East Salem
- Enlace
- La Casita
- Mano a Mano
- Salem-Keizer NAACP
- Micronesian islander Organization
- Chemawa Indian School
- NW Senior and Disability Service
- Latino Business Alliance
- Hallman Neighborhood Family Council
- Salem Leadership Foundation
- Latinos Unidos Siempre
- The Northwest Hub
- The Boys and Girls Club
- The Boys and Girls Club Keizer
- Family Building Blocks
- Center 50+
- Blind Skills

The outreach resulted in shared email information with several organizations and these events:

- Participated in Enlace cross-culture community event with a table October 2022
- Presentations scheduled for five Community Action Team meetings:
 - N2 North Salem, March 8, 2023
 - CaPES: Community and Partners of East Salem, March 16, 2023
 - Keizer United, March 20, 2023
 - South Salem Connect, March 21, 2023
 - Edgewater CPT, March 23, 2023

Summary comments November 2022, Overview to the Policy Committee

Minutes excerpt from the November 22, 2022 Policy Committee meeting:

Agenda Item C. Public Comment

Sarah Deumling, accompanied/supported by Ray Quisenberry, 350 Salem, provided comments to the Policy Committee to follow new Oregon Administration Rules adopted by the Land Conservation and Development Commission to reduce vehicle miles traveled (VMT) by 30 percent and make non-fossil fuels-powered modes of transportation more accessible. Ms. Deumling's comments are ***attached*** to these draft minutes.

Chair Cathy Clark explained that an e-mail from Laurie Dougherty (***attached to the minutes***) was received just prior to the meeting regarding prioritizing safety in the SKATS area.

Phil Carver, 350 Salem, summarized written comments that he provided (***attached to the minutes***) regarding global temperature changes/impacts since 1980. He urged the Policy Committee to incorporate state goals and targets for GHG (greenhouse gases) and VMT reductions; adopts goals to increase trips by walking, cycling and transit; prioritize investments in transit, walking and cycling; postpone road expansions; and make investments that promote development in walkable, mixed-use areas.

Agenda Item F. SKATS 2023-2050 MTP: Project Evaluation and List

Mr. Jackson requested that PC members review the draft project list and propose modifications to the list. If the Policy Committee approves the list, it will be incorporated into the draft 2023-2050 MTP. In order to keep to the schedule for the MTP, if Policy Committee members feel the need for additional review and discussion related to the list, a special meeting date will need to be arranged in December.

Kim Sapunar provided an overview of the comments received from the public to date.¹ The majority of comments summarized here were received through the online map of draft MTP projects, 257 individual comment entries were given, of which 10 were "General Comments." Comments were widely distributed over most of the projects. The 257 comments were provided by 20 individual commentors. In addition to comments, participants could "vote" for projects they liked. There were 127 projects that received at least one vote, the top scores were seven votes for: S212 Market St NE: Commercial St NE to Hawthorne Av NE, and 5 votes for: S320 Lower Leffelle/Clark Creek Park/South Village Park Bike Corridor.

Marion County Commissioner Colm Willis commented that he is comfortable with the Marion County projects proposed. Maria Hinojos-Pressey suggested three projects that she would like to see raised in priority:

¹ Public comments received were attached to the memorandum included in the agenda package for this item.

- M058 - Pedestrian treatments (3) at locations that are yet to be determined during a 10-year timeframe;
- M059 – Pedestrian treatments (4) at locations that are yet to be determined during a 10-year timeframe; and
- K022 - Verda Lane Extension.

She thought that staff have done a good job of balancing community needs and priorities. Councilor Trevor Phillips doesn't see the need for a special meeting in December.

Chair Cathy Clark commented that the Keizer projects appear to align with the interconnectivity needs of Keizer on a multi-modal scale. Polk County Commissioner Lyle Mordhorst would like to see the original proposed list as compared to the list presented today. Ray Jackson responded that he will provide PC members with the requested information.

The full set of comments from the online map are attached to the end of this appendix.

Comments from January 2022 – Feb/Mar 2023

Table 3: Comments from the Public (From Kick-off to Public Review Period)

| Date | Person | Venue | Remark | Consideration | Reference |
|------------|------------------------------|----------------------------------|--|--|-----------|
| 2/22/2022 | Nick Fortey | Email/ spoke at PC meeting | Goal language | Spoke/Provided to PC Feb 22, 2022 | A-1 |
| 3/25/2022 | Kenneth Stearns | phone | Support bike projects | Provided to PC April 26, 2022 | A-2 |
| 3/14/2022 | Fran Holman | email | Support Transit | Provided to PC April 26, 2022 | A-3 |
| 3/14/2022 | Mr. VanSchepen | phone | Road condition | Provided to PC April 26, 2022 | A-4 |
| 4/1/2022 | Sandra Kelley | phone | Fisher Rd lack of sidewalks | Provided to PC April 26, 2022 | A-5 |
| 9/27/2022 | Nick Fortey | Email/ spoke at PC meeting | Congestion management plan | Spoke/Provided to PC Sept 27, 2022 | A-6 |
| 11/22/2022 | Phil Carver | Email/spoke at PC meeting | Project priority and GHG reduction | Spoke/Provided to PC Nov 22, 2022 | A-7 |
| 11/1/2022 | David Cox | Email | Cordon Rd and Bridge across the Willamette | Provided to PC Nov 22, 2022 | A-8 |
| 10/7/2022 | Jim Scheppke | email | Structure of voting for projects on the map | Provided to PC Nov 22, 2022 | A-9 |
| 11/10/2022 | Victor Dodier for SCAN | email | Draft projects | Provided to PC Nov 22, 2022 | A-10 |
| 11/22/2022 | Laurie Dougherty | email | Support projects for safety | Provided to PC Nov 22, 2022 | A-11 |
| 3/22/2022 | Nick Fortey | Spoke at PC meeting | Criteria for project evaluation | Spoke to PC March 22, 2022 | A-12 |
| 11/22/2022 | Sarah Deumling | Public comment PC meeting | Prioritize GHG reduction | Spoke at PC Nov 22, 2022 | A-13 |

A-1 Nick Fortey

Written version of comments delivered today at Policy Committee meeting (2-25-22) by Nick Fortey, West Salem Neighborhood Association:

Chair Clark and members of the Policy Committee:

My name is Nick Fortey, and I am chair of the West Salem Neighborhood Association Transportation and Infrastructure Committee.

We would like to offer a few comments on the Metropolitan Transportation Plan's goals and objectives as you consider updates. In addition to limiting the increase in congestion and improving mobility and accessibility, we would urge goals and objectives also consider and include:

- Reducing travel times
- Increasing reliability of the system
- Improving signal operations and coordination to facilitate safe and efficient movements, increase use of travel time information
- Increasing crossing opportunities and improve connectivity for people walking, biking, micro-mobility, and using transit

Our second focus on increasing safety and security on the network. We would urge you to look beyond objectives on minimizing fatalities, injuries, and collisions and instead focus reactively and proactively. Reactively by reducing the most severe crash outcomes and then focusing proactively on reducing risk on the transportation system so we frame the safety issue and move solutions further up the process of development.

Finally, we would ask for a separate focus on improving the delivery of projects on the system, in particular a focus on short-term "wins" even if the full solution cannot be implemented for some time.

~-----~

A-2 Kenneth Stearns

March 25, 2022, by phone

Phone call received by Kenneth Stearns. [He received a postcard in the mail.](#)

He lives in West Salem and bikes to work most every day to the Chemawa Indian School in NE Salem – about 10 miles. He has an interest in bicycle facilities and wanted to say that he generally supports bicycle facility projects. He participated in the survey online.

A-3 Fran Holman

Monday, March 14, 2022 10:52 AM, by email

To: SKATS

Subject: Re: Comments on South Salem Transit Station Plan

Hello Kim,
Appendix O - Outreach

SKATS 2023-2050 MTP

O-13

I'm all for a Public Transit Station in South Salem. There are so many new apartments, small condos and small houses off Davis Road opposite Crossler School particularly.

Red Leaf Drive - near us - crosses Davis and continues uphill with many more apartments.

We have a nicely renovated Secor Park in our area - and thankfully, no bathrooms there! It would be inundated and an ideal place for transients otherwise! Perhaps the Transit Station would have bathrooms.

I'm all for more public transport, too, by the way. I'd definitely use it more as I get older. Good for all, though, considering the pollution of cars and the price of gas.

Thanks for all you do...

Sincerely,

Fran Holman

P.S. I'm a native Londoner, so it's no wonder I feel this way!

From: Frances Holman

A-4 Mr. VanSchepen

Monday, March 14, 2022 11:55 AM, by phone

Subject: FW: Phone message - SKATS inquiry

I called Mr VanSchepen, who received one of the postcards we sent. Please add the following to the TIP's public involvement comments:

His concern was with the condition of the roads in Salem, mentioning in particular the poor condition of Skyline Road and Broadway Street (north of Market) and needing to swerve his vehicle to avoid these potholes, which could be a safety issue His view is that keeping our roads in good condition should be our a top priority for the funds we have.

Mike

A-5 Sandra Kelley

April 1, 2022 by phone

Sandra Kelley lives at the Providence Senior apartments on 3524 Fisher Road (north of Silverton Road). She received one of the postcards from SKATS and called the MWVCOG. Her comment is about Fisher Rd NE, with particular concern about the lack of sidewalks on Fisher from Silverton Road to Devonshire Ave. Devonshire is where the Walmart and Mega Food stores are located and people she knows walks on Fisher along the side of the road (along dirt and gravel strips) to shop at those stores, which makes traveling to those stores hazardous.

She wasn't specific about this being about the TIP or Plan, except she did mention that "\$20 million" available that is mentioned about the TIP in the postcard.

A-6 Nick Fortey

From: Nick Fortey <fortey.nick@gmail.com>
Sent: Tuesday, September 27, 2022 10:37 AM
To: SKATS <SKATS@MWVCOG.ORG>; Odenthal, Karen <kodenthal@mwvcog.org>; Sapunar, Kim <KSapunar@mwvcog.org>
Subject: Policy committee meeting - comments for today's meeting - West Salem Neighborhood Association

Karen and Kim,

Please see our written comments for today's Policy Committee Meeting:

My name is Nick Fortey and I reside at 2165 Turnage Street NW in Salem. I am the transportation and infrastructure chair for the West Salem Neighborhood Association and I want to offer comments on Item D: SKATS Congestion Management Process.

As you may be aware, the West Salem Neighborhood Association has two major corridors, Highway 22 and Wallace Road and the performance of those facilities and the crossing over the Willamette and the subsequent connections through downtown have emerged as major issues to our neighborhood. As such, a robust and effective congestion management process carries a lot of importance with us.

We have several suggestions and recommendations on the policy which we feel will substantively strengthen outcomes and the enhancement of a robust, multimodal transportation system for the region.

Under Table 3 we would request additional measures – we think these are essential to draw out the multimodal nature of travel and solutions as well as to focus in on segments where there is a significant issue and where focused attention can deliver cost-effective solutions:

Percent of facilities where speeds are less than 60% of free flow speeds: this would help focus attention on those segments where there is identified reduction of speeds from "typical" and show the extent of congestion

Average speeds over key commute hours (7-8 am, 8-9 am, 4-5 pm, 4-6 pm): identifies segments which experience long-periods of congestion during typical commute periods

We also believe non-auto use and options need to have substantially expanded measures; these are vitally important to deliver a complete and coordinated system that addresses travel needs by all users:

Number of employers enrolled in transportation management associations

Number of active vanpools

Number of active carpools

Non-SOV (single occupancy vehicle) mode share

A-7 Phil Carver

From: Phil Carver – by email

Date: November 17, 2022 at 2:59:53 PM PST

To: MWVCOG <MWVCOG@mwvcog.org>, "Jaffe, Mike" <MJaffe@mwvcog.org>, Salem City Council <citycouncil@cityofsalem.net>

Cc: Laurie Dougherty, Bob Cortright

Subject: 350 Salem OR comments for 11/22/2022 meeting of SKATS Policy Committee

Greetings to the Policy Committee and MWVCoG Staff,

Below are our comments for the Nov. 22, 2022 meeting of the SKATS Policy Committee. Thanks to Bob Cortright for major help in drafting. Several other members helped draft these comments and 350 Salem's comments on the long range planning survey on the SKATS website.

Thanks for the opportunity to submit written and oral comments.

Phil Carver, Co-coordinator 350 Salem OR

Comments to SKATS Policy Committee
Regarding Transportation Plans
350 Salem OR
Nov. 17, 2022

Summary

We urge SKATS to alter its short and long term plans to be consistent with the Land Conservation and Development Commission's (LCDC's) rule on Climate Friendly and Equitable Communities. This rule enshrines a 30 percent reduction in vehicle miles traveled (VMT) for metropolitan areas like SKATS. As noted in the rule this significant change in land use and transportation plans is needed to reduce greenhouse gas (GHG) emissions. SKATS needs to immediately change plans and investments to focus on actions that we know are needed and will be effective in reducing emissions. The policies of the U.S., the State of Oregon and many Oregon cities are aligned to reduce GHG emissions. SKATS must align as well.

Plan for and Invest in a Low Carbon Future

Our plans reflect our vision of the future we want to achieve. Currently, SKATS plans largely ignore GHG emissions and assume that our transportation future through 2050 will be much as it has been in the past. It assumes continued roadway expansion to serve increased driving and expanded car-dependent development. This vision is contrary to state goals, rules and plans which make clear our need to plan for significant reductions in per capita VMT (30%) to successfully reduce greenhouse gas emissions. Accomplishing this level of VMT reduction requires that SKATS not facilitate further urban/suburban sprawl.

Instead, SKATS must plan for a future where most new jobs and housing are in highly walkable, compact mixed-use neighborhoods. Independent trends, such as more internet shopping and telecommuting prompted by the Covid 19 pandemic are also reducing the need for vehicle travel. SKATS needs to remake streets so that walking, transit, and cycling are safe and convenient. It's

time for SKATS to realign and redirect its planning efforts to match the future we know we need to achieve.

See below regarding the roles and prospects for local, state and national governments in stabilizing the climate.

Recommendations

Accordingly, we recommend the SKATS Policy Committee should direct that the 2050 Metropolitan Transportation Plan and other SKATS planning projects:

- Acknowledge and incorporate state goals and targets for GHG and VMT reduction
- Adopt goals for tripling the share of trips within the region made by walking, cycling and transit
- Prioritize investments in transit, walking and cycling that make these modes safe and convenient, only add lanes if required for pedestrian or bike safety
- Postpone all road expansion projects until we have a plan that meets emissions goals and targets
- Make investments that promote development in walkable mixed use areas and along the core Cherriots transit network
- Acknowledge that roadway expansion projects to reduce traffic congestion are ineffective. They encourage people to live far from jobs, schools and other common destinations. Such investments are counter-productive because they induce additional traffic and promote car-dependent development.

While much planning will be done within the region over the next 3-4 years, SKATS need not wait to start moving in the right direction. Salem's adopted land use plans include many new areas for mixed-use development and apartments. Salem is in the process of implementing its climate action plan, as are many other cities around the world. Cherriots plans major expansions in its transit service for 2026 with new funding. The recently passed Salem infrastructure bond measure has many pedestrian, transit and bike projects that move us meaningfully in the right direction to reduce VMT and emissions. Yet these types of projects are not prioritized for early construction in the SKATS plans.

Accordingly, SKATS should prioritize projects that move us towards the future we want and need to achieve. Continuing with business-as-usual has a high cost: it shifts the burden for reducing emissions to the future. This increases the damages from climate change and makes reductions more expensive. It also wastes money on roadway expansions that will not be needed.

Please see also 350 Salem's detailed comments on the 2050 plan from the website survey.

Electric Vehicles

While electric vehicles (EVs) will be part of the solution to personal vehicle emissions, they are not a panacea. The turnover of vehicles is too slow to accomplish the reductions needed between now and 2050. It won't be until 2030 or 2035 that most new personal vehicles are EVs. There are many 20 year old vehicles on Oregon streets. Major reductions by 2035 are needed to stave off the worst elements of climate disasters.

The Future of National and Oregon Climate Change Policies

Political momentum at the state and federal level to reduce GHG emissions has increased substantially in the past two years. In 2022 Congress passed and the president signed the Inflation Reduction Act. This law has many measures to reduce GHG emissions.

This November Tina Kotek was elected governor for 2023 to 2027. Of the three candidates she was the only one with a policy focus on reducing GHG emissions. For at least the next four years, policies of the Oregon Department of Transportation and the Department of Land Conservation and Development and their respective commissions will continue their focus on reducing state GHG emissions. As noted in LCDRC's Climate Friendly and Equitable Communities rule, local governments have a unique role in achieving Oregon's GHG emission reductions.

As climate related disasters increase, political momentum in Oregon and the U.S. will grow. In the past few years Oregon and the western U.S. have seen unprecedented wildfires, heat waves and droughts. Massive floods in the U.S. have increased and threaten Oregon and the West in the future. Sea level rise of three to ten feet by 2100 is likely, especially if GHG emissions are not greatly reduced. Greater storm surge and at least one foot of rise are guaranteed, even if emissions reduction goals are met. All of these types of disasters are reduced by reducing GHG emissions.

While climate change is a global problem, the U.S. and other wealthy countries emit most of the GHGs or purchase the products made in developing countries. Almost all countries are working to keep the cumulative global average air temperature increase to less than 2 degrees Celsius. The temperature has already risen by 1.2 degrees since the mid 1800s, an increase unprecedented in the last 8,000 years.

By attaining the two degree target we can avoid the worst kinds of global catastrophes. To do so requires a major shift from business as usual, especially in the U.S. SKATS needs to do its part in helping to solve the most critical crisis of the 21st century. If we don't come together to solve this crisis, the alternative is too horrific to contemplate.

A-8 David Cox

From: david* COX – by email

Sent: Tuesday, November 1, 2022 3:53 PM

To: SKATS <SKATS@MWVCOG.ORG>

Subject: Re: Give Comments until November 15th!

My comments are about projects not on the list. but in my opinion, should be.

First - The Cordon Rd projects do not have a "logical termini" on the northern end. These improvements on Cordon Rd should go from I-5 on the southern end to I-5 on the northern end. Those are the only real "logical termini."

Second - There is nothing here about another bridge across the Willimatte. That's a mistake. Not only should the 3rd bridge be included in this plan but at least the location and preliminary design work for the 4th bridge (north of town) and the 5th bridge (south of town) should be also be included here.

Thank you for this opportunity to comment. I would be very interested to hear your response to these comments.

David Cox

A-9 Jim Scheppke

From: Jim Scheppke – by email
Sent: Friday, October 7, 2022 11:17 AM
To: SKATS <SKATS@MWVCOG.ORG>
Subject: Re: Comment on draft projects now!

Hey SKATS: I am troubled by the fact that people can “heart” a project but they can’t do the opposite. You should have a heart and a thumbs down! I sense a little bias here.

Jim

A-10 Victor Dodier for SCAN

From: Victor Dodier - by email
Sent: Thursday, November 10, 2022 15:56
To: Jackson, Ray <RJackson@mwvcog.org>
Subject: comments on the Long Range 2023-2050 Transportation Improvement Plan

The South Central Association of Neighbors (SCAN) Transportation Committee reviewed projects listed in the Salem Keizer Long Range Transportation Improvement Plan (2023-2050) that are within the SCAN area. The committee’s proposed comments were discussed and approved for submission at the November 9, 2022 SCAN Board meeting. SCAN submits the comments below:

Project S320 - Lower Leffelle / Clark Creek Park / South Village Park Bike Corridor

The City of Salem implemented signage for the segment of the bike corridor between Lower Leffelle and Clark Creek Park in 2021. The remainder of the bike corridor should be implemented earlier than 2030.

Project S214 - Mission St SE: 12th St SE to Commercial St SE

The project should be implemented sooner. 2045 is much too long to wait for a bicycle-pedestrian improvement. The City should consider separated bike lanes on Mission St SE rather than shared multi-use sidewalk.

Project S199 - River Rd S: Croisan Creek Rd S to UGB

The City should consider improving the access road on the west side of the railroad tracks as a separated bicycle and pedestrian path to Minto Brown park.

Project S318 - Bush’s Pasture Park to River Road Bike Corridor

The intersection of Miller St. and Commercial St SE should have enhanced safety improvements.

Project S319 - Saginaw St Bike Corridor

This project is partially signed today. The project should be completed sooner.

Project S317 - Sprague HS to South Salem HS Bike Corridor

The project should be done sooner. Today's kindergartners will graduate before 2035.

General comment on bicycle corridors.

There should be better east-west bicycle corridor connectivity. For instance, a bike corridor on Hoyt Street going east to Summer Street would connect to the Lower Leffelle / Clark Creek Park route. Going farther east, the route would connect to the path on Berry Street.

Victor Dodier

SCAN President

A-11 Laurie Dougherty

From: Laurie Dougherty – by email

Sent: Tuesday, November 22, 2022 10:46 AM

To: Jaffe, Mike MJaffe@mwvcog.org; citycouncil@cityofsalem.net; tphillips@cityofsalem.net; Virginia Stapleton vstapleton@cityofsalem.net

Subject: Public Comment: SKATS Policy Committee Long Range Plan

Chair Clark, SKATS Policy Committee, and Staff,

My Name is Laurie Dougherty. I live in Salem and am a Co-Coordinator of 350 Salem OR, local chapter of international climate justice network 350.org.

Co-Coordinator Phil Carver submitted comments for 350 Salem OR that focus on the urgency of climate change and the need to reduce emissions from vehicle traffic.

Here I want to focus on safety for pedestrians, bicyclists, people with disabilities, children and the elderly. Safety is important in its own right, to protect lives and health. Safety is also important for achieving climate goals. People will drive less if it is safe and convenient to do so. Salem, through its climate action plan and Our Salem Comprehensive Plan, is moving toward mixed use neighborhoods that encourage walking and biking. The Oregon Department of Land Conservation and Development is moving in the same direction. SKATS needs to get on board with road and intersection design that prioritizes the mobility needs of people who are not in cars.

Adding more lanes to already busy streets will only induce more traffic at higher speeds, increasing the danger for all users. I submitted a written comment with the link to a recent article from Bloomberg City Lab: [“US Traffic Safety Is Getting Worse, While Other Countries Improve.”](#)

The article states, “US roadways have grown more deadly during the last two decades (including [during the pandemic](#)), especially for those outside of cars. Last year saw the [most pedestrians killed in the US in 40 years](#), and deaths among those biking [rose 44%](#) from 2010 to 2020.”

In looking at why US roads have become more dangerous, the article points to “policy decisions that elevated fast car travel and automaker profits over roadway safety. Other countries made different choices, and they’ve saved lives as a result.” Some policies are national, but others are well within the purview of local and regional jurisdictions. “Build slower streets”; create neighborhoods that reduce car dependency; use traffic calming measures including roundabouts, road diets, and cameras to catch speeders.

SKATS must reorient its planning to focus on the intertwined goals of climate protection and safety.

Thank you.

A-12 Nick Fortey

March 22, 2022 Policy committee meeting, Public comment

Nick Fortey, West Salem Neighborhood Association Transportation and Infrastructure Chair, provided testimony referencing Agenda Item E. SKATS MTP: 1 Criteria for Use in the Project Evaluation Process, Mr. Fortey made suggestions related to changes/additions to some of the proposed project evaluation criteria for Safety (number 9 in Table 2 of Agenda Item E) and Environmental Justice (EJ) (number 8).

In addition to addressing a known safety location, Mr. Fortey asked that priority be made for fatalities and serious injury reduction along with identifying high risk areas.

Regarding equity, Mr. Fortey asked that the Policy Committee consider some broader criteria, including individuals with disabilities, seniors above 70, single parents, those who are rent burdened, and zero car households. He also would like criteria to look not only impacts to EJ areas but also benefits to EJ areas such as increase accessibility and increased travel choices.

A-13 Sarah Deumling

Sarah Deumling

Comments to SKATS Policy Committee re:
Transportation Plans
November 22, 2022

My name is Sarah Deumling. I own a residence in West Salem and a residence and sawmill/wood products business in Polk County in addition to being a member of 350 Salem. I am very concerned that the focus of SKATS transportation planning is still stuck in the 1950s when we increasingly urgently need to rethink how we get around in order to quickly reduce fossil fuel emissions to prevent the worst effects of climate change. We can and we must but it is nigh on to impossible without the leadership of groups like SKATS. I urge you to get with the program, to follow the new LCDC rules, to work with all due haste to reduce VMTs by 30% and to make non-fossil fuel modes of transportation more accessible, more convenient and safer.

Many of us are more than ready to accept - or embrace - any perceived inconveniences in order to ensure that we and future generations have an abundant and livable future in Oregon. The catch is that it is almost impossible to do this on a scale that makes a difference without LEADERSHIP and that means YOU!

In closing I would like to share an anecdote. Though a fifth generation Oregonian I have many friends and relatives in Germany who, due to the war in the Ukraine, are facing a major curtailment in supplies of fossil fuel, particularly natural gas, as winter approaches. In the last few months the citizens of that country have reduced their use of natural gas by 40% - voluntarily!!! - by being smart, creative and willing to adjust for the common good. I'm convinced that we are also capable of rising to the challenge for the sake of the future. Please lead us with all due haste in this direction, put yourselves on the right side of history and future generations will thank you.

Notification of Public Comment Period March to May 2023

Public comment for the MTP was announced via a variety of channels, including:

- Mailed postcards to 350 on SKATS mailing list
- Emails sent to the SKATS *Interested Parties* email list, of which there are approximately 254 subscribers:
 - 3/29/2023
 - 4/4/2023 – open house
 - 4/10/2023 – open house
 - 4/18/2023 with video links
 - 5/2/2023
 - 5/14/2023
- Press releases in Spanish and English sent to our media contact list.
- Announcements in editions of the COG Connections.
- Notification placed on the Transportation Hub page and MWVCOG website in three locations (front page, MTP Update page, and TIP Update page).
- Posts on the MWVCOG Facebook page.
- Information sent to SKATS partners and included in their email or social media messages, if possible.
 - City of Turner
 - Cherriots
 - City of Keizer
 - City of Salem, City's Neighborhood Associations contact list
 - City of Salem communications team
- Public Service Announcements to Keizer TV and Salem CCM (cable tv systems)
- Brochures in Spanish and English, at Salem Main Library
- Video explaining the MTP posted on YouTube

Meetings and presentations March to May 2023

Presentations to five Salem Leadership Foundation groups, providing a brief introduction of MPOs and the MTP, TIP, Safety Plan, and Household Study. The groups were informed of upcoming transportation planning updates and how they could participate. During the Question & Answer portion, the attendees commented on local issues (sidewalks, safety) and clarification of what SKATS can actually do.

Table O-4: Outreach Prior to Public Comment Period

| Date | Organization | Attendees |
|-----------|--|-----------|
| 3/8/2023 | North Neighbors N2 | 22 |
| 3/16/2023 | Community and Partners of East Salem - CAPES | 22 |
| 3/20/2023 | Keizer United | 29 |
| 3/21/2023 | South Salem Connect - SSC | 14 |
| 3/23/2023 | Edgewater Partners | 10 |

- On site Open House on April 11, 2023, 14 attendees

Summary of Comments/Consideration – March 28 to May 23, 2023 - Policy Committee and Public Hearing

Comments received on the draft MTP (released for review on March 28, 2023) are summarized below, and complete comments received through May 15, 2023, follow.

- a. Open House held on April 11, 2023. Eight written comments submitted. Discussion over the 1.5 hours at the Open House included the cost of projects and what the proposed projects are meant to accomplish.
 - i. Supportive of projects adding walking and/or biking facilities
 - ii. Not support of capacity increasing projects
- b. Five comments were received by email. Three were focused on the proposed projects and/or the draft document.
 - i. Supportive of projects adding bicycle facilities and increased safety.
 - ii. Not supportive of projects increasing vehicular capacity
- c. Online Interactive Map - 39 comments were received, and 36 projects received “likes.”
 - i. Generally, the comments received were supportive of projects that improve safety by providing facilities for bicyclists and pedestrians.
- d. Comments on the pre-public review draft document were received from Sadie Carney, the SAMTD Board representative on the SKATS Policy Committee. They are **attached at the end of this appendix**.
 - i. These covered most of the chapters of the document. Many of these were suggestions on clarifying the writing to be more understandable to the layperson. Comments also addressed the clarifying statements of several of the Goals, and the need for a more robust Environmental Justice analysis.
- e. One member of the public spoke during public comment of the May 23, 2023, Policy committee, she stated her support of comments by Phil Carver previously submitted to not support capacity increasing projects, or the Hwy 51/22 interchange, and in support of projects that increase safety for pedestrians and cyclists.

In overall summary, comments generally reflected two themes. The majority of comments received were in support of projects that included walking and biking facilities, and safety improvements. Most of the comments received also were not supportive of projects that would increase vehicular capacity and increase greenhouse gasses. There were no comments from the public on the document itself, only on the projects included in the plan.

At the May 23, 2023, Policy Committee, all comments were included in the agenda and discussion and deliberation included:

- An appreciation by the PC members for the comments submitted by the public and a desire to acknowledge their input and interest.
- An acknowledgement that the PC has the authority to make changes to the plan as they discuss public input. Staff did not recommend removing any projects based on input received, as local jurisdictions determine and submit projects to the plan, though the PC may make changes if desired.

- A desire to maintain the comments and the spirit of the input received so far and keep this public input pertinent to the ongoing work of SKATS.
- A discussion of the public input received over the plan's development from the kickoff phase in March 2022 and the project evaluation phase in November 2022.
- Discussion of changes made in the evaluation criteria to better reflect priorities for the safety of vulnerable users walking and biking in the system.
- With regard to capacity increasing projects, a discussion of the road/bridge project types broken out by a more detailed description of their specific modification. This was shown in a pie chart during the staff presentation by Ray Jackson, based on the data of Table 2 in Chapter 7. Very few projects included in the plan increase vehicular capacity.

After deliberation, the Policy Committee voted to adopt the 2023-2050 MTP, as amended with updated language of changes as outlined in attachment 9 of the agenda, with an additional change to reflect an error in a table in Chapter 6, and to include in Appendix R links to the stormwater plans for the local jurisdictions (if available).

Comments received at the April 11, 2023, Open House

Comments from the Open House on April 11, 2023, and follow up emails, many comments were for both the MTP and TIP

Table O-5: Comments from the April 11, 2023 Open House

| Person | Remark | Date Provided to PC | Consideration | Both MTP/TIP |
|------------------|--|---------------------|---|-----------------------|
| Laurie Dougherty | No new traffic lanes, build traffic calming | 4/23/23 | Provided to the PC prior to the Public Hearing. | yes |
| anonymous | On Broadway St, no crossings between Hood and Highland Elementary, No signal | 4/23/23 | Provided to the PC prior to the Public Hearing. | yes |
| Ray Quisenberry | Salem is working on a climate action plan and just recently voted to begin a Vision Zero Plan. Adding lands and widening roads do not comply with either goal. We need to stop being so car centric and plan for a safer cleaner future. Do not widen any roads. Make the system safer for peds and bikes. | 4/23/23 | Provided to the PC prior to the Public Hearing. | yes |
| Gary Pullman | Curious as to why the bike/ped to inter combustion behemoth ratio is so small. What is the time frame about lower speeds/much smaller electric vehicle accommodations? | 4/23/23 | Provided to the PC prior to the Public Hearing. | yes |
| Anonymous | Cancel the Hwy 22/51 interchanges in light of climate change. We must drive less – not more (+faster). I come south on Oak Grove and turn left (east) to Salem each time – We can make it work without an interchange. If really necessary a traffic light going west @ rush hour would work. | 4/23/23 | Provided to the PC prior to the Public Hearing. | Primarily for the MTP |
| Anonymous | No new roads or road widening. We must learn to drive less and slower. EO 20-04 etc. Climate change. Only bike/ped/public transit improvements – incentives. We want our grandchildren to have as lovely an Oregon as we had – me in the 1950's | 4/23/23 | Provided to the PC prior to the Public Hearing. | yes |
| Lynn Takata | How to advocate for route change, increase frequency, change to route of D Street to go by the high school | 4/23/23 | Provided to the PC prior to the Public Hearing. | general |

| | | | | |
|------------|--|---------|--|---------|
| | | | Provided SAMTD contact info. | |
| Ted Burney | Interested in transit planning, and safe routes to schools | 4/23/23 | Provided to the PC prior to the Public Hearing. Provided SAMTD staff contact info. | general |

From: Sapunar, Kim

Sent: Wednesday, April 12, 2023 12:00 PM

To: laurie dougherty

Subject: Union street

Hello Laurie,

Thank you for attending our Open House yesterday. I wanted to follow up with you about the Union Street Family Friendly Bike way. We just heard from the city that they have received the notice to proceed, and will go to construction in this year. The bond measure is the main funding source and therefore the two phases that we have in the long range plan will all be brought forward and built at once. A signal is included in the plans at Union and Liberty.

The focus of the project will include upgrading Union Street with new road striping to provide dedicated bike lanes, vehicle parking pockets, enhanced green space, and public transit stops. Additionally, the intersection of Union Street NE and Liberty Street NE will be improved to include a traffic signals and bulb out corners to improve safety for both bicycles and pedestrians.

Let me know if you have other questions,

Kim

From: Laurie Dougherty – by email

Sent: Wednesday, April 12, 2023 12:25 PM

To: Sapunar, Kim <KSapunar@mwvcog.org>

Subject: Re: Union street

Thank you, Kim. That's good news. I appreciated the chance to talk with you and other SKATS people yesterday.

---Laurie

From: Sapunar, Kim

Sent: Wednesday, April 12, 2023 1:38 PM

To: Gary Pullman – email

Subject: MTP project list

Hello Gary,

Thank you for attending the Open House yesterday. I have attached a PDF version of the projects in the long-range plan as we talked about last night. The order of the projects is by jurisdiction, and then separated by committed and included status. Committed projects would be build sooner than the included projects. Let me know if you have any questions,

Thanks

Kim

From: Sapunar, Kim

Sent: Wednesday, April 12, 2023 2:12 PM

To: Lynn Takata - email

Subject: Transit planning info

Hi Lynn,

Thank you for attending our Open House yesterday. I reached out to Cherriots, and they suggest contacting Chris French as the best person to take comments and field questions regarding routes, route changes and frequency of service. Call the main telephone number and ask for Chris: 503-588-2424.

Let me know if you have other questions.

Thanks,

Kim

From: Sapunar, Kim

Sent: Wednesday, April 12, 2023 2:20 PM

To: Ted Burney - email

Subject: Transit Information

Hi Ted,

Thank you for attending our Open House yesterday. I reached out to Cherriots, and they suggest contacting Chris French as the best person to take comments and field questions regarding routes, route changes and frequency of service. Call the main telephone number and ask for Chris: 503-588-2424.

Our Safe Routes to School coordinator here at SKATS is Beth Schmidt, she can be reached at email:

BSchmidt@mwvcog.org.

ODOT's Regional Transit Coordinator for Region 2A - North Coast/Willamette Valley is Arla Miller, at

Arla.Miller@odot.oregon.gov

Let me know if you have other questions.

Thanks,

Kim

Comments received during the public comment period March 28 – May 15, 2023

Table O-6: Comment Received During the Public Comment Period

| Date | Person | Venue | Remark | Date Provided to PC | Consideration | Reference | Both MTP/TIP |
|-----------|-------------------------------|-------|--|---------------------|--|----------------|--------------|
| 4/4/2023 | Pamela Schmidling | email | Street light at Ratcliff Dr. and Commercial SE | 4/25/23 | Provided to the PC prior to the Public Hearing. | D-1 | yes |
| 4/10/2023 | Francis Lombardi | email | Photo on postcard mailer | 4/25/23 | Provided to the PC prior to the Public Hearing. Photo will be revised in future outreach materials | D-2 | yes |
| 4/18/2023 | Alex Brown | Email | Comments on projects and bike safety | 5/23/23 | Provided to the PC prior to the Public Hearing. | D-3 | MTP |
| 5/14/2023 | Phil Carver for 350.org Salem | Email | Comments on road projects in MTP and climate impacts Copy of letter to the OTC on Hwy 22/51 | 5/23/23 | Provided to the PC prior to the Public Hearing. | D-4 D-5 | MTP |
| 5/15/2023 | Laurie Dougherty | Email | Safety as a priority for projects | 5/23/23 | Provided to the PC prior to the Public Hearing. | D-6 | MTP |

D-1 Pamela Schmidling

From: P and D Schmidling – by email

Sent: Monday, April 3, 2023 4:08 PM

To: SKATS <SKATS@MWVCOG.ORG>

Subject: Public Comment Period

I would like to see the street light at Ratcliff Dr. and Commercial SE. What a nightmare for the retirement citizens.

Chair of MNA,

Pamela Schmidling

From: SKATS

Sent: Tuesday, April 4, 2023 9:14 AM

To: 'P and D Schmidling'

Subject: RE: Public Comment Period

Dear Pamela,

Thank you for your comment. All comments received will be provided to our Policy Committee for their consideration as they review the draft transportation plans. We appreciate your feedback.

Sincerely,

Kim Sapunar

D-2 Francis Lombardi

From: Francis Lombardi – by email

Sent: Sunday, April 9, 2023 15:43

To: Jackson, Ray <RJackson@mwvcog.org>

Subject: Recent mailed flyer

Hello,

Just received SKATS flyer in the mail.

I don't know who was responsible for this but the photo on the front side shows 2 bicyclists that are not wearing helmets and one of them is clearly under the age to be required wearing one.

Better modeling please.

Regards

Francis Lombardi

From: Jackson, Ray

Sent: Monday, April 10, 2023 08:02

To: Francis Lombardi

Subject: RE: Recent mailed flyer

Hi,

Thanks for the comment. We'll use a different image in future flyers.

Regards,

Ray

D-3 Alex Brown

From: Alex Brown – by email
Sent: Tuesday, April 18, 2023 2:59 PM
To: Sapunar, Kim <KSapunar@mwvcog.org>
Subject: SKATS open house follow up

Hi Kim,

Thanks for speaking with me at the transportation open house last week. I am interested in Salem improving safety for bicyclists primarily through extension and improvement of bike lanes. My main issue is that every project that would make things safer is only part of the long term plan which seems too far away and prone to similar delays/lack of funds in the future. I don't want to be biking around for the next 7+ years before seeing safety improvements.

Below are the details on several key improvement areas that would make biking safer around town. I added some comments on the SKATS long term project map and the recent City of Salem safety survey map. If there are other ways I should communicate the importance of these projects please let me know.

1. 17th Street north of Market Street to Sunnyview - the bike lane ends here forcing bicyclists into traffic. 17th Street is a wonderful north-south connector and could be better with this extension. Project S061 would address this perfectly.
2. Sunnyview west of 17th to Fairgrounds - the bike lane ends and would be safer if extended. The industrial park in this area has space for a bike lane. Project S238 would address this perfectly.
3. Sunnyview - project S149 would improve safety but is only on the long term plan 7+ years away from reality
4. Fisher Rd NE - Project S348 would help me get to a grocery store safely by bicycle. There is currently no shoulder and bikes must share the road with drivers who are not always expecting me to be there. Same timing feedback, why is this not possible until 2030 or later?
5. Market Street - currently not safely usable for bicyclists at all. Project S212 will help but not for a long time.
6. Hood/Fairgrounds - bike lane only exists for 2-3 blocks before ending. Project S226 is needed but not planned for a long time.
7. State/Kroc bike corridor - Project S310 sounds great, but same thing on timing, this is only on the long term plan
8. Downtown - the pedestrian safety zones prohibit wheels on the sidewalks, but navigating downtown on bike other than Chemeketa and High/Church streets is difficult. Marion, Center, and Liberty streets are not safe for bicyclists. Projects S211, S205, and S347 will all help with this but they are only on the long term plan.
9. Commercial St NE - downtown this is a sharrow in all lanes but the markings need repainted. Drivers approach a bicyclist in the left lane at high speed and seem to be annoyed but this is the best way to reach the library. Similar situation for Liberty St leaving the library. The library is one of the only places left in the world truly open for everyone and getting there should be safe for all, not just drivers. Project S210 should be extended for Liberty Street between Mission St and Union St.
10. Lancaster Drive - Bike lanes exist but I do not use them for fear of being hit by a vehicle. These lanes need to be separated from the high speed and sometimes reckless drivers on Lancaster.
11. Airport Road - bike lane in parts but not others. The Pringle creek crossing is only the width of the vehicle lane and dangerous for bicyclists.

Positive feedback - High St/Church St bike lanes are great examples of protecting bicyclists. The Chemeketa /12th St. bike signal is wonderful. The 17th Street bike lane is great except the part where it ends mentioned above.

Thank you very much,
Alex Brown

From: Sapunar, Kim
Sent: Tuesday, April 18, 2023 3:17 PM
To: Alex Brown - email
Subject: RE: SKATS open house follow up

Hi Alex,
Thank you for attending our Open House, and especially for taking the time to follow up with your comments in email. All comments are presented to our Policy Committee for their consideration.

Thank you,
Kim

D-4 350.org Salem

350 Salem Oregon
Comments to SKATS
cc: Salem City Council
Phil Carver, Co-coordinator

Regarding the draft 2050 Metropolitan Transportation Plan (MTP)
May 14, 2023

350 Salem objects strongly to the emphasis of the draft MTP on expanding capacity of existing roadways. Study after study shows that road widening does not significantly reduce traffic congestion. After a short time people will move or otherwise change their pattern of driving in ways that fill up the increased roadway capacity.

The benefits of temporary congestion relief are much smaller than the enormous costs to taxpayers without even considering the environmental costs of air pollution and climate disasters. Amazingly, the 2050 MTP is rife with reverence to the myth that capacity reduces congestion. While some uninformed Oregon residents may still hold these false beliefs, it is unbecoming for a professional document.

A Policy Brief prepared by National Center for Sustainable Transportation at University of California-Davis¹ states:

Traffic congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT).

An increase in VMT attributable to increases in roadway capacity where congestion is present is called “induced travel”.

A March 2023 study² concluded:

Generated traffic [induced travel] has three implications for transport planning. First, it reduces the congestion reduction benefits of road capacity expansion. Second, it increases many external costs. Third, it provides relatively small user benefits because it

¹ <https://ncst.ucdavis.edu/research-product/increasing-highway-capacity-unlikely-relieve-traffic-congestion>

² <https://www.vtpi.org/gentraf.pdf>

consists of vehicle travel that consumers are most willing to forego when their costs increase.

These two studies have numerous references and provide sound rebuttal to studies promoting capacity expansion as a method of congestion relief. These two studies note that the benefits of increased flexibility for peak-time travel from capacity expansions are likely much smaller than the cost of these projects.

The large majority of the planned spending in the 2050 draft MTP is for expanding capacity. The justification below in the MTP has been fully refuted by these studies.

Comparing the results shown in these maps, with the base year demand shown in Map 4-4 (page 4-13 of Chapter 4), the number of roads where the demand to capacity is above 0.8 is much greater in both future scenarios. But there is a decrease in the number of roads with demand to capacity above 0.8 in the 2050 Build scenario compared to the 2050 No Build scenario. In 2021 base year, approximately 84 percent of the road miles have a demand to capacity ratio of less than 0.8. This number decreases to 66 percent for the 2050 No Build case but is approximately 76 percent for the 2050 Build case (which represents the Committed and Included projects in Table 7-3). (MTP page 7-3, emphasis added)

Induced demand is not included in this forecast. The reduction in congestion will likely be much less than forecasted. The benefits are likely well below the costs of these projects. In other words, expanding roadway capacity in the MTP will not reduce congestion. Instead it would just allow for more vehicle miles traveled (VMT) at similar levels of congestion – but with **greatly increased levels of greenhouse gas (GHG) emissions** and other air pollutants..

As an example, Polk County's population grew as a percentage at nearly twice Marion County's from 2000 to 2022 (42.5% vs. 21.9%).³ This has resulted in increased congestion on Salem's Willamette River bridges during morning and evening rush hours. The proposed solution was an impossibly expensive third bridge that would have given Polk County residents near-freeway access to Wilsonville.

This would not have relieved congestion at the river for very long. Soon the Polk County population would have grown faster than jobs there. This would have made the peak-time river crossings just as congested at rush hour again, but with much more VMT. The Salem City Council was fully justified in its In 2019 approval of the no-build alternative for the third bridge.

With the climate crisis fully upon us, increases in VMT and GHG emissions from the 2050 MTP are a dire threat to health and safety.

³ <https://sos.oregon.gov/blue-book/Pages/local/county-population.aspx>

On October 12, 2020, City Council adopted two Greenhouse Gas emissions reduction goals:

- By 2035 – Reduce Salem’s GHG emissions by 50% (from the baseline year of 2016)
- By 2050 - Salem is a carbon neutral city

The draft 2050 MTP in total, and the Salem portion of the plan in particular, are totally inconsistent with these goals. These goals are not aspirational or just nice to have. Cities around the world have been leaders in reducing GHG emissions. Failure of cities and other governments to achieve similar goals will make the 2020 Labor Day fires seem mild in comparison. We are currently seeing a “Firmageddon” of true firs in central and eastern Oregon. Douglas firs in the Cascades and Coast Range are threatened if we do not achieve these goals.

Portland Oregon adopted its first climate action plan in 1993. Multnomah County later adopted its own action plan. The most recent update⁴ stated:

The past 26 years of climate planning and carbon mitigation efforts have driven local carbon emission 19% below 1990 levels as of 2018 (most recent data available, tracked at the county level). These reductions place Portland and Multnomah County on the forefront of communities internationally in achieving real carbon emissions reductions. The reductions to date are especially impressive given the growth of 39% more people and 36% more jobs during the same time period, meaning per capita emissions in Multnomah County have been reduced by 42% since 1990.

Salem got a later start in climate action. It must accelerate its plans to reduce VMT

An egregious example of magical thinking is below from the MTP at page 9-12.

Kuebler Boulevard, Cordon Road, Hazelgreen Road, and Chemawa Road form a circumferential route around the Marion County portion of the Salem-Keizer area. This route also functions as the emergency bypass route when incidents close major facilities such as I-5, Portland Road, Lancaster Drive, or other regional roads. **It is critical that this route retain its functionality as a beltway for moving goods and people through the urban area in the most efficient and expedient manner.** [emphasis added] Toward this end, Marion County and Salem are working toward interconnecting the signals along the corridor to optimize progression and generally limiting future access to street connections to those that support regional movement. A study began in 2021 to study this corridor to provide recommendations on future projects, including the intersections, the provision of additional capacity and providing for safe travel for all modes. The study will conclude after adoption of this Update and projects will be considered, as funding is available, for inclusion in the 2027 MTP Update.

⁴<https://www.portland.gov/bps/climate-action/documents/2015-climate-action-plan-final-progress-report-2020/download> (page 13)

There is absolutely no need (emergency, movements of goods or otherwise) for an expanded circumferential route around the Marion County portion of the Salem-Keizer area. This route does not connect any substantial population center to jobs, schools or shopping. If built, the four lane bypass route would just encourage drivers to drive farther to save a few minutes of travel time due to the high speed of the planned ring road. This would vastly increase VMT and GHG emissions. It would not increase safety.

It is highly unlikely there will be sufficient funds for this project. In particular the Salem portion of MTP calls for a four-lane interchange at Highway 22 and Cordon Rd.⁵ The Oregon Dept. of Transportation does not support this project concept as appropriate for state transportation needs. Instead of a starry-eyed vision of an eventual four-lane ring-road on the eastside of Salem, the City and Marion County should support a near term project for an appropriately wide new two-lane bridge for Cordon Rd over Highway 22 with separated bike lanes. The current 55 MPH bridge has no room for bikes of any type and is highly dangerous.

Thank you for the opportunity to comment. We have also attached our April 4, 2023 comments on the Rickreal to Doaks Ferry freeway-style interchange.

From: Sapunar, Kim
Sent: Monday, May 15, 2023 9:31 AM
To: Philip Carver - email
Subject: FW: Public Comment 2050 MTP

Dear Phil,

I have received your attached letters for the Policy Committee and thank you for your comments. They will be included in the May 23rd agenda packet.

If you have any questions, please let me know.

Thanks

Kim Sapunar

⁵ MTP Salem's list of "included projects" for 2038 has "S085 Cordon Rd SE & Hwy 22- Construct interchange with recommended signalized intersections and lane configurations" for a "current cost" of \$30 million. This is likely a gross underestimate of the cost.

D-5 350.org Salem



April 4, 2023

To: Oregon Department of Transportation % ODOT.STIP@odot.oregon.gov
Oregon Transportation Commission

From: Phil Carver, Bob Cortright, 350 Salem OR

Subject: DRAFT STIP PROJECT 13188: OR22: Rickreall to Doaks Ferry

The proposed \$11 million for preliminary engineering and right-of-way acquisition for a new interchange and related roadways at this location should not be included in the 2024-27 STIP. ODOT should instead - consistent with the Governor's Climate Action Plan (EO 20-04) - re-engage with stakeholders to plan an affordable, achievable set of safety and operational improvements for this area that will avoid inducing increased vehicle travel and greenhouse gas emissions and cost less than this very expensive proposal.

The proposed interchange project would violate Executive Order 20-04

EO 20-04 directs that state agencies -including ODOT and OTC - to use whatever authority and discretion they possess to take actions that help implement state goals to reduce GHG emissions.¹

This project violates EO 20-04 because ODOT has neither evaluated GHG impacts of this project nor considered actions that would address transportation needs without increasing GHG emissions. The proposed interchange would significantly increase capacity for single occupant vehicle commuting between Independence and the Salem-Keizer area, which would induce additional VMT and greenhouse gas emissions. However, ODOT has neither evaluated GHG impacts of the proposed project nor considered actions to address transportation needs in a manner that would help achieve GHG emission reduction goals. As outlined below there are a range of actions within ODOT's authority that could substantially improve safety and operations without inducing additional emissions and at an affordable cost.

ODOT and the OTC have "authority and discretion" vested by law to implement other solutions to address transportation needs in this area. As the owner and manager of the state highways in question (Highway 22 and 51) ODOT has broad authority to manage and plan modifications or improvements within the right-of-way, and to fund and coordinate supporting actions by other agencies.

¹ Specifically Section 3 of EO 20-04 says: "State agencies shall use any and all authority and discretion vested in them by law to help facilitate achievement of Oregon's GHG emission reduction goals ... and "...to the full extent allowed by law agencies shall consider and integrate ... GHG emission reduction goals into their planning, budgets, investments, and policy making decisions."

There are affordable, low-cost safety and operational improvements that can adequately address transportation needs in this area; and implementation of such improvements is required by the Oregon Highway Plan

The Major Improvements Policy in the Oregon Highway Plan (Policy 1G and Action 1G.1) directs that ODOT defer major improvements to the state highway system in favor of minor and modest operational and safety improvements to address transportation needs. Action 1G.1 applies to project and planning and to adoption and amendment of the Statewide Transportation Improvement Program (STIP).

Policy 1G: Major Improvements

It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

Action 1G.1

Use the following priorities for developing corridor plans, transportation system plans, the Statewide Transportation Improvement Program, and project plans to respond to highway needs. Implement higher priority measures first unless a lower priority measure is clearly more cost-effective or unless it clearly better supports safety, growth management, or other livability and economic viability considerations. Plans must document the findings which support using lower priority measures before higher priority measures.

1. *Protect the existing system.* The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. *Improve efficiency and capacity of existing highway facilities.* The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
3. *Add capacity to the existing system.* The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.
4. *Add new facilities to the system.* The lowest priority is to add new transportation facilities such as a new highway or bypass.

A range of alternative actions are available for addressing transportation needs in this area that would do so in a manner that is consistent with EO 20-04 and reducing climate emissions.

These include:

Expand transit service focusing on commute service between Independence and downtown Salem by increasing frequency and improving service on Cherriots Regional

Route 40X (the Polk County/Salem Express) with 15 or 20 minute service in the morning and evening commute hours.

Provide commute incentives and alternatives for Independence residents - Work with the state and other major employers in the Salem-Keizer area to provide incentives for Independence area commuters to use transit, share rides, and adopt flexible work schedules to reduce peak hour commutes.

Improve safety for afternoon commuters to Independence by:

- Lowering the speed limit on Highway 22 in the vicinity of the 51 intersection to 45 mph
- Installing a roundabout or a smart traffic signal² at the Highway 51 intersection. ODOT is planning to install roundabouts on several nearby intersections.³
- Widening the Highway 22 left turn lane to provide additional separation from through lanes and add lighting in the intersection area to improve visibility.
- Improving the left turn lanes from Highway 22 to South Oak Grove Road and Greenwood Road to provide additional capacity for afternoon peak hour left turns to access Highway 51.
- Make improvements that encourage western Independence area residents to use the Highway 99W interchange for the afternoon commute home.
- Restrict 52nd and 55th to right-in and right out only and instead provide for a “J” turn via a U turn at Oak Grove Road⁴

The interchange proposal should also be rejected because it is an unaffordable solution that cannot be implemented any time soon

This project is also excessively expensive. ODOT has declined 350 Salem’s request to provide a cost estimate for this project and has prepared only a high-level estimate for the interchange itself of \$25-40 million dollars. This estimate apparently does not include the cost of extensive “access roads” that would be constructed as part of the project. Past practice suggests that ODOT’s initial “high-level” estimates dramatically underestimate actual project costs. Funding for highway projects is extremely limited and likely to decline in the future as cars become more efficient and gas tax revenue declines. This means the project is unlikely to be built anytime soon and that the cost of this project is highly disproportionate to the benefits to the traveling public at large.

² A “smart traffic signal” would provide for left turns from Highway 22 to Highway 51 that activates in the afternoon peak (or in other peak travel conditions). The signal would stop eastbound traffic on Highway 22 to allow these left turns. This would include advisory or warning lights for approaching traffic when the left turn signal is activated. At other times of the day, when traffic is light, the existing condition would remain in place.

³ ODOT is planning to construct roundabouts at the following nearby intersections: [Highway 22 at Kings Valley Highway](#) (5 miles west of Highway 51); [Highway 99W at Clow Corner](#) (5 miles southwest) and on [Highway 18 at Lafayette Highway](#) (19 miles north)

⁴ See NCHRP 650 [https://onlinepubs.t Highway 22 at Perrydale](https://onlinepubs.t Roadrb.org/onlinepubs/nchrp/paths/ruralintersections.pdf)

Conclusion

A new interchange at Highway 51 would induce additional travel and commuting from Independence to Salem that will increase rather than reduce vehicle miles traveled (VMT) and greenhouse gas emissions contrary to state goals and Executive Order 20-04. EO 20-04 is a new requirement that ODOT **must** comply with. To comply with this executive order, ODOT should reconsider the need for this project and consider and select an affordable solution that improves safety that is consistent with meeting GHG reduction goals.

In order to comply with EO 20-04, ODOT needs to go back to the drawing board and consider actions and alternatives within its authority and discretion that would implement and be consistent with EO 20-04 and to comply with the OHP , including the various actions and alternatives identified above.

From: Steve Dobrinich
Sent: Wednesday, April 26, 2023 2:33 PM
To: Robert Cortright
Cc: Phil Carver
Subject: RE: Public Comment on Draft SKATS 24-29 TIP

Hi Bob-

Thanks for the message. We'll add the letter to the public comments and make sure it's included with the meeting materials for the May TAC and Policy Committee meetings.
-Steve

D-6 Laurie Dougherty

From: Laurie Dougherty – by email

Sent: Monday, May 15, 2023 5:17 PM

To: SKATS <SKATS@MWVCOG.ORG>; vstapleton@cityofsalem.net; JWarncke@cityofsalem.net; tphillips@cityofsalem.net

Subject: Comment on SKATS 2050 Metropolitan Transportation Plan

Hello SKATS policy makers,

Thank you for the opportunity to comment on the 2050 Metropolitan Transportation Plan.

I would like to know how the information from the SKATS Safety Survey will be integrated with SKATS transportation plans. I took the survey and made several comments and suggestions. I don't have a car and am particularly concerned with safety for pedestrians, bicyclists, and people with disabilities and mobility challenges. More resources must be allocated to traffic calming, intersection safety, and protected bicycle infrastructure.

Safety is important in its own right. Safety is also an important factor in reducing greenhouse gas emissions from motor vehicles. People need to feel safe in order to use alternate modes of travel. SKATS is wedded to the perceived need to increase capacity for cars. This will only induce more traffic and faster traffic, making Salem area streets more dangerous for everyone. Salem is implementing a Climate Action plan and a Comprehensive Plan that encourage walkable, bikeable, mixed use neighborhoods with good access to public transit. In order for these efforts to succeed Salem needs safe streets.

Laurie Dougherty

Salem

From: SKATS

Sent: Tuesday, May 16, 2023 8:44 AM

To: Laurie Dougherty - email

Subject: RE: Comment on SKATS 2050 Metropolitan Transportation Plan

Dear Ms. Dougherty,

Thank you for your comment on the 2050 MTP. All comments received will be provided to our Policy Committee for their consideration as they review the draft transportation plans. We appreciate your feedback.

Regards,

Kim Sapunar

Comments received via online map during public comment period

(39 comment entries received)

Table O-7: Comments Received via the Online Map during the Public Comment Period

| Comments | Name | Project |
|---|---------------|---|
| This is an elementary school with young kids walking to school and traffic going 40+. Build it. Safety first!! | | Brush College Rd NW: Pedestrian Project |
| High traffic and a lot of industrial traffic | | Cordon Rd: Highway 22 E to Caplinger Rd SE |
| I have never seen a pedestrian or a bicyclist in this area? There are a lot of immediate safety issues we can address | | Salem Industrial Dr Improvement |
| This makes total sense for future development which in turn will bring in a tax revenue and jobs | | McGilchrist St SE: 12th St SE to 25th St SE |
| Excellent project for future growth | | Kuebler Bv SE: Turner Rd SE to Hwy 22 Overpass |
| This is a must do project for our school age children and the area. High traffic just makes it very dangerous | | Verda Ln NE: Dearborn Av NE to Southern City Limits |
| \$9million?! This is insane! Send this money to our schools! This is a waste of money! | Andrew Prince | Orchard Heights Rd NW: Titan Dr NW to UGB |
| Nobody rides bikes half the year. and when the weather breaks, I only see two to five bicycles EVER! Why would we spend near a million dollars on this? The road is there already, and the drivers are courteous at present. Spend the money on Police or | Andrew Prince | Orchard Heights Park / Brush College Park Bike Corridor |
| Haven't seen a person on a bike since last NOVEMBER (YOU KNOW, BECAUSE YOU CAN'T RIDE A BIKE HALF THE YEAR IN OREGON)! | Andrew Prince | Market St NE: Commercial St NE to Hawthorne Av NE |
| Stop "improving" streets by widening them. That creates a more hostile bike/ped environment and encourages higher speeds. | | Orchard Heights Rd NW: Parkway Dr NW to Snowbird Dr NW |
| Every turn pocket you install just means that cars behind do not have to slow down and cars exiting the businesses have a more difficult time entering the street. | | Wallace Rd NW: Edgewater St NW to Orchard Heights Rd NW |

| | | |
|---|---------------|--|
| Install signalized crossings, tighten curb radii and drop the speed limit to 25. | Mike De Blasi | Verda Ln NE: Chemawa Rd NE to Dearborn Av NE |
| No. Streets should stop being "improved" to induce car travel. | | Hayesville Dr NE: Fuhrer Dr NE to Cordon Rd NE |
| This should never have been enlarged and the speed limit should be 25. I am also upset that the hoses in the new subdivision all have their back facing the street. This could have been a better neighborhood if they faced the street. | | Kale St NE: Portland Rd NE to Cordon Rd NE |
| Do not widen Lockhaven or Chemawa. They've already been made a autoist nightmare. It's time to shrink them and make them more bike/ped/transit friendly. This will allow better connect between the School and Keizer and not induce more car travel. | Mike De Blasi | Chemawa / I-5 Phase 1 - Lockhaven/Chemawa Limited Widening |
| This would be a HUGE improvement for south Salem Bike safety. There have been many times I have almost be hit or passed illegally on the left on Fairview Ave trying to bike this route, Fairview Ave NEEDS a bike lane. | Sarah N | Clark Creek Park/South Village Park Bike Corridor |
| This will be a great improvement. I use the 17th Street bike lane all the time as a great North-South connector, but the bike lane ending here is frustrating and puts me in a dangerous position. Thank you for extending this bike lane. | Alex Brown | 17th St NE: Norway St NE to Sunnyview Rd NE |
| Good project. The two block bike lane on Hood/Fairgrounds ends quickly and there are street parked cars that push bicyclists into the lane. This will be a helpful safety upgrade. | Alex Brown | Fairgrounds Rd NE/Hood St NE: Summer St NE to Commercial St NE |
| Yes! This short section of Sunnyview by some industrial lots is a critical bike route connector. It is dangerous riding in the road here and this will make bicyclists safer. Thank you for adding this! | Alex Brown | Sunnyview Rd NE: 17th St NE to Fairgrounds Rd NE |
| A Silverton road bike lane would be a great improvement, I support this. | Alex Brown | Silverton Rd NE: Fairgrounds Rd NE to Lancaster Dr NE |
| Lancaster Drive bike lanes need to be protected to be usable. Many bicyclists | Alex Brown | Lancaster Dr NE: Center St to Monroe St NE |

| | | |
|--|------------------|---|
| avoid these lanes because they are unprotected next to aggressive traffic. | | |
| This will be a great downtown connection for my neighborhood in NE Salem. | Alex Brown | Center St NE: Commercial St NE to 17th St NE |
| This will help make downtown Salem more accessible by bike, good move. | Alex Brown | Marion St NE: 13th St NE to Commercial St NE |
| Disagree with Kathy, Salem needs to become more bike friendly and that means multiple routes. Every street is open to cars, why should bicyclists who are helping reduce traffic and carbon emissions be limited by car-only-focused infrastructure? | Alex Brown | 25th St SE: State St to Helm St SE |
| I ride my bike on this road and the Pringle Creek crossing is dangerous, forcing bicyclists into a 40mph zone. I welcome the addition of a bike lane here. | Alex Brown | Airport Rd SE: State St. to Mission St. |
| This is a great improvement, I highly support these upgrades. | Alex Brown | State St to Kroc Center Bike Corridor |
| Biking on Market Street is currently not safely possible and it makes for some inconvenient bike routes. I fully support this project and would love to see more details. | Alex Brown | Market St NE: Commercial St NE to Hawthorne Av NE |
| A bike lane is much needed here, there is no shoulder and cars do not care to wait for bicyclists. Thank you for adding this bike lane, it will make me much safer! | Alex Brown | Fisher Rd NE - Silverton Rd NE to East/West Curve |
| This will be a huge improvement. We walk our dogs and have no choice but to walk in the bike lane on Sunnyview which feels unsafe. | Alex Brown | Sunnyview Rd NE: Evergreen Av NE to Fisher Rd NE |
| With this connection south of Mission St., prioritize this over the Airport Road improvements for biking. | Kathy A. Lincoln | 25th St South of Mission St Bike Corridor |
| This is a good route from Keizer to downtown Salem for bicycling , and would be much safer with designated bike lanes. | Kathy A. Lincoln | Broadway: Pine St N to Tryon St N |
| High priority. This will help reduce traffic on local streets. Build this project before expanding capacity on Commercial, Kuebler, other streets in the area. | Kathy A. Lincoln | South Salem Transit Center |

| | | |
|---|------------------|---|
| Should be high priority. Busy road, lots of speeding. Reduce the speed limit here. | Kathy A. Lincoln | Wheatland Rd Multimodal Project - Phase 2 |
| What happened to plans for this several years ago? Should already have some ROW purchased? EIS done? | Kathy A. Lincoln | Marine Dr NW: 5th St NW to Glen Creek Rd |
| I don't know that this route is used by bicyclists much. Low priority. | Kathy A. Lincoln | Airport Rd SE: State St. to Mission St. |
| This route not used by bicyclists, much. Low priority. Or chose between this street and Airport Road., as an alternative route for bikes. | Kathy A. Lincoln | 25th St SE: State St to Helm St SE |
| High priority. Also consider lowering speed limit. | Kathy A. Lincoln | Wheatland Rd Multimodal Project - Phase 1 |
| Should be high priority. It has been planned for a LONG time! | Kathy A. Lincoln | Verda Ln NE: Dearborn Av NE to Southern City Limits |
| A necessary upgrade for this corridor for pedestrians and cyclists, as well as making it safer for drivers, residents, and businesses along corridor. | | Market St NE: Commercial St NE to Hawthorne Av NE |

**The Online map “votes” on the draft projects
36 projects received at least One vote**

Table O-8: Projects that Received at Least One “Like”

| Project# | Project | Vote |
|----------|---|------|
| S288 | Hawthorne Ave NE: Silverton Rd NE to Sunnyview Rd NE | 2 |
| S212 | Market St NE: Commercial St NE to Hawthorne Av NE | 2 |
| S219 | 17th St NE: Sunnyview Rd NE to Silverton Rd NE | 2 |
| O033 | Mission St (OR 22E) Corridor Multi-Use Path | 2 |
| S320 | Clark Creek Park/South Village Park Bike Corridor | 2 |
| S036 | Doaks Ferry Rd NW: Brush College Rd NW to Orchard Heights Rd NW | 1 |
| S094 | Fabry Rd SE: Reed Ln SE to Battle Creek Rd SE | 1 |
| S103 | Hilfiker Ln SE: Commercial St SE to Pringle Rd SE | 1 |
| S110 | Kuebler Bv SE: Turner Rd SE to Hwy 22 Overpass | 1 |
| S126 | McGilchrist St SE: 12th St SE to 25th St SE | 1 |
| S286 | Cordon Rd: Highway 22 E to Caplinger Rd SE | 1 |
| K012 | Verda Ln NE: Dearborn Av NE to Southern City Limits | 1 |
| S292 | Brush College Rd NW: Pedestrian Project | 1 |
| S061 | 17th St NE: Norway St NE to Sunnyview Rd NE | 1 |
| S149 | Sunnyview Rd NE: Evergreen Av NE to Fisher Rd NE | 1 |
| S168 | Airport Rd SE: State St. to Mission St. | 1 |
| S173 | Cherry Av NE: BNRR to Dr. MLK Jr Parkway NE | 1 |
| S174 | Cherry Av NE: Johnson St NE to Pine St NE | 1 |
| S205 | Center St NE: Commercial St NE to 17th St NE | 1 |
| S211 | Marion St NE: 13th St NE to Commercial St NE | 1 |
| S214 | Mission St SE: 12th St SE to Commercial St SE | 1 |
| S216 | Silverton Rd NE: Fairgrounds Rd NE to Lancaster Dr NE | 1 |
| S225 | D St NE: Lancaster Dr NE to Summer St NE | 1 |
| S226 | Fairgrounds Rd NE/Hood St NE: Summer St NE to Commercial St NE | 1 |
| S229 | Lana Av NE: Portland Rd NE to Silverton Rd NE | 1 |
| S236 | 25th St SE/Airway Dr SE: Madrona Av SE to Turner Rd SE | 1 |
| S238 | Sunnyview Rd NE: 17th St NE to Fairgrounds Rd NE | 1 |
| S348 | Fisher Rd NE - Silverton Rd NE to East/West Curve | 1 |
| S378 | State St: 13th St NE to 17th St NE Bike Lanes and Pavement | 1 |
| M102 | Chemeketa CC East/West Bike Corridor | 1 |
| S308 | Capitol Mall to Keizer/Kroc Center Bike Corridor | 1 |
| S310 | State St to Kroc Center Bike Corridor | 1 |
| S314 | McKay Park East/West Bike Corridor | 1 |
| S317 | Sprague HS to South Salem HS Bike Corridor | 1 |
| S322 | Orchard Heights Park / Brush College Park Bike Corridor | 1 |
| S324 | 25th St South of Mission St Bike Corridor | 1 |

Consultation activities

Timeline summary of activity:

- February 16, 2022, letter to The Confederated Tribes of Grand Ronde
- February 16, 2022, letter to The Confederated Tribes of Siletz Indians
- April-June 2022 – confirmation of contacts
- January 31, 2023, Draft chapter on Impacts sent to 10 agencies (below)
- February 22, 2023, responses from team (below)

Consultation Overview:

- a. Cultural, Historic and Environmental agencies
- b. Air Quality conformity related.

Federal, State, Tribal, and Local agencies that are involved in the cultural, historic, or environmental (primarily rivers, wetlands, and endangered species) were sent a draft of Chapter 8 (Impacts) on January 31, 2023, for review (see **Table O-9** below). Previously, in April-June of 2021, the same agencies were contacted to confirm staff contacts and for which parts of the process they wished to be contacted as part of the update to the MTP, TIP and the Consultation document (see *Consultation Process....* for more details). Responses were due February 22, 2023. Comments are listed below.

Table O-9: Resource Agencies Contacted for Consultation

| Resource Category | Agency |
|--------------------------|---|
| Natural Resources | National Marine Fisheries Service (NMFS) |
| Natural Resources | U.S. Fish and Wildlife Service (USFWS) |
| Environmental Protection | U.S. Army Corps of Engineers (USACE) |
| Natural Resources | Oregon Department of Fish and Wildlife (ODFW) |
| Environmental Protection | Oregon Department of Transportation (ODOT) Environmental R2 |
| Land Use Management | Oregon Division of State Lands |
| Tribes | Confederated Tribes of Siletz Indians |
| Tribes | Confederated Tribes of the Grand Ronde Community in Oregon |
| Historical Preservation | Oregon State Historic Preservation Office (SHPO) |

Actions taken

- The comments from Oregon Department of State Lands (DSL) resulted in using different layers for wetlands and hydric soils in the analysis. Data sources were updated.
- The comments from Oregon DSL resulted in changes in wording as suggested.
- The comment from Oregon Fish and Wildlife (ODFW) led staff to review the new regulations on fish passage and the website on wildlife connectivity areas. The fish passage regulations are more appropriate to projects nearing construction. Future updates to the MTP will check whether any wildlife connectivity areas have been defined within SKATS.

Original Email

From: Jackson, Ray <RJackson@mwvcog.org>

Sent: Tuesday, January 31, 2023 4:23 PM

Subject: Consultation on Potential Impacts for Projects in the SKATS MTP

Hello,

Last year I contacted you regarding your interest in reviewing and commenting on our long-range (20 year) transportation plan (the Metropolitan Transportation Plan, or MTP. For the long-range plan, SKATS, the Metropolitan Planning Organization for Salem-Keizer, is required by federal law (23 CFR 450.316(e) and 23 CFR 450.324) to contact resource agencies as part of the development of the plan. The outreach is to solicit feedback on the potential impacts to the cultural, environmental, and historic resources in the Salem-Keizer area from the proposed projects in the long-range plan. Given the time frame for the plan, this is not meant to be a detailed analysis for each individual project but to be performed at the proverbial 30,000-foot level.

Attached is the draft chapter of the MTP describing the potential impacts for your review and comment. To reduce your burden in reviewing the document, I've listed below where the methodology and results are for each of the different resources:

- The methodology for historic properties is page 4 and the associated map on page 6.
- For environmental the methodology is on page 4 and the map for 303(d) streams and critical habitats on page 7 and the map for wetlands and wetland channels on page 8.
- Pages 9 – 11 contain a summary table of the projects and their potential impacts.
- Environmental Justice analysis and results on pages 11 – 16.
- Discussion of strategies for minimizing impacts is on pages 18 – 20.

If you have any questions on this process, or if you have comments on the methodology, data sources or results, please contact me. I would like your comments on the draft chapter and potential impacts by **February 22, 2023**. This document is still a working draft, with the expectation to release it for the required 30-day public review and comment in March with adoption on May 23, 2023.

Regards,

Ray

=====

Comments Received

From: Dean, Benny A Jr. CIV USARMY CENWP (USA)

Sent: Thursday, February 23, 2023 10:26

To: Jackson, Ray <RJackson@mwvcog.org>

Subject: RE: Consultation on Potential Impacts for Projects in the SKATS MTP

Good Morning Ray,

I had an opportunity to take a look and I don't have any comments at this time as the approach gives a good outline of what resources may be in the region.

Have a wonderful morning!

~Benny

Benny A. Dean Jr.

Project Manager

Regulatory Branch, Portland District

U.S. Army Corps of Engineers

From: STACK Joseph P * ODFW

Sent: Tuesday, February 21, 2023 10:59

To: Jackson, Ray <RJackson@mwvcog.org>

Subject: RE: Consultation on Potential Impacts for Projects in the SKATS MTP

Hey Ray,

I wanted to update you on a few documents that could be beneficial as this plan is developed. ODFW updated our Fish Passage administrative rules in December 2022, and they took effect January 1, 2023. I've attached a link to these new rules below to make sure these changes are addressed in the plan. Additionally, ODFW has been working on a new document highlighting Priority Wildlife Connectivity Areas being created by the Oregon Connectivity Assessment and Mapping Project. This is still in draft format, but I think the agency hopes to get it out later this year. The goal of this product is to direct efforts for future acquisitions, restoration, and conservation.

<https://secure.sos.state.or.us/oard/displayDivisionRules.action?selectedDivision=2988>

Cheers,

Joe

Joe Stack

Regional Habitat Biologist

Oregon Dept of Fish and Wildlife

South Willamette Watershed District

From: BROWN Jevra * DSL

Sent: Thursday, February 2, 2023 12:02

To: Jackson, Ray <RJackson@mwvcog.org>

Subject: RE: Consultation on Potential Impacts for Projects in the SKATS MTP

Great Ray,

That is about where I thought we landed with the wetlands inventory usage and datasets.

Please have your analyst review the [LWI GIS Data Description](#) to be sure they are including all aquatic resource feature classes (wetlands, PWs, artificial features, streams, waterbodies).

RE SWI layers, see [How to configure document](#)

Notes on underlying datasets:

Most recent soils still Oregon SSURGO STATSGO Soils Compilation –

2017, <https://spatialdata.oregonexplorer.info/geoportal/details?id=c61a2af4802e4295876bc32228161366> (then configure for SWI)

NHD updates often, but we have not for SWI since the 2021 (and USGS NHD moving to new dataset & structure entirely from now forward so we shall see.) (needs to be configured for SWI)

NWI – I don't know of and doubt there has been updates within this project area, and again, SWI not updated since the 2021 version. (SWI integrated entire mapping (current, not "historic" etc.)

Best of luck,

Jevra Brown, Aquatic Resource Planner

Department of State Lands

Checking for wetlands and waters? – Use the [STATEWIDE WETLANDS INVENTORY](#)

From: Jackson, Ray <RJackson@mwvcog.org>

Sent: Thursday, February 2, 2023 11:43 AM

To: BROWN Jevra * DSL

Subject: RE: Consultation on Potential Impacts for Projects in the SKATS MTP

Hi Jevra,

Thanks for the correction for the mitigation wording. I'll make that edit for the public review draft.

For the analysis we were using a 2019 NWI/SWI coverage and old LWI. Our GIS analyst is looking at the 2021 SW coverage to see if there are changes within SKATS and if so, rerun the analysis.

Regards,

Ray

From: BROWN Jevra * DSL

Sent: Thursday, February 2, 2023 09:15

To: Jackson, Ray <RJackson@mwvcog.org>

Subject: RE: Consultation on Potential Impacts for Projects in the SKATS MTP

Hi Ray,

Thank you for asking for our review.

There is one statement on page 8-19:

Strategy 2: Establish stream bank mitigation banking

Currently, the Oregon Department of State Lands (DSL) and U.S. Army Corps of Engineers require that when a project impacts a stream, the project owner (either the jurisdiction/agency or a private developer) must restore the adjacent 150-foot section of stream. The jurisdiction/agency or developer is then required to maintain that

This seemed incorrect so I double checked with one of our mitigation specialists, Grey Wolf, who used to work for City of Salem. Her reply:

1) Is this statement true? No – it should be removed from the transportation plan. We [DSL/Corps] don't have any such rules. Salem-Keizer could replace it with general language such as "if construction/development may impact a stream, the project owner (although I'm not keen on this term) must coordinate with DSL [/Corps] staff to determine whether permitting is necessary."

Otherwise the discussion was at that 30,000 ft level you mention, very general and generally correct. I know we discussed wetland mapping in the past. I believe we came to a comfortable agreement on how you (the team) were using the mapping in your analysis. Frankly I can't remember where we settled and whether any part of the study area used the statewide wetlands inventory. I am assuming (wondering) that the term "wetland channels" referenced SWI/NWI mapping or are there such features on the LWI? I think it does not matter at this level because whether the features are wetlands or waters they still potentially will require permitting and mitigation if they are impacted.

Best,

Jevra Brown, Aquatic Resource Planner

Department of State Lands

Air Quality

ODOT Environmental staff arranged an Interagency Consultation (IAC) between SKATS staff and staff of the U.S. Environmental Protection Agency (EPA), Oregon Department of Environmental Quality (DEQ), ODOT, Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) to discuss the draft Air Quality Conformity Determination for the draft MTP and the project list. The draft AQCD and project list were

provided to the IAC members more than three weeks before the scheduled meeting on February 15, 2023. Comments received at the meeting are listed below:

Attendees – Federal State Agency Representatives

- Natalie LILJENWALL - ODOT
- Ned Conroy – FTA
- Jasmine Harris – FHWA (Not present, but sent questions beforehand)
- Karen WILLIAMS - DEQ
- Claudia Vaupel - EPA
- John MAHER – ODOT Only there to introduce Jessica
- Jessica Virrueta - ODOT STIP
- Dan Fricke, ODOT Region 2 SKATS Liaison (outgoing)
- Brandon Williams, ODOT Region 2 SKATS Liaison (incoming)
- Hope DERRICKSON - ODOT
- Thomas Parker - FHWA Oregon environmental lead
- Daniel Burgin? Listed in the TEAMS attendees, but I don't recall being present

Attendees – SKATS Staff

- Karen Odenthal: TIP Coordinator (outgoing)
- Steve Dobrinich: TIP Coordinator (incoming)
- Ray Jackson: MTP & AQCD Lead

Agenda

- Review the project lists for the SKATS 2023-2050 MTP and 2024-2029 TIP for the exempt/non-exempt category assigned by SKATS staff
- Clarification of whether projects are exempt/non-exempt
- Feedback on the draft AQCDs for the MTP and TIP
- Other Issues

The question sent by SKATS staff prior to the meeting:

One question for the IAC members is on the TIP projects, from Karen:

Here is the list of proposed SKATS FY 2024-2027 TIP projects, plus a couple that have illustrative years. I added a tab for exempt projects. It is unclear if KN 13188, OR22: Rickreall Rd to Doaks Ferry Rd NW is exempt or non-exempt. The description: "Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW." There is no construction phase funded at this time. I recommend asking the consultation group whether we should consider it exempt or non-exempt.

Notes:

- There was discussion on Center Turn Lanes (CTL) and whether these add capacity to a road and why SKATS staff considers them non-exempt (Reasoning is, if AQ

modeling was performed, the presence of a CTL results in the modification of the capacity for the link. This would need to be known to be included in the model). **The group agreed** to consider projects with CTLs as non-exempt.

- Discussed the questions that Jasmine had sent before the meeting, clarified the descriptions for several of these projects (see below for details – answers were also emailed to the group prior to the meeting due to Jasmine’s absence).
- OR22W Rickreall to Doaks Ferry – As shown above, SKATS staff had a question of whether a project or a phase should be used for purpose of exempt/non-exempt determination. The project has funding for PE/ROW but not Construction. **The group agreed** to consider this as non-exempt as it will eventually lead to a construction project, and this will not require a subsequent AQCD.
 - o Natalie mentioned that she considers a project that is going to NEPA to be non-exempt.
- SKATS staff mentioned that they will encourage project submissions to include more information on the actual project, especially for the TIP. “Improvements” is too vague and does not adequately explain what is proposed to be built.
- No comments were received for the AQCD documents themselves. Ray asked the group to **review the draft AQCDs and provide any comments by March 28, 2023.**
- At the end, the members of the IAC agreed to the designations of the TIP projects as provided, with the modification for the OR22W Rickreall to Doaks Ferry project to be considered as non-exempt. **Those voting in favor were: Ned (FTA), Thomas (FHWA), Claudia (EPA), Karen Williams (DEQ). Natalie concurred for ODOT.**

Questions prior to the SKATS AQCD IAC

Clarifications from Janelle (Marion County Public Works) ----

1. Hollywood Dr: Salem City Limits to Silverton Rd NE - M024 - Widen to collector standards and add new signal at Hollywood Dr at Silverton Rd. (combined with M032).
 - a. **Construct bicycle and pedestrian improvements and add left turn refuge and signal at intersection with Silverton Road to increase safety. (Marion County PW)**
2. Lone Oak Rd SE at Rees Hill Rd SE - S376 - Design and RoW acquisition for intersection modifications that include a lengthened left-turn lane and an acceleration lane on Rees Hill Rd SE.
 - a. **Basically, this is a new intersection being built associated with development. Lone Oak is a collector street in Salem TSP. Development is required to build it. The actual intersection is in Marion County. Due to sight distance, Marion County is requiring an acceleration lane so cars turning off of Lone Oak onto Rees Hill eastbound have room to get up to speed since this is a 55 mph county**

- road. City is participating because Marion County requirements require off-site acquisition to accommodate the length of the turn lane. (Salem PW)**
3. Cordon Road at Center Street: Intersection Modifications – M091 - Modifications to the intersection including upgrading the signal. Assumes 50 percent developer funded. M046 has roadway modifications.
 - a. **Modifications will be necessary to accommodate upgrading the signal and adding travel lanes. (Marion County PW)**
 4. Delaney Rd: Battle Creek SE to Turner - M022 - Widen road to county arterial standards
 - a. **Widens the roadway from existing 22' width to meet AASHTO standards for pavement width (remains 2 travel lanes) and accommodate the large percentage of truck traffic, while also provide standard shoulder widths to increase safety for pedestrians, and bicycles. (Marion County PW)**
 - b. **Note: This project is outside of the SKATS AQ Boundary**

Questions from Jasmine ---

1. Have any of the projects in the MTP or TIP list been determined exempt or nonexempt previously through the IAC process?
 - a. **Maybe. The local projects in the TIP have not changed since the last update. There are new ODOT projects in the TIP. The Exempt/NonExempt determination was made for (all/some of?) those in 20xx.**
 - b. **The MTP projects have never been reviewed by the IAC for Exempt/NonExempt status – it was never a question/request before.**
2. **There are several projects listed as nonexempt, please confirm that the classifications is accurate for all of them. Some seem to fall under exempt, see examples below:**
 McGilchrist St SE: 12th St SE to 25th St SE; Final design and construction for McGilchrist Complete Street project to improve safety for all users and reduce flooding.

Project includes center turn lane which adds capacity. If we were performing AQ conformity modeling that would be non-exempt as it would be included in the model.

Center St.: Lancaster Dr. to 45th Pl. NE; Design the interim and long-term widening of Center St. east of Lancaster Dr. to 45th Pl NE, and construction of the interim improvements on the north side including center turn lane, bike lanes and sidewalks to increase safety. Update existing crossing located at Center St. & 45th Pl NE.

Project includes center turn lane which adds capacity. If we were performing AQ conformity modeling that would be non-exempt as it would be included in the model.

3. Delaney Rd: Battle Creek Bridge; Replace the existing bridge on Delaney Road over Battle Creek. Project includes various intersection and roadway improvements to

improve traffic flow and safety. Didn't this project already go through the AQCD process already, and handled as a nonexempt project? Or is this a different project? Are the "various intersection and roadway improvements" at the immediate entrances to this bridge? Will this project increase traffic, or simply smooth traffic flow?

a. **It is likely this project was reviewed as part of the previous update to the TIP.**

b. **Project is outside of the SKATS AQ boundary.**

4. One project was flagged as "unknown," pending the IAC discussion seems like this project could be exempt. OR22: Rickreall Rd to Doaks Ferry Rd NW; Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW.

a. **Discussion with the IAC was to address these projects in the TIP when only one phase is funded. Is the E/NE determination on the project or the phase?**

Email to alert resource agencies of update to the MTP and TIP, and to solicit feedback on the *Consultation Process ...* document (April – June 2021):

Hello,

I am a planner with SKATS, the Salem-Keizer Area Transportation Study, which is the federally recognized Metropolitan Planning Organization (MPO) for the Salem-Keizer urbanized area.

We are in the process, or will soon start, to update three of our documents: The *Consultation Process to be Used in the Update of the RTSP and TIP*; the Regional Transportation Systems Plan (RTSP – our long-range transportation plan), and the Transportation Improvement Program (TIP – our short-range program of projects).

The RTSP and TIP will be updated beginning in late 2021 and early 2022, with adoption by the SKATS Policy Committee of both documents in Spring 2023. The RTSP is the long-range transportation plan for the Salem-Keizer area, covering a 20-year period and is required to be financially constrained. The TIP covers a four-year period, listing the projects that will receive federal funds or will be built on the regional system.

The first document we are updating is the *Consultation Process*, with a planned adoption later in 2021. Documented in the *Consultation Process* are the processes SKATS staff will use for contacting and consulting with local jurisdictions, tribal governments and resource agencies during the updates to the RTSP and TIP. This document is required under federal regulation (23 CFR 450.316(e)).

Please review the *Consultation Process* (draft attached) and provide any comments or suggestions on the process identified and presented in the document. I want to point your attention to the tables that list the key decision points in the updates of the RTSP and TIP where input is solicited and used to refine the draft documents (shown in Table 5 on page 8-9 for the RTSP and Table 6 on page 10 for the TIP).

I would appreciate that any comments, corrections or suggested edits to the *Consultation Process* document be submitted by **June 18th**.

The second request is to please provide any updated information on whether and how you would like to be contacted during the updates to the RTSP and TIP. These contact points mirror those shown in Table 5 and 6, for developing the long-range plan these are:

- 1) Kick-off for developing the long-range plan, includes review of the Goals and Objectives.
- 2) Develop an initial list of projects that meet the needs of the area and address the stated Goals and Objectives.
- 3) Reviewing the potential Cultural, Historic and Environmental impacts of these projects. [Note: This review is done at a high-level realizing this is a 20-year plan and the project could change in scope. It is mainly done to identify issues that would be addressed before a project is constructed. See 23 CFR 450.324 (g) for the more information).
- 4) Developing high-level concepts for potential mitigation methods to address any impact identified.
- 5) Reviewing the Public Review Draft of the RTSP.

For the TIP, there are three steps where review and comment is solicited from the public and interested parties.

- 1) Kick-off for updating the TIP.
- 2) Developing the draft list of projects.
- 3) Reviewing the Public Review Draft of the TIP.

I would appreciate that this information be submitted by **June 18th**. If you are not the appropriate person for this type of review, please pass it along to your colleague.

Finally, for representatives of resource agencies, if you agency has any data that can be shared, especially as shapefile for use in GIS, that will allow us to compare the proposed projects in the transportation plans with either State conservation plans or maps (23 CFR 450.324 (g) (1), or inventories of natural or historic resources (23 CFR 450.324 (g) (2), please let me know and we can determine the best way of getting the data.

If you have any questions regarding the updates to the SKATS documents, please contact me.

Email sent January 31, 2023 to solicit comment on the draft Chapter 8.

Hello,

Last year I contacted you regarding your interest in reviewing and commenting on our long-range (20 year) transportation plan (the Metropolitan Transportation Plan, or MTP. For the long-range plan, SKATS, the Metropolitan Planning Organization for

Salem-Keizer, is required by federal law (23 CFR 450.316(e) and 23 CFR 450.324) to contact resource agencies as part of the development of the plan. The outreach is to solicit feedback on the potential impacts to the cultural, environmental, and historic resources in the Salem-Keizer area from the proposed projects in the long-range plan. Given the time frame for the plan, this is not meant to be a detailed analysis for each individual project but to be performed at the proverbial 30,000-foot level.

Attached is the draft chapter of the MTP describing the potential impacts for your review and comment. To reduce your burden in reviewing the document, I've listed below where the methodology and results are for each of the different resources:

- The methodology for historic properties is page 4 and the associated map on page 6.
- For environmental the methodology is on page 4 and the map for 303(d) streams and critical habitats on page 7 and the map for wetlands and wetland channels on page 8.
- Pages 9 - 11 contain a summary table of the projects and their potential impacts.
- Environmental Justice analysis and results on pages 11 - 16.
- Discussion of strategies for minimizing impacts is on pages 18 - 20.

If you have any questions on this process, or if you have comments on the methodology, data sources or results, please contact me. I would like your comments on the draft chapter and potential impacts by **February 22, 2023**. This document is still a working draft, with the expectation to release it for the required 30-day public review and comment in March with adoption on May 23, 2023.

Transportation Hub website

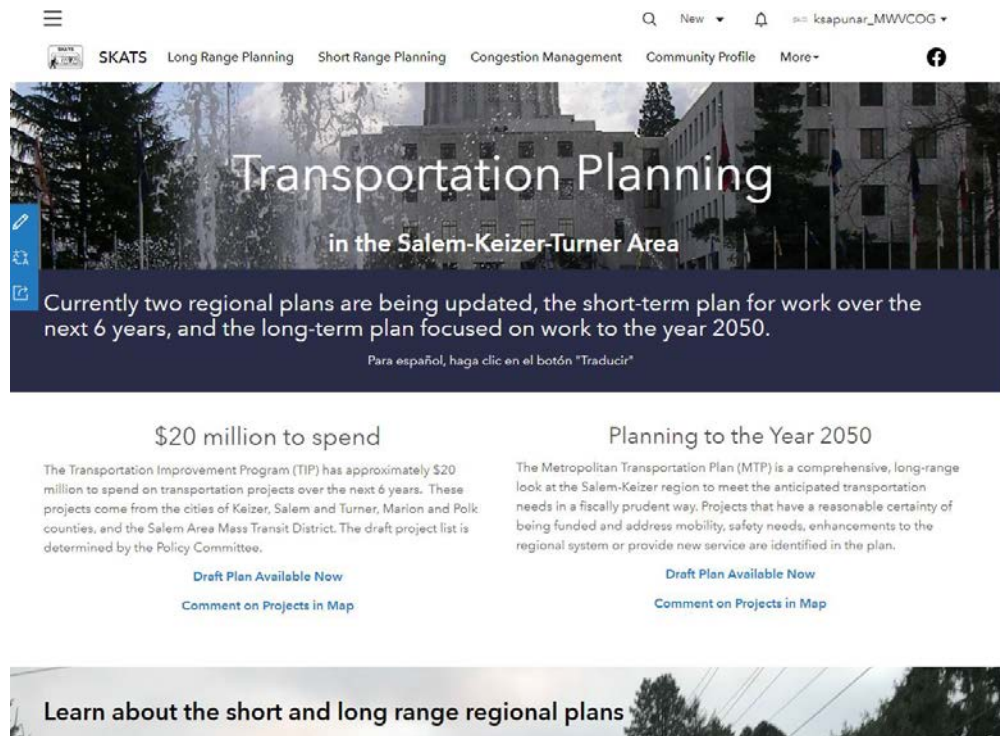


Figure O-3 Hub website Home Page

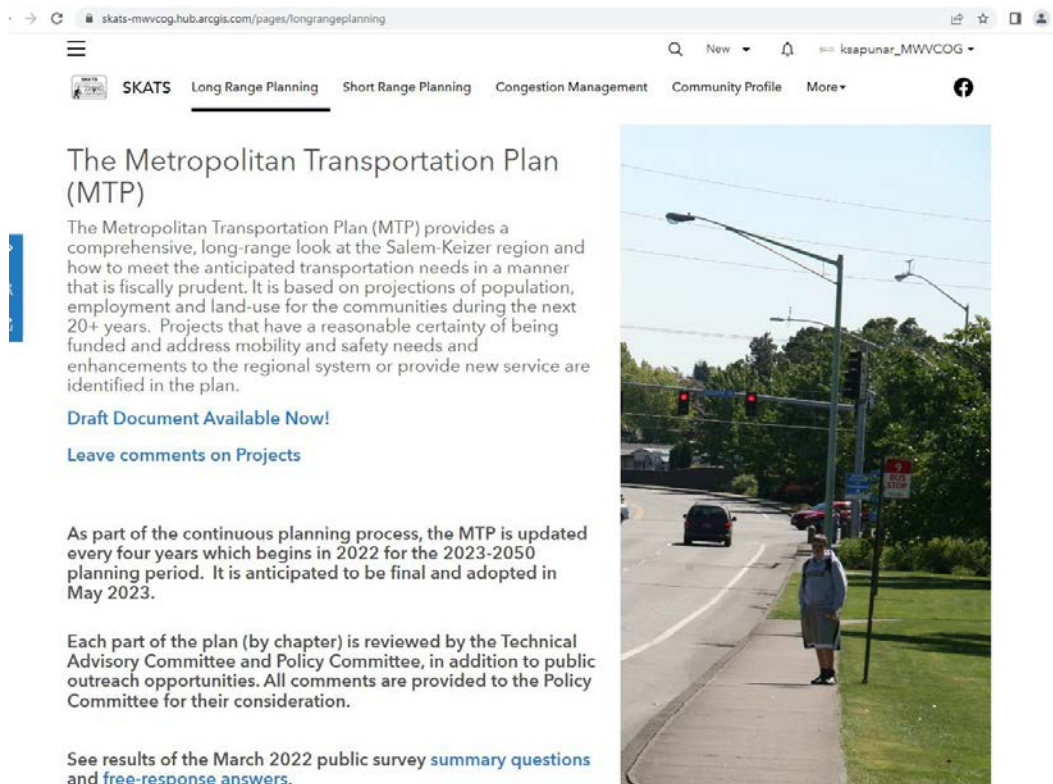


Figure O-4 Hub website MTP page

Brochures

How can I learn more?

Want more details? You may view the entire contents of the Metropolitan Transportation Plan and Air Quality Conformity Determination by visiting our website at: www.mwvcog.org.

Need a Speaker? Learn more about projects in the Regional Transportation System Plan by scheduling a presentation for your business or community organization.

Public Comment Period: The public comment period runs from April 1, 2023 until May 12, 2023. Additional comments will be taken at the Public Hearing.

Have a Comment on the Draft Plan? Email them to skats@mwvcog.org or call 503-540-1607.

SKATS is committed to fully comply with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all its programs and activities. For more information, or to obtain a Title VI Complaint Form, see our Website at: www.mwvcog.org or call 503-540-1607.

We'd like to hear from you!

Public Hearing
Policy Committee Meeting
May 23, 12:00 Noon


Open House
April 11, 4:30-6:00

MWVCOG Offices
100 High St SE, Suite 200
Salem, Oregon 97301

And Online via Zoom

SALEM-KEIZER AREA TRANSPORTATION STUDY (SKATS)

Proposed Update to the 2023–2050 Metropolitan Transportation Plan (MTP)



The Metropolitan Transportation Plan (MTP) for the Salem-Keizer area is being updated by the Metropolitan Planning Organization (MPO) for the Salem area. The MTP is the guiding document for regional transportation investments over the next 20+ years in the greater Salem area.

Developed by the Salem-Keizer Area Transportation Study (SKATS) with the cooperation of Keizer, Salem, Turner, Marion and Polk Counties, ODOT, Salem-Keizer School District and the Salem Area Mass Transit District, the MTP reflects the priorities for investment in the road, bicycle, pedestrian, and transit systems that allow residents to access jobs, shopping, and recreational opportunities, and for goods to move through the area.

Updated every four years, the document features:

- Discussion of the projects proposed for inclusion in the Plan, their cost and impact on the urban area.
- Up-to-date financial projections and cost estimates in "year-of-expenditure" dollars.
- Forecasts for the region's population and employment out to 2050.
- Goals and objectives that are measurable by a set of indicators.

Financial Constraint and Cost Estimates

The MTP is required to be financially constrained. This means that the projects identified in the Plan must have funding that is either identified or is "reasonably anticipated" to be available during the lifetime of the plan.


Salem-Keizer Area Transportation Study/
Mid Willamette Valley Council of Governments
100 High St SE, Suite 200
Salem OR 97301-3667

Figure O-5 Brochure Page 1

Bicycle & Pedestrian

Over \$202 million in projects targeting the infrastructure for biking and walking are proposed.

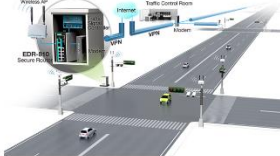
Salem is proposing a pedestrian bridge over OR 22E connecting Bill Riegel Park with Miller Elementary School.



Union Street at Summer Street bikeway design

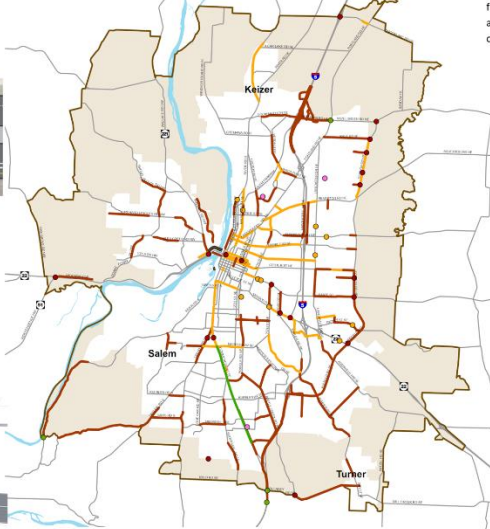
ITS/Signals

Investments in ITS (Intelligent Transportation Systems) and signals help to operate the existing transportation system in a more efficient manner. This can result in savings to the driver, the traveler and the shipper. Approximately \$6 million in projects are proposed over the next 27 years.



Highlights of the 2023-2050 MTP


To see all projects and leave comments, visit the online map at: <https://tinyurl.com/MTP2050>



Also being updated:
The Air Quality Conformity Determination which documents compliance with federal and state air quality regulations.

Roads & Bridges


Projects worth over \$920 million are proposed for funding in the MTP to address road and bridge issues. This includes protecting bridges from future storm damage, providing extra capacity along key routes and intersections, safety features such as turn lanes, and upgrading roads to provide a better environment for all users with sidewalks, safe crossings, bike lanes, and rain gardens.



Public Transit

The Salem Area Mass Transit District (aka Cherriots) is continuing with their plan to build transit centers within the urban area. Following the center in West Salem and the one in Keizer in 2012, Cherriots is building a transit center located in South Salem. A location for a station in East Salem on the Chemeketa Community College campus is planned to be built within the next 27 years.

As a result of HB 2017, new funding for transit has allowed Cherriots to implement weekend service. New Intelligent Transportation Systems (ITS) projects will bring real-time transit arrival information to passengers, as well as optimizing bus travel with signal priority systems.



Current estimates for the proposed projects may change as project details are refined.

Figure O-6 Brochure Page 2

¿Necesita más información?

Obtenga más información y agregue sus comentarios a través de nuestro mapa interactivo en el siguiente enlace : www.mwvcog.org

¿Cómo compartir sus preferencias y comentarios?

- agregando comentarios a un mapa interactivo en nuestro sitio web: www.mwvcog.org, o
- a través de un correo electrónico a rjackson@mwvcog.org, o
- llamando a Ray Jackson al 503-540-1607, o
- Enviándolos por correo a MWVCOG 100 High St SE # 200, Salem OR 97301
- asistiendo a las reuniones del Comité de Política el 1 de abril o el 12 de mayo

Si necesita asistencia especial o servicios de traducción para asistir a la reunión o Audiencia Pública, por favor notifique a Lori Moore al 503-540-1609 por lo menos 72 horas antes de la fecha de la audiencia.

SKATS se ha comprometido a cumplir plenamente con el Título VI del Acta de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados en todos sus programas y actividades. Para obtener más información, o para obtener un formulario de quejas del Título VI, visite nuestro sitio web: www.mwvcog.org o llame al 503-540-1609.

¡Denos su opinión!

Audiencia Pública
Reunión del Comité de Política SKATS
23 de Mayo 12:00
En línea via Zoom

Casa Abierta a la Comunidad
11 de abril, 4:30-6:00
MWVCOG
100 High St SE, #200
Salem, Oregon 97301

Salem-Keizer Area Transportation Study/
Mid Willamette Valley Council of Governments
100 High St SE, Suite 200
Salem OR 97301-3667

SALEM-KEIZER AREA TRANSPORTATION STUDY (SKATS)

Actualización de la Propuesta para el Plan de Transporte Metropolitano 2023-2050 (MTP)

El Plan de Transporte Metropolitano (MTP) se preparó a través de los esfuerzos de cooperación de los funcionarios y representantes electos de las ciudades de Salem, Keizer, y Turner, los condados de Marion y Polk, el Distrito Escolar Salem-Keizer, el Distrito de Transporte Colectivo para el Área de Salem, y ODOT. El MTP incluye proyectos nuevos y aprobados anteriormente en el sistema regional de carreteras para aliviar la congestión de tráfico actual y futura, mejorar la seguridad, el tránsito de apoyo, uso compartido de automóviles, y los viajes en bicicleta y peatonales. Además, los fondos federales de transporte son proporcionados para el reemplazo de autobuses y servicios de transporte para personas con discapacidad, los programas regionales de vehículos de uso compartido y gestión de demanda y el centro de control de señales de tráfico regional.

El documento se actualiza cada cuatro años y presenta:

- Amplia discusión de los proyectos propuestos para su inclusión en el Plan y su costo e impacto en el área urbana.
- Proyecciones financieras y estimaciones de costos actualizadas en dólares del "año de gastos".
- Pronósticos de población y empleo de la región hasta el 2050.
- Metas y objetivos medibles a partir de una serie de indicadores.

Restricciones financieras y estimaciones de costos

El MTP debe estar restringido financieramente. Esto significa que los proyectos identificados en el Plan deben contar con fondos que se identifiquen o estén "razonablemente anticipados" para que estén disponibles durante la vida útil del plan.

Figure O-7 Brochure in Spanish Page 1

Aceras, carriles de bicicletas

Se proponen más de \$202 millones en proyectos dirigidos a la infraestructura de bicicletas y caminar.

Una alta prioridad en el Plan de Sistemas de Transporte de la Ciudad de Salem son tanto Union Street como el sendero para bicicletas de Winter-Maple, cada una de las cuales se incluye como proyectos por fases en el MTP.

Union Street at Summer Street Bikeway Design

ITS / Señales

Las inversiones en ITS (Sistema de Transporte Inteligente) y las señales ayudan a operar el sistema de transporte existente de una manera más eficiente. Esto puede generar ahorros para el conductor, el viajero y el transportista. Aproximadamente \$6 millones de dólares en proyectos se han propuesto para los próximos 27 años.

Intelligent Intersection System

Aspectos destacados de la MTP 2023-2050

Para ver todos los proyectos y dejar comentarios, visite el mapa en línea en: <https://tinyurl.com/MTP2050>

También se está actualizando:
La Determinación de Conformidad de la Calidad del Aire (AQCD) que documenta el cumplimiento de las normas federales y estatales de calidad del aire.

Carreteras y Puentes

Se proponen proyectos por un valor de más de \$920 millones de dólares para financiamiento en el MTP para abordar problemas de carreteras y puentes. Esto incluye proteger los puentes de daños por tormentas futuras, proporcionar capacidad adicional a lo largo de rutas e intersecciones claves, características de seguridad como carriles de viraje y mejorar las carreteras para brindar un mejor ambiente para todos los usuarios con aceras, cruces seguros, carriles para bicicletas y jardines de lluvia.

Transito

El Distrito de Tránsito Masivo del Área de Salem (Cherriots) continúa con su plan para construir centros de tránsito dentro del área urbana. Después de la construcción de los centros de tránsito en West Salem y en Keizer en el 2012, Cherriots está buscando construir un centro de tránsito en South Salem. Se estudiará, determinará y construirá un lugar para una estación en East Salem dentro de los próximos 27 años.

Como resultado de HB 1017, los nuevos fondos para el tránsito permitirán a Cherriots implementar el servicio limitado de fin de semana. Los nuevos proyectos de Sistemas de Transporte Inteligente (ITS) proporcionarán información de llegada del tránsito en tiempo real a los pasajeros, así como la optimización del viaje en autobuses con señal de sistemas prioritarios.

Las estimaciones actuales sobre los proyectos propuestos pueden cambiar a medida que se refinan los detalles del proyecto.

Figure O-8 Brochure in Spanish Page 2



Figure O-9 Tri-fold Brochure Page 1

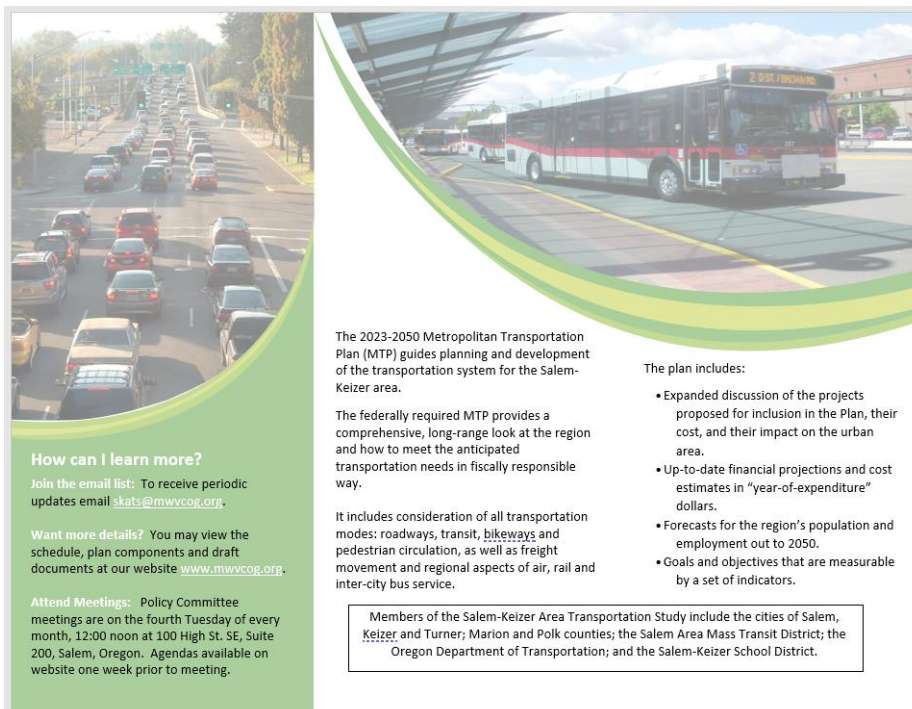


Figure O-10 Tri-fold Brochure Page 2



Figure O-11 Trifold Brochure in Spanish Page 1

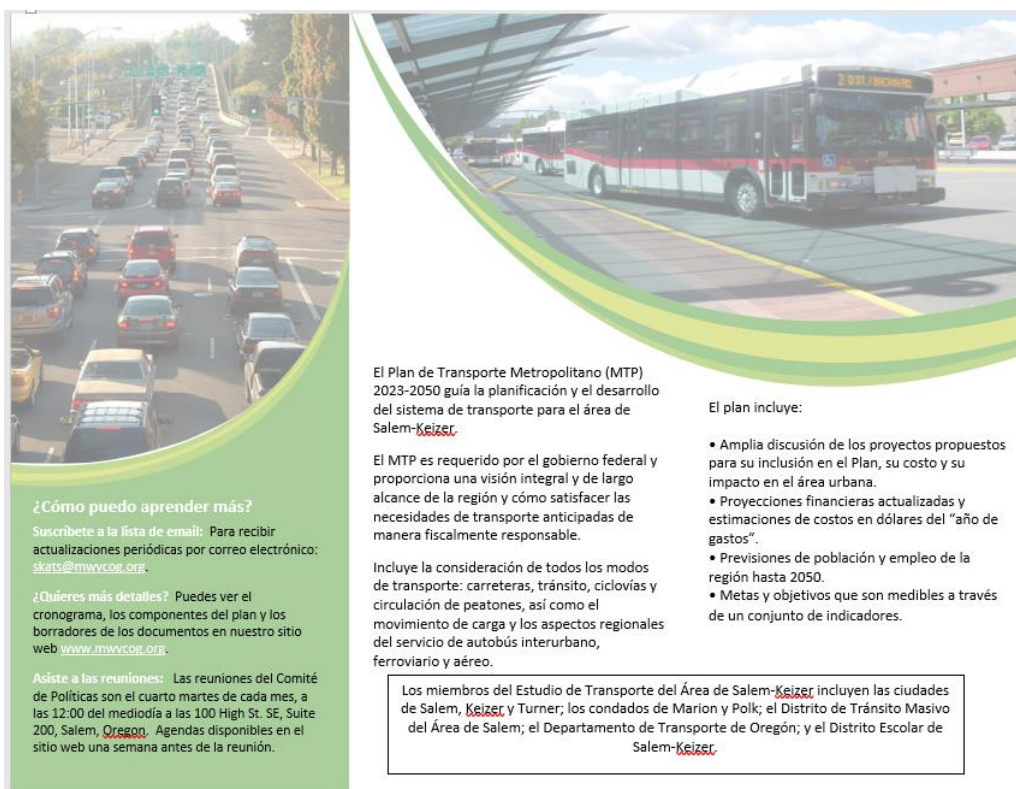
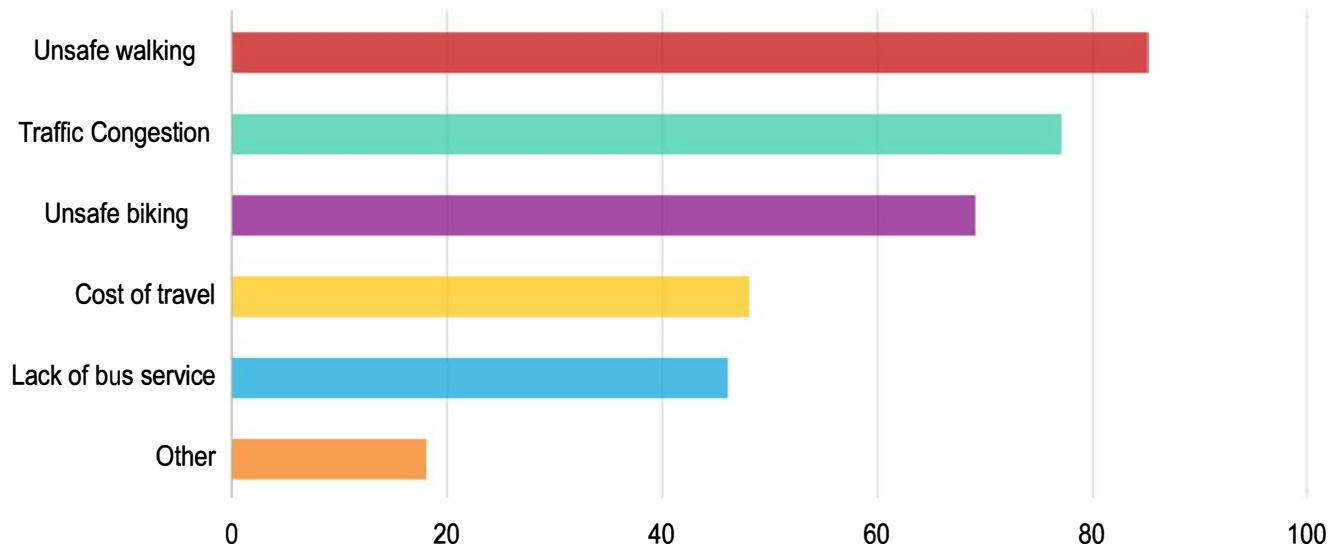


Figure O-12 Trifold Brochure in Spanish Page 2

MTP Public Survey

What are the challenges you face in day-to-day travel?



| Answers | Count | Percentage |
|---------|-------|------------|
|---------|-------|------------|

| | | |
|--|----|--------|
| Unsafe walking conditions (e.g. lack of sidewalks, streetlights, etc.) | 85 | 52.47% |
|--|----|--------|

| | | |
|--------------------|----|--------|
| Traffic Congestion | 77 | 47.53% |
|--------------------|----|--------|

| | | |
|---|----|--------|
| Unsafe biking conditions (e.g. lack of bike lanes, close to high-speed traffic, etc.) | 69 | 42.59% |
|---|----|--------|

| | | |
|--|----|--------|
| Cost of travel (e.g. price of fuel, bus fare, destination parking, etc.) | 48 | 29.63% |
|--|----|--------|

| | | |
|--|----|-------|
| Lack of convenient bus service or no available bus service | 46 | 28.4% |
|--|----|-------|

| | | |
|-------|----|--------|
| Other | 18 | 11.11% |
|-------|----|--------|

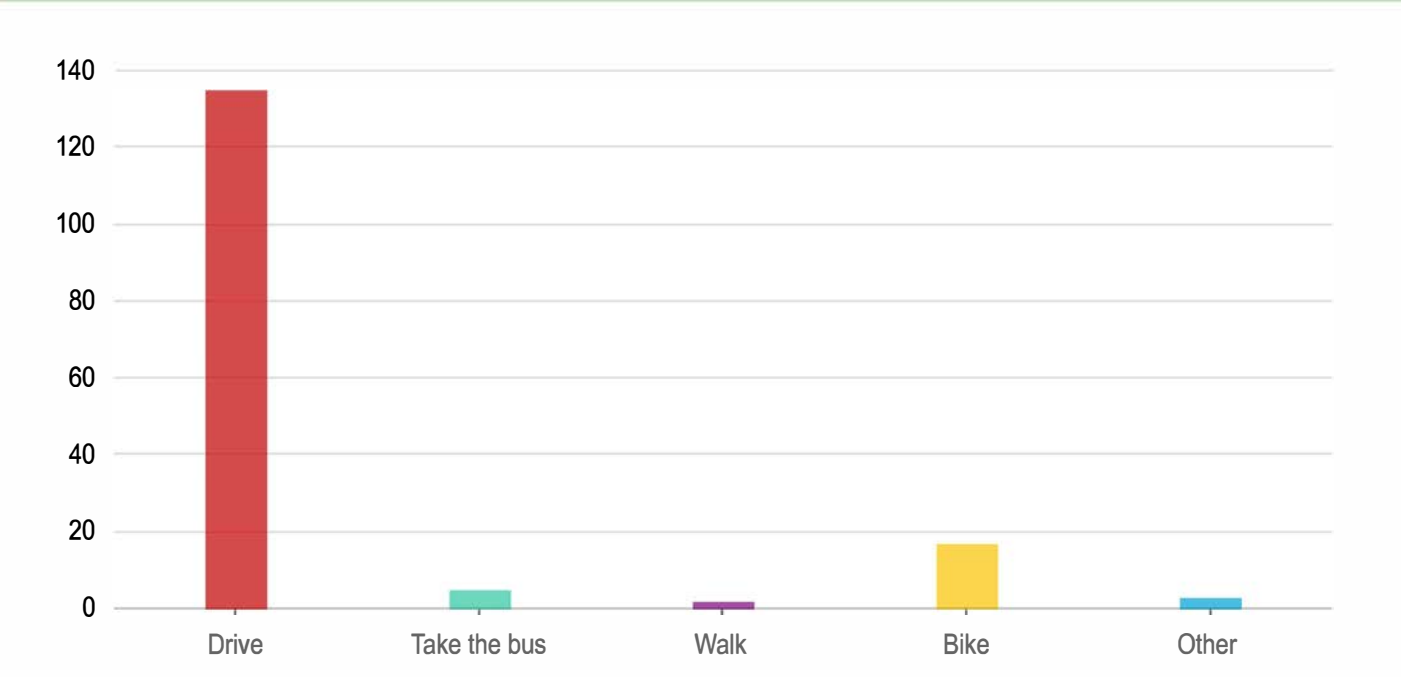
Answered: 159 Skipped: 3

Other

| Response | Count |
|---|-------|
| zoning means that absolutely EVERYTHING is a prohibitive distance from where I live | 1 |
| While driving in car, other drivers excessively speeding and tailgating. | 1 |
| West Salem Intersections with Wallace/Hwy 22 areas | 1 |
| We need another bridge. | 1 |
| Unsafe drivers, especially on Wallace road in business area, orchard heights to bridge. Speed limits e lsewhere need to be reduced so people slow down and drive more carefully. | 1 |
| Too many idiots | 1 |
| The biking and walking conditions aren't just unsafe but the development, especially in Keizer and par ts of Salem mean that everything is spaced too far apart. | 1 |
| Speeding vehicles in neighborhood streets do to short cuts | 1 |
| No fast transit options to Portland or Eugene- Why are we such an isolated capital city | 1 |
| Narrow roads when cars are parked on both sides of the road | 1 |
| Lack of pedestrian controlled crosswalks on Chemawa near public library and city offices. | 1 |
| Lack of a third bridge across the Willamette river to West Salem | 1 |
| I live on a non- county road off of State St east. This street is at the east end of a purposed improvem ent on State St near the mushroom plant property. The North side of State needs HELP too. My street is unsafe! | 1 |
| I have to ask but were the planners high when they designed the interchange for the downtown bridge that take you across the river?? That's the worst interchange design but there are others | 1 |
| excessive noise pollution, poor air quality | 1 |
| Deteriorating road surfaces | 1 |
| Because of auto-dependent development, everything is farther apart and less walkable. | 1 |

Answered: 17 Skipped: 145

How do you travel most often within Salem-Keizer?



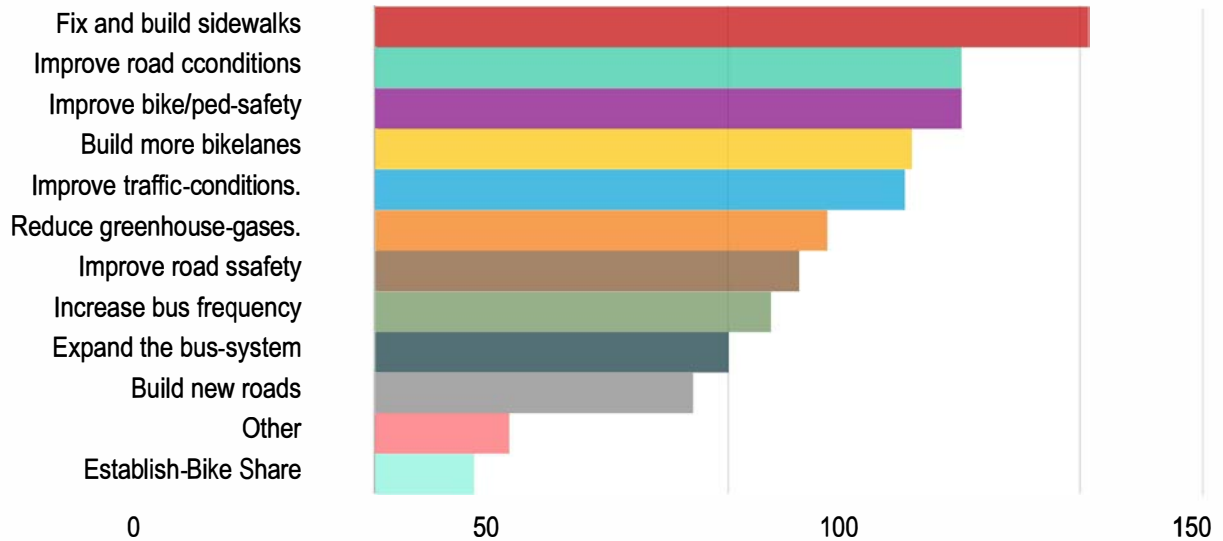
| Answers | Count | Percentage |
|--------------|-------|------------|
| Drive | 135 | 83.33% |
| Take the bus | 5 | 3.09% |
| Walk | 2 | 1.23% |
| Bike | 17 | 10.49% |
| Other | 3 | 1.85% |

Answered: 162 Skipped: 0

Other

| Response | Count |
|---|-------|
| Friends drive me or Cherriots Shop & Ride | |
| We need another bridge. | 1 |
| Walk and Drive | 1 |

Thinking specifically about transportation in the Salem-Keizer area, what are the most important transportation issues you would like your local government leaders to do something about?



Answers

Count

Percentage

| | | |
|---|-----|--------|
| Fix and build more sidewalks and pedestrian paths | 101 | 62.35% |
| Improve road conditions (fix potholes and repave streets) | 83 | 51.23% |
| Improve bicycle and pedestrian safety | 83 | 51.23% |
| Build more bicycle lanes, bike paths, and neighborhood bike routes | 76 | 46.91% |
| Improve traffic conditions (fix traffic congestion and bottlenecks) | 75 | 46.3% |
| Reduce greenhouse gas emissions (from vehicle use) | 64 | 39.51% |
| Improve road safety | 60 | 37.04% |
| Increase the frequency of bus service | 56 | 34.57% |
| Expand the bus system to more areas in Salem-Keizer | 50 | 30.86% |

| | | |
|---|----|--------|
| Build new roads and/or widen existing roads and intersections | 45 | 27.78% |
| Other | 19 | 11.73% |
| Establish/support a bike share system | 14 | 8.64% |

Answered: 161 Skipped: 1

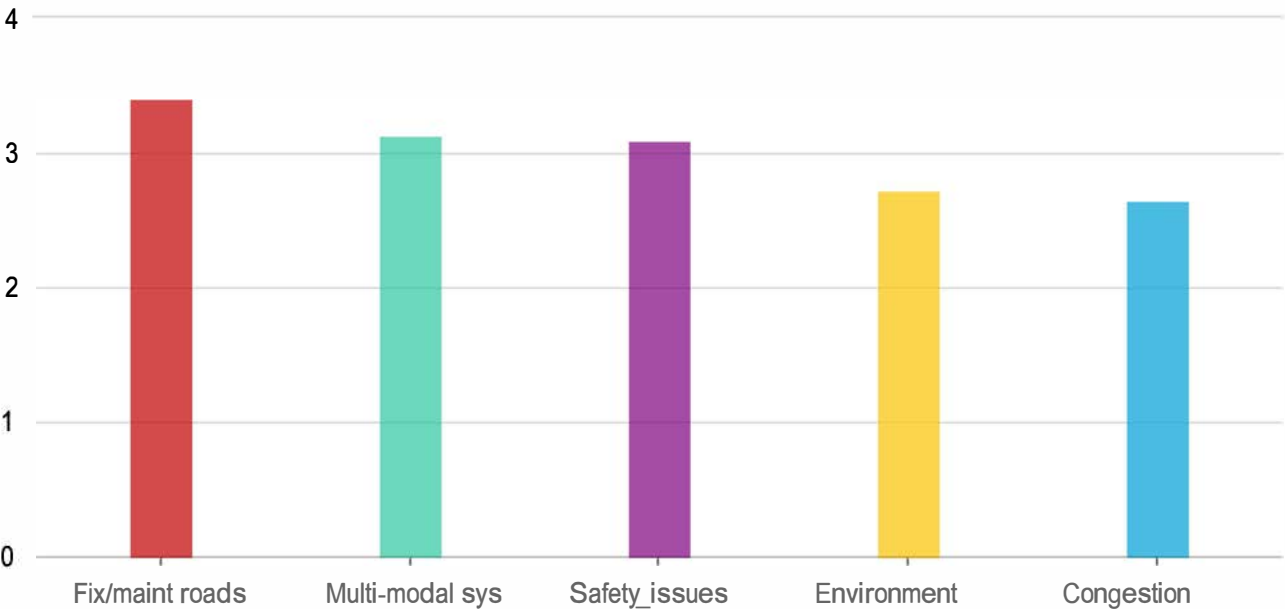
Other

| Response | Count |
|---|-------|
| West Salem Bridge!!!!!! Buy the land NOW!!!! | 1 |
| We need fast transit and more public transportation options | 1 |
| We need another bridge. | 1 |
| Traffic noise | 1 |
| Third bridge across the Willamette river to West Salem | 1 |
| Speed mitigation in neighborhoods! | 1 |
| Reduce speeding, unsafe driving & more concern for pedestrian crossing intersections | 1 |
| Incentives to help cut down on harmful diesel and "straight-piping" emissions, which don't get as much attention as CO2 emissions, but are nonetheless emissions that are very harmful to human health. | 1 |
| Give us another bridge to help relieve downtown traffic and better connect Salem and Keizer to the other side of the Willamette River. | 1 |
| Get unlicensed drivers off the streets | 1 |
| Do not build projects such as Marine Drive in West Salem which introduce fast moving vehicle traffic into an area where all traffic is local and is pedestrian and bike friendly. | 1 |
| Dedicated bus lanes through river road in Keizer, this would allow rapid bus service that could put people cars and provide a reliable network | 1 |

| | |
|--|---|
| Connecting service to outer areas such as the coast, downtown portland, Detroit. A tie in to tourism! | 1 |
| Work with Travel Salem to decrease car travel while increasing local tourism. | |
| Car Bridge | 1 |
| build more roundabouts | 1 |
| Build another bridge over the Willamette River | 1 |
| Build a new bridge over the willamette to / from west salem !!!! | 1 |
| Add sidewalks and bike paths on Wheatland Road North in Keizer. Add a second turn lane to the southbound Interstate 5 on-ramp from Chemawa Road. | 1 |
| Add a train service instead of congesting the road more. This service connects Salem & Keizer with Portland. | 1 |

Answered: 19 Skipped: 143

What are your priorities for spending federal transportation dollars that the Salem-Keizer area receives?

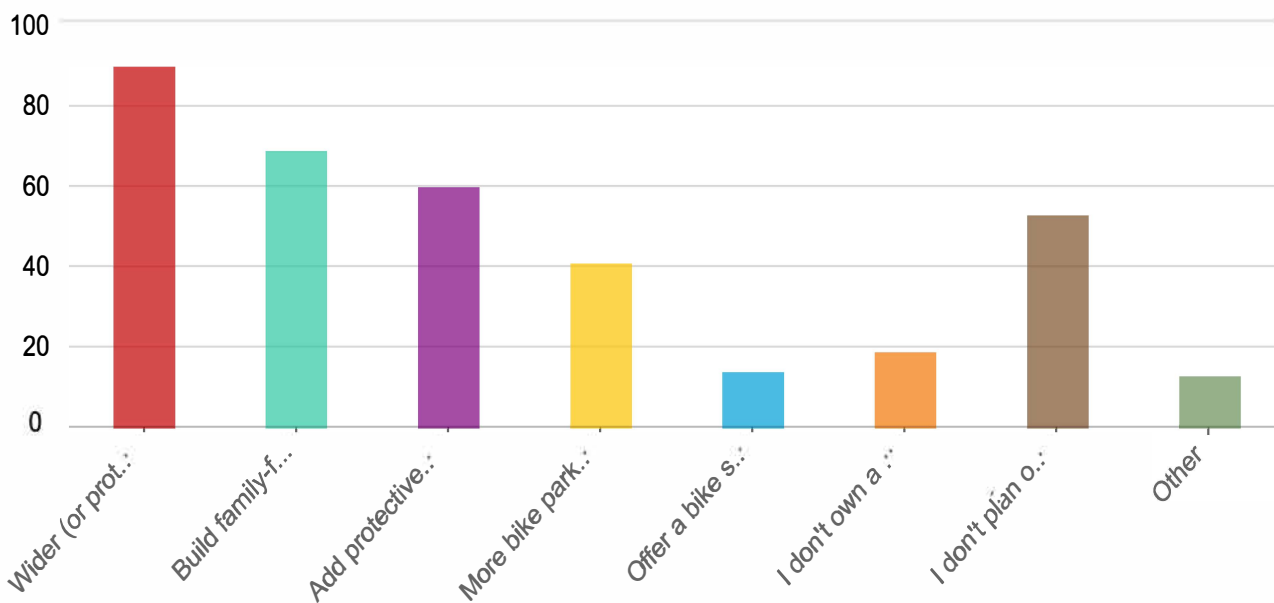


| Rank | Answers | 1 | 2 | 3 | 4 | 5 | Average score |
|------|---|--------------|--------------|--------------|--------------|------------|---------------|
| 1 | Fix and maintain the existing roads, bridges, sidewalks, etc. | 23.53% 36 | 27.45% 42 | 20.26% 31 | 23.53% 36 | 5.23% 8 | 3.41 |

| | | | | | | | |
|---|--|--------------|--------------|--------------|--------------|--------------|------|
| 2 | Provide a multi-modal system (increase bus service, more sidewalks and bike lanes) | 20.92% 32 | 24.18% 37 | 14.38% 22 | 28.1% 43 | 2.42% 19 | 3.13 |
| 3 | Address safety issues or locations | 15.69% 24 | 18.95% 29 | 33.99% 52 | 21.57% 33 | 9.8% 15 | 3.09 |
| 4 | Reduce the impact to the environment | 18.3% 28 | 15.69% 24 | 16.99% 26 | 18.3% 28 | 30.72% 47 | 2.73 |
| 5 | Address peak hour congestion | 21.57% 33 | 13.73% 21 | 14.38% 22 | 8.5% 13 | 41.83% 64 | 2.65 |

Answered: 153 Skipped: 9

What would encourage you to bike more often?



Answers

Count

Percentage

Wider (or protected) bike lanes along high traffic streets

90

55.56%

Build family-friendly bike routes on low traffic streets

69

42.59%

Add protective crossings (flashing lights) to assist bicyclists crossing high traffic streets

60

37.04%

| | | |
|-----------------------------------|----|--------|
| More bike parking at destinations | 41 | 25.31% |
| Offer a bike share service | 14 | 8.64% |
| I don't own a bike | 19 | 11.73% |
| I don't plan on biking | 53 | 32.72% |
| Other | 13 | 8.02% |

Answered: 158 Skipped: 4

Other

| Response | Count |
|--|-------|
| We need another bridge. Stop asking us to ride bikes. | 1 |
| The strodes are atrocious. From SE Salem I'm either riding on Kuebler with 60mph traffic or going up Liberty with no bike lanes at all. | 1 |
| Surgery to repair bone deposits. In other words, I am disabled and need more attention to disabled as sess issues. | 1 |
| Stop increasing car capacity | 1 |
| Reduce car parking availability, especially off-street. Development must be people-oriented, walkable and compact. Require covered bike parking at businesses. | 1 |
| physical limitations prevent me from riding a bike | 1 |
| More walking/bike paths in a green space, water routes. | 1 |
| Mixed use planning that would allow local groceries and pharmacies | 1 |
| I would have preferred wider bike lanes on some roads heading out of town when I was a bike rider. I consider myself too old (74) to safely ride a bike. | 1 |
| Electric bike subsidies (biking in the South and West hills is a lot on a regular bike) | 1 |
| Bicycle safety!!!!!!! I would ride every day IF I could feel safe riding when it's darker in the winter. | 1 |

1

1

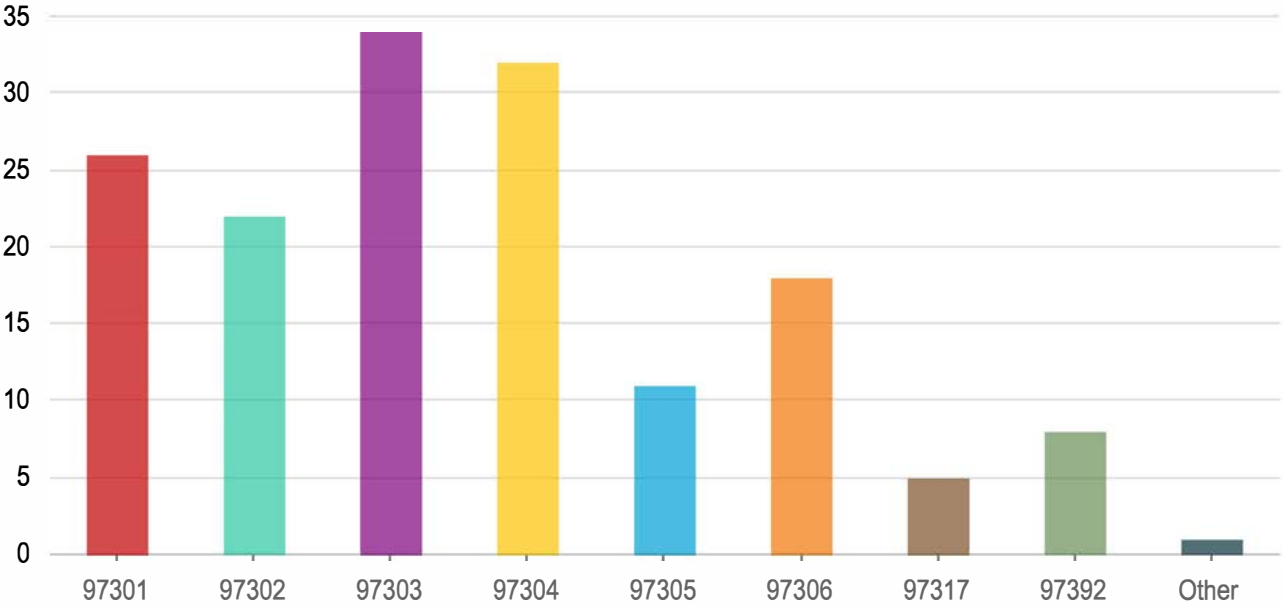
Answered: 13 Skipped: 149

What other comments about transportation in Salem-Keizer would you like to share?



Answered: 101 Skipped: 61

Please tell us your zipcode



Answers

Count

Percentage

| | | |
|-------|----|--------|
| 97301 | 26 | 16.05% |
| 97302 | 22 | 13.58% |
| 97303 | 34 | 20.99% |
| 97304 | 32 | 19.75% |
| 97305 | 11 | 6.79% |
| 97306 | 18 | 11.11% |
| 97317 | 5 | 3.09% |
| 97392 | 8 | 4.94% |
| Other | 1 | 0.62% |

Answered: 157 Skipped: 5

| | |
|----|---|
| | What other comments about transportation in Salem-Keizer would you like to share? |
| | Open responses to the question, generally summarized by subject - 100 in total |
| | Bike and Pedestrian responses: |
| 1 | There are not sidewalks on busy roads and yet the school district has deemed that children can walk home. Generally the lack of sidewalks is disheartening |
| 2 | Sidewalks on "old, narrow, hilly and windy" streets that currently are arterials. Example: Cascade DR NW Salem. I am sure there are more in West and South Salem which school children use daily. They walk on shoulder areas that are sometimes less than 2 ft. wide. |
| 3 | I ride my bike around Salem every day in order to save money. I cannot see the same concern for local, state and federal EXPENDITURES of OUR TAX MONEY!!!! You spend like you have unlimited resources. BUILD BACK BETTER IS A RAT HOLE OF OVERSPENDING!!!! PLEASE LISTEN TO OUR CONCERNS!! |
| 4 | We need better pedestrian and bike infrastructure, lower speed limits and road diets to make it safe and efficient to not drive everywhere! |
| 5 | In addition to the ideas in this survey, we could really use additional crosswalks with flashing lights on long blocks, like the ones on Commercial in South Salem. |
| 6 | More family friendly biking and walking paths would be great. Similar to Salem parkway bike path. |
| 7 | Please finish the sidewalks on Delaney east of 3rd street. Pedestrians are forced into traffic where cars are using excessive speed. |
| 8 | Sidewalks are desperately needed on Cascade Dr. between 8th St and Glen Creek. The safety of students walking to Walker Middle Schools on Cascade is a big concern to me. |
| 9 | More walking/bike paths in a green space, water routes. |
| 10 | Cycling, cycling, cycling! |
| 11 | Una gran mayoría de la infraestructura para el ciclista actual se halla en el casco histórico de la ciudad. La creación y el mejoramiento de los caminos de acceso desde otros barrios que no se obstaculizan por vehículos queda fundamental. Cuanto más agilizada sea la ruta más usable será para todos. |
| | <i>Translation: A large majority of the infrastructure for the current cyclist is found in the historic center of the city. The creation and improvement of access roads from other neighborhoods that are not hindered by vehicles is essential. The more streamlined the route, the more usable it will be for everyone.</i> |
| 12 | Much of the existing biking infrastructure is good but much of the road debris such as glass ends up in the bike lanes. More frequent street sweeping would be greatly appreciated. Additional bike lanes, or completing existing ones along busy streets would be very helpful. 17th and Center St. or Mission and Commercial St. for example where the bike lane just ends. |
| 13 | I would LOVE to be able to bike safely across town to work. But when the bike lanes are narrow, faded, or entirely missing, it's not safe. If we have more of these implemented - wider bike lanes, traffic lights/lanes just for bikes - I have no doubt more people would bike around Salem. Same with the bus system - I live in North Salem, and if I wanted to get to work on 12th St, it would take me an hour and a bus transfer. No thanks. I know space in downtown is tight and people probably wouldn't be a fan of adding a bike lane (or moving parking into the street to provide a bike lane buffer), so let's add more lanes and lights for bikes around the border of downtown, then a small tram or street car to carry you around inside downtown. |
| 14 | The lack of sidewalks in established neighborhoods is appalling. Please build safe routes for people to walk and bike for their short in town trips. |
| 15 | It feels really unsafe to walk in most places due to high traffic volumes and speed. I would love to be able to bike and walk around my city with my family. It just feels too scary. Please make more pedestrian friendly!! |

| | |
|----|--|
| 16 | The storm grates are not bicycle friendly. Road cleaners leave debris in bike lanes. Some bike lanes end suddenly, like SE Lancaster to Kuebler. Cyclists hate long detours that take extra time and energy, when cars get the most direct routes. There's only so much you can do though, bicycles in general need a design upgrade. More places that teach bicycle maintenance like the HUB downtown would be good, it should be taught in highschools. |
| 17 | *More crosswalks on busy streets to make it safer state st is one *More Sidewalks on roads without sidewalks Easier to walk or get around without a car :) |
| 18 | When adding bike parking at destinations, they should be as secure as possible from theft, especially EBikes. Otherwise biking won't be viable for errands. I was unable to rank my priorities because I have a touch screen. They are as follows: 1) safety issues; 2) multi-modal system; 3) environment; 4) fix/maintain roads; 5) address congestion. |
| 19 | Bikes are better than cars |
| 20 | Fix the sidewalks especially the main sidewalks going to community parks. Like the west side of 19th going to Englewood park from Market st. It's not safe to walk or bike or wheelchair friendly. Widening the old streets that barely fit 2 cars at a time. |
| 21 | I love biking and would like to do more of it throughout Salem but safety is a huge concern as I have almost been hit a few times when I had the right of way. There are many other cities in Oregon that have successful bike infrastructure like in Corvallis that could be utilized in Salem better. My top project to vote for is the McGilchrist improvements. |
| 22 | There are bike lanes, but many people park in them, leave their waste management cans in them, and they are not cleared with the sweepers very well. Also, would love to see bike thru-lane streets designated to get across the city. There are some in Portland where cars can go on them, but only for a few blocks (neighborhood travel) before there is a bike-only barrier preventing cars from using them as commute routes. We can have 1 or 2 that run east and west, and 1 or 2 that run north and south. |
| 23 | I'd like to see more people biking because they want to similar to the Amsterdam transportation model. |
| 24 | I would REALLY LIKE to have a paved bike trail from RiverFront Park along the river to Keizer Rapids. Similar to that in Eugene. |
| 25 | South Lancaster drive bike lanes are broken and unsafe, need a fix bad. Also, the bicycle tool stations downtown are a stupid waste of money, they are uncovered, get rained on, rusty, broken, and any tools left get stolen. |
| 26 | Dedicated bike lanes, especially on major thoroughfares like Wallace Road in West Salem (mirroring the style used on the Salem Parkway). Additionally, building a bike infrastructure similar to Portland. I bike 20 miles a day to and from work and having every intersection and road being constructed/redesigned to imagine a safer cycling environment would boost the amount of users and lessen the amount of vehicles on the road. One very dangerous intersection that comes to mind is the end of the Salem Parkway bike path and Chemawa Road; no way for a bicycle to continue eastbound Chemawa Road from the bike path and cars always feel they have the right of way due to no biking infrastructure planning in that area. Happy to share more thoughts: 405-306-3385 |
| 27 | Too much emphasis on biking. Just look at the fatalities in Portland! Also, many of us cannot bike (age or disability) south spending is biased toward younger people. The prioritize question above did not work on my android - I picked the highest priority and it auto-populated the rest. Please don't count these answers! |
| 28 | Thank you for this survey! Walking is easier along streets with sidewalks and quieter streets. Commercial Street SE is currently challenging to cross at intersections of Fairview Ave. SE (due to traffic not waiting for pedestrians) and Boice St. SE. Ratcliff Dr. SE would be easier to walk on with a sidewalk. I don't currently bicycle outdoors because of unsafe traffic conditions. Wish a few other drivers weren't going so fast and could slow down for pedestrians/bicyclists. Thank you for your consideration! |

| | |
|----|---|
| | Bridge responses: |
| 1 | ALL traffic from West Salem to the East side is FUNNELED directly through downtown Salem on the congested Center street bridge. We NEED a third four lane bridge across the Willamette river to address this. |
| 2 | Build another bridge |
| 3 | Please build Salem's 3rd bridge. It will improve redundancy in our transportation system and reduce the useless miles people have to drive to get from west Salem to Keizer. |
| 4 | Expansion of the West Salem bridge needs to be addressed or Stop all building in West Salem until sufficient infrastructure is provided!! |
| 5 | <p>Concerning this question: What are your priorities for spending federal transportation dollars that the Salem-Keizer area receives?</p> <p>Drag to change the order, with highest priority (#1) on top and lowest priority (#5) on bottom....if I could remove my 4 and 5 I would. They are not priorities when it comes to transportation.</p> <p>BUILD ANOTHER BRIDGE that can carry cars across the river. Stop with the bridges that cross the river and carry no cars.</p> <p>I drive to Wilsonville every day. Every day I see the 1X Cherriots bus. If I don't see 2 people riding, I swear that bus is empty. A total waste of resources.</p> <p>On my commute sometimes I see someone riding a bike. One guy riding a bike. Cold, wet, dark commute. Most reasonable people are not interested in getting to work this way. Stop asking us to ride bikes.</p> <p>Respectfully, Joe Wade</p> |
| 6 | <p>Give us a DAMNED BRIDGE!!!! I won't bike, my neighbors don't bike. People that DO bike can't represent more than 2%-3% of the population, and we live in a DEMOCRACY! Majority wins! I will never bike anywhere. No plans on owning one. If our current bridge fails. Commerce will fail from West Salem to the coast!</p> <p>If Russia or China show up on our shores, and our military can't get there in a hurry, Will we be worried about the 5 people that want to ride to work in this entire city, or tanks and troops arriving on our shores. How ridiculous we are to worry about public transport and bikers.</p> <p>GIVE OREGONIANS A BRIDGE!</p> |
| 7 | Do not spend another penny on bicycle improvements. Stand at the corner of Winter and Bellevue at 5:00 p.m. on a weekday and you will see the problem. Bridge traffic backed up to 12th Street. That would be 2 miles of back up, only to get worse. Buy the land and right of way for the new West Salem bridge. |
| 8 | Build a car bridge across the river |
| 9 | To construct Marine Drive in West Salem. |
| 10 | West Salem Bridge congestion is an issue with over 40K residents. This is a continued issue for decades but more pressing now than ever. Need a bypass from parkway to HWY22. Need Marion and Center street bridges structurally modified. Both are failing. |
| 11 | Additional bridge to West Salem. West Salem is growing and congestion on the bridge is increasing if there is an accident on or near the bridge, traffic comes to a halt. |
| 12 | Please address the need for another bridge to West Salem |
| 13 | Wallace Rd has become a nightmare to get onto during peak hours. The bridge congestion just keeps getting worse |

| | |
|----|--|
| 14 | Please stop shoving off the bridge problem . This has been ignored by every city council in salem for 50 years. Is it going to take a situation like Pennsylvania before something is done about it?? You can't keep citing environmental concerns whilst allowing the homeless population to live on the banks and have mass amounts of garbage floating by. You can't build a walking bridge to minto brown in record time in a natural protected habitat and still keep saying for decades that it's not environmentally sound. BS! |
| 15 | Build the next bridge across the Willamette' |
| 16 | Another bridge is needed. |
| 17 | <p>BUILD THE BRIDGE</p> <p>There have been studies done, \$\$ spent and with the growth in West Salem it is imperative to build another bridge. Salem is becoming a commuter city to Portland. The traffic coming and going on Wallace street is impossible to deal with during peak travel times 7-9 am and 3:30-5:30 pm. Plus the weekend flow of traffic in and out of our wine country doesn't reduce that traffic in the weekend in the summer. We need another bridge NOW</p> |
| 18 | Discussions about another bridge have been on and off again since the 60's. This area has exploded and will continue to grow. DO SOMETHING ABOUT CROSSING THE WILLAMETTE RIVER. Motorized vehicles sitting in stop and go traffic are not good for the environment. Get them to their destination by building another bridge. |
| 19 | Do something about congestion on bridge between downtown and wedt Sslem. |

| | |
|----|--|
| | General suggestions and Roadway comments: |
| 1 | I live far out west. Nothing to bike to. I try to avoid peak hours, but congestion is a problem when it takes 20 minutes to drive 8 miles. Nearest grocery store is over 3 miles away and I would not likely bike to it. |
| 2 | Keizer doesn't have enough dedicated staff to apply for grants. The TSP is woefully out of date. And the tax rate is too low for the city to build the necessary infrastructure for alternative transportation. If Keizer doesn't address these problems, they should not get any more funding for street projects, especially those designed to move cars faster. |
| 3 | The angled parking spaces downtown Salem are a fright! Often impossible to see behind you before backing out into traffic, especially if the vehicle blocking the visual path is taller than mine. |
| 4 | A 4 way stop or light at the top of the hill of Alder and Verda lane. This area gets highly congested during school hours. I live off of Claxter rd and difficult to turn into Verda lane during these times, or difficult to turn onto Verda lane from Alder st |
| 5 | reduce speed limits of motorized vehicles to increase safety, decrease noise; add speed bumps to slow traffic and flashing lights at pedestrian/bike crossings for safety; and traffic circles to replace stops |
| 6 | Excessive emphasis on driving convenience. In-town speeds are too high. Cars always have the shortest, most direct routes while peds & bikes have to take the most circuitous ones in order to get across streets, etc.. Need more disincentives to driving (tolls, higher gas tax, paid parking , etc.). More roundabouts and fewer full-stop traffic signals would reduce congestion, backup and need for turn lanes. Prefer to walk or bike but unable to get to much of the city easily or safely so need to drive too much. |
| 7 | Consider your bias in phrases like "improve traffic conditions" - improve for whom? If you make it easier to drive fast, you make it less comfortable and safe for people who might walk or bike. |
| 8 | For being a capitol city the bus system and public transportation seems far behind what it should be. |
| 9 | Please fix the potholes; this city has the worst pothole problem-they are Everywhere and are Bad- this should be fixed before most anything else, it makes driving in this city a horrible experience and hurts driver's cars, making them wear much faster and driving, car maintenance, etc. more expensive for individuals. |
| 10 | Silverton Rd. From Hawthorne Rd. to Fairgrounds Rd. needs to be widened. With a left turn (transition lane) added. This is a dangerous street, that needs to be addressed! |
| 11 | I would like Salem-Keizer to take the next step in investing in its existing infrastructure with an eye towards longevity, safety, and being community/neighborhood oriented. This includes improving non-driving transportation options, like better sidewalks, street lights, bicycle paths, and more robust transit. I would also like to see thoughtful road and transportation design to direct commuters to main roads while deemphasizing secondary streets, including road diets, more pedestrian crossings, etc. It would be great for Salem to be a "whole" city as it relates to transportation. |
| 12 | The Netherlands does things right for bikers, walkers, and traffic control. I know this probably seems like a silly resource, but the YouTube channel "Not Just Bikes" is full of great ideas that Salem-Keizer could adopt. Also, PLEASE reconsider zoning laws that isolate single-family homes from shopping, nature, and services. Getting people to switch to non-motor transportation is the ONLY way to truly reduce traffic and its attendant congestion (and carbon emissions). Cars should be for out-of-town trips, not the post office or one's favorite restaurant. Build infrastructure that supports and incentivizes that! |
| 13 | Widen Cordon Rd to four lanes between Turner Rd and Silverton Rd |

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| 14 | <p>Salem has increased density so existing roads are crowded- with 2 or more people trying to work bus does not cut it need to my door transportation to lug equip . Sure bus is important but I see few riding them and with young children or babysitting strollers, various items bus is too cumbersome. Empty buses are not good for the environment either. Important to have some mass transit but expanding it is more practical when we have high rises like China. Even in Beijing the roads are way crowded even with mass transit.</p> <p>Our downtown and Keizer crossing would be #1- inconvenient to get around in and #2- hurt the downtown as with crowded roads few want to venture out of their neighborhood unless have to. The building and running of close to empty buses would be bad for environment. Portland's mass transit is dirty and when taking it to suburbs sometimes dangerous.</p> <p>Yes have to have some mass transit and I support it but now roads and bridges are needed to support growth.</p> |
| 15 | <p>Our area clearly has legacy challenges that make needed changes difficult, such as significant stretches of streets built without sidewalks in an era when walkability hadn't even entered the vocabulary, and narrow widths on minor arterials that make bike lanes and even safe sidewalks challenging to retrofit. But when I look at the 17 TIP projects, I don't see clear evidence for effective prioritization. Several of these are suburban/exurban projects, such as sidewalks and bike lanes on State and Center west of Cordon, which I don't have a problem with, except that I fail to understand how they were prioritized over, for example, the Sunnyview project, which is located in a more densely-populated area with significantly more pedestrian and bicycle traffic. Clear articulation of how and why projects are prioritized would go a long way toward my trust in current plans, and my ability as a citizen and taxpayer to evaluate them in an informed way.</p> |
| 16 | <p>I frequently bike from Keizer to Salem along Front Street. It is narrow in some places, has no bike lanes, and has the railroad tracks which are tricky on a bike. I would love to see that area re-vitalized. If it were safer to bike/walk in that area, the old warehouses and cannery could be re-developed into an attractive and productive commercial/retail area with restaurants looking out at the river, etc. A little like Bend's Old Mill District. A first step would be to invest in the transportation network there. Work out something with the railroad, similar to how the 12th Street sidewalk downtown along the State office buildings.</p> |
| 17 | <p>I really think you should consider installing more roundabouts. Like, how about one on Chemawa Road where the entrance to the Chemawa School is?</p> |
| 18 | <p>Less cars = improved quality of life</p> |
| 19 | <p>I have an adult child with a disability who cannot drive. The lack of other reliable, comprehensive transportation options in Salem-Keizer is preventing them from living independently.</p> |
| 20 | <p>Service needs to better serve those who are at a socioeconomic disadvantage, ie: graveyard employees at Walmart. With the current bus schedules, they have to arrive early to work by more than 2 hours and then because the employer only provides part time shifts, the employee has no bus service to get home for several more waiting hours.</p> <p>I also would like to see a conversation happening with Travel Salem and tourism stake holders.</p> <p>Bikes, Scooters!</p> <p>Also, how do people with disabilities get some of this allocated to their needs. Biking immediately excludes someone in a wheelchair. The survey is far from inclusive.</p> |
| 21 | <p>Please fix our non-county suburban streets. Its unsafe and a bad look for our county.</p> |

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| | Our strodes are basically race tracks for some drivers. They are far too fast with modified exhaust at all hours of the day and night. |
| 22 | Our communities lack pedestrian friendly areas. |
| 23 | Slow folks down. Find ways to reduce speeds and save lives. |
| 24 | I do not want a third bridge. New developments such as a south Salem transit center should be located on already degraded areas, but not take out housing. A good example is the new police station located on old Honda dealership property. The homeless population probably does deter some people from using the bus system. |
| 25 | Fix roads. Add turn lanes and capacity to reduce congestion . Finish bike Ped system |
| 26 | Failure to address congestion leads to speeding traffic on residential streets, no Police Department or City Council is addressing this! |
| 27 | <p>We often go on neighborhood walks and sometimes drive to different parts of Salem just to have a different neighborhood and add variety. Just in the past few months, we've seen 5 trees cut down in our neighborhood for the sole purpose of fixing a small piece of sidewalk. One of these trees looked to be at least 50 years old!</p> <p>We are regularly dismayed and sad when we see that an entire tree gets cut down to change the sidewalk so that it is not as buckled. Having also lived in Portland, we have seen that is it possible to both accommodate beautiful, large growing trees while making sidewalks that take the roots into account (such as with a slope). This would maintain more green spaces in neighborhoods, help decrease heat during the summer, and maintain property values.</p> <p>We think it would be valuable to have a training session for city and county staff on how to "think bigger" and try fixing sidewalks without needing to remove the trees!</p> |
| 28 | I think that lighting systems on the roadways also need to be updated especially in neighborhoods. Some neighborhoods don't even have lighting or sidewalks.. I think a lot of side walks and bike lanes on main roadways need to be widened for safety too. |
| 29 | Fix the congestion fir DRIVERS. Do NOT add to congestion by expanding bicycles lanes! |
| 30 | Add sidewalks and bike paths to Wheatland Road North in Keizer. Add a second turn lane to the southbound Interstate 5 on-ramp from Chemawa Road in Keizer. Program all crossswalk signals in Keizer to only give pedestrians a walk sign upon the first cycle of the traffic signal. A pedestrian is going to be killed. Move the east/west crosswalk at River Road North and Sam Orcutt Way to the north side of the intersection. |
| 31 | We need more sidewalks in Keizer and we need traffic calming measures like speed tables put into place on Chemawa NE to encourage more traffic on Lockhaven and River. |
| 32 | More planning along the ideals of 8-80 cities and 15 minute cities. Allow and even encourage tactical urbanism. |
| 33 | <p>First, Keizer isn't a real partner. The city leaders don't believe in human caused Climate change. They don't believe making walkable/bikeable communities is important. They may say it is but it's lip-service. Until Keizer is forced to change, they won't.</p> <p>Next, stop accommodating car drivers from the neighboring cities. Why does Salem have to make it easy for people from Dallas, Stayton or Albany to drive here? Tell ODOT that we do not want to see another cent spent on wider/new roads/highways. Any money must now be spent on maintaining the existing infrastructure and reducing the number of highway & road lanes (tear down the Rt22 overpass by the rail station, narrow Rt 22 from Salem to Stayton, South Commercial, etc.). BUILD A COMMUTER RAIL LINKING SALEM TO ALBANY AND PORTLAND.</p> <p>Lower speed limits to 20 on streets and 30 everywhere else.</p> <p>Finally, get rid of parking minimums at commercial/industrial development, especially at the edges. This forces people to drive</p> |

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| | <p>Traffic congestion and timing of traffic lights are an issue for me. Example is the traffic backup at Liberty going into Commercial at Roth's Market. Need to have light change more frequently to allow traffic to enter Commercial.</p> <p>Improvements east of Lancaster are badly needed, such as State Street and Center Street. With lots of apartments and a population that would more frequently walk or bike, need street widening, sidewalks and bike paths.</p> <p>Additions of flashing pedestrian crossings is great! Such as on Portland Rd and at Library.</p> <p>On a separate note, the recent flyer sent out gave some frustrating project information. My attempt to view projects at skats-mwvcog.hub.arcgis.com, as directed, required a login and password. I finally found the projects at mwvcog.org.</p> |
| 34 | |
| 35 | Eliminate free parking |
| | Light Rail / Tram |
| 1 | We need better and faster transit options to Portland and Eugene. Why don't we have a rail system? |
| 2 | Increase light rail options for valley transportation. More than just the Amtrak Cascade. Add a light rail stop in the Keizer area |
| 3 | Trams or dedicated lanes would be extremely helpful. A trolley bus service would be more economical and reduce emissions |
| 4 | Unfortunately the only airport in the area is PDX. Either develop Salem airport or add train service between Salem and PDX similar to BART connecting Oakland & San Francisco Airport. Or, NJ Transit connecting EWR & JFK (via PENN). Or, SEPTA connecting PHL to the city. |

| | Greenhouse Gases and Climate Change |
|---|---|
| 1 | <p>Regulate emissions from large trucks and diesel engines</p> <p>Regulate sound from large trucks and modified car exhaust</p> <p>Reduce carbon emissions</p> <p>Make city and parks more walkable</p> <p>Less pavement and more green space</p> |
| 2 | <p>1) First and foremost by a huge margin - dramatically work to eliminate green house gas emissions as rapidly as it is physically possible to do so. Note that I did -not- say "reduce" or to balance these efforts. We are now in the early stages of cataclysmic climate change. We cannot now stop that. We can only soften the path to a drastically different future. The time to act was 50 years ago. We have ZERO time to waste.</p> <p>This includes making it vastly easier to own, share, maintain, park, and use electric vehicles. AND making it more difficult to use fossil fueled vehicles. Create all manner of incentives to encourage the immediate shift to electric vehicles, mass transit, bicycles, walking, and other alternate modes of transportation.</p> <p>2) A distant second though still important, encourage work from home and solutions that do not involve transport at all.</p> <p>3) Safety improvements and moving away from the grid layout system. More roundabouts, island and traffic calming devices.</p> |
| 3 | <p>Most greenhouse gas emissions in Salem come from vehicular traffic. SO we need to get people out of cars that consume fossil fuel.</p> |
| 4 | <p>53% of Salem's greenhouse gas emissions come from transportation. So in order to meet the Salem City Council's goal of cutting emissions in half by 2035 and get to net zero by 2050 we must get people out of their cars and lower Vehicle Miles Travelled in Salem. There is no other way. That being the case, every proposed transportation project must be viewed through a "Climate Lens" and you must ask yourself: "Will this project lower VMT or increase VMT." Projects that increase VMT should not be considered if we are serious about the maintaining a livable planet for our children and grandchildren.</p> |
| 5 | <p>53% of Salem's greenhouse gas emissions come from transportation. So in order to meet the Salem City Council's goal of cutting emissions in half by 2035 and get to net zero by 2050 we must get people out of their cars and lower Vehicle Miles Travelled in Salem. There is no other way. That being the case, every proposed transportation project must be viewed through a "Climate Lens" and you must ask yourself: "Will this project lower VMT or increase VMT." Projects that increase VMT should not be considered if we are serious about the maintaining a livable planet for our children and grandchildren.</p> |
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| 7 | <p>Climate change is catastrophic. Project a positive image of working together, helping each other, building community by engaging in mass transit, biking, walking, carpooling.</p> |

| | Transit |
|---|--|
| 1 | Please consider making Cherriots service free to riders. I would love my property tax dollars to go towards this. I would ride the bus more if it was free. The hassle of digging up \$1.60 in change for what is often a short ride is not worth it so often I will drive, bike, or stay home. I strongly believe more people would ride the bus if it was free, and in addition to helping them out it reduces other traffic issues and helps the environment. Free rides during COVID could be a good case study for the cost of such a program, along with ridership numbers if they existing. Thank you for communicating the existence of this survey via mailers. |
| 2 | I don't know whether the buses used for public transportation are fuel-efficient or environmentally low-impact. If they are not, I would like to see that improvement, especially if bus transportation is to be increased by adding more routes, etc. Salem/Keizer should be setting an example in public transportation for other municipalities to emulate in terms of lowering our carbon footprint. |
| 3 | I see busses going up and down the streets of Salem and rarely do I see more than a dozen riders on board. I would propose smaller busses that could more easily converted to electric and thus saving the citizens of Salem money. |
| 4 | I would like to take my kayak on the bus out to mill city or packsaddle. SAMTD's rules are oppressive. In other countries they have racks on top of the bus. Next Adventure packs a bunch of kayaks on top of a van for community trips. These activities would help keep kids out of JDH. Telling kids they cannot ride electric scooters and bring them on the bus is a hostility equates to peeing in the wind. The excuses made about safety are fallacies. Also, the canyon is being left out by SAMTD. I left the advisory group due to the open hostility from staff. |
| 5 | I would really like to be able to travel to and from Jefferson by bus. |
| 6 | Better shelter for us riders at downtown transit center. Waiting 15-45 minutes for a bus with very little space to be out of the rain is terrible. There is also a sign you've put up that says slippery when wet. Make it a nice environment for us who wait! Can the machines that take \$bills be updated to take older bills? So often myself and others try many times for our money to be accepted. This takes a lot of time at transit and stops. |
| 7 | I would like to see later bus hours again. |

| Project# | Project | Comments | Name |
|----------|-------------------------|--|---------------|
| | General Comment | I noticed that Keizer has no projects. But it's not from a lack of need. | Mike De Blasi |
| | General Comment | Never will ride public transit, neither will my Wife, Daughter, Mother and Father. We have cars. I feel my tax dollars are going towards mobile housing for drug induced homeless. Nobody feels safe in public transit. I have no clue why I pay for it. | Andrew Prince |
| | General Comment | It appears that the local road planners are busily working to make climate change worse. | Doug Parrow |
| | General Comment | Infrastructure for transit vehicles, pedestrians and cyclists should be the top priority for every transit corridor. And transit corridors should be the top priority for this plan. | Bill Dixon |
| | General Comment | Evaluate projects for climate impacts. Do not widen roads which leads to higher speeds, induces more traffic, reduces safety & increases greenhouse gas emissions. Prioritize traffic calming, sidewalks, bike lanes, intersection safety, transit access. | 350 Salem OR |
| | General Comment | Priority should be given to public transport, bike lanes, and pedestrian access. Please do not fund widening roads for the purpose of additional lanes of cars and increasing the amount of vehicles pollution and traffic in Salem. | Spencer |
| | General Comment | Many of these projects are to facilitate car travel. With climate change, budget constraints and quality of life all pointing to compact development that doesn't require a car you are pushing to spend billions on cars. | Mike De Blasi |
| | General Comment | Get rid of current street/road hierarchy and replace with residential, mixed use and high speed. Then build the 1st two to NACTO standards and the last to AASHTO standards. The last should have minimal development and curb cuts. | Mike De Blasi |
| | General Comments | Many of these projects are to facilitate car travel. With climate change, budget constraints and quality of life all pointing to compact development that doesn't require a car you are pushing to spend billions on cars. | Mike De Blasi |
| | General Comments | Get rid of current street/road hierarchy and replace with residential, mixed use and high speed. Then build the 1st two to NACTO standards and the last to AASHTO standards. The last should have minimal development and curb cuts. | Mike De Blasi |

| Project# | Project | Comments | Name |
|----------|--|---|-----------------|
| B003 | ITS - Transit Signal Priority | We need to give transit a leg up on traffic in order to make it reliable and more attractive to riders with other choices, i.e., people who drive single occupant vehicles everywhere. This project would be a great advantage for buses. | Ted Stonecliffe |
| B003 | ITS - Transit Signal Priority | Important! Move up timeline. | 350 Salem OR |
| B005 | ITS - Real-time Transit Arrival Information | The younger generation expects on-demand information about products they buy online. It's the same with public transit. Riders want to know when their bus is going to be there so they don't have to wait in the rain or bad neighborhood too long. | Ted Stonecliffe |
| B008 | South Salem Transit Center | This is a great project needed for South Salem for too long. This would allow for more neighborhood buses and enable transit to expand more to the neighborhoods of south Salem. Right now, there are too many places without transit service altogether. | Ted Stonecliffe |
| B008 | South Salem Transit Center | Consider branch library at this location. | Jim Schepcke |
| B009 | Paratransit Facility | Cherriots is required by the ADA to provide paratransit, but is not compensated for the high cost of providing the service. Dollars saved from not having to lease an offsite facility would save money over the years. | Ted Stonecliffe |
| B017 | East Salem Transit Center | This hub of transit activity is the second most active for Cherriots in terms of daily ridership today. There needs to be more of a formal space for riders to transfer buses and wait in sheltered spaces. | Ted Stonecliffe |
| B017 | East Salem Transit Center | Consider branch library at this location. | Jim Schepcke |
| K002 | Chemawa Interchange | Not needed. | 350 Salem OR |
| K011 | Verda Ln NE: Chemawa Rd NE to Dearborn Av NE | Two lanes only. | 350 Salem OR |
| K011 | Verda Ln NE: Chemawa Rd NE to Dearborn Av NE | Two lanes only. You can put in a bus turnout if you must. Lower the speed limit to 25 mph . | Mike De Blasi |
| K015 | Wheatland Rd Multimodal Project - Phase 1 | We support this project. Cost seems very high. | 350 Salem OR |
| K020 | Wheatland Rd / River Rd Intersection | Not needed. | 350 Salem OR |
| K020 | Wheatland Rd / River Rd Intersection | Consider a roundabout. Keizer already has experience with this. | Joe Tilman |
| K022 | Verda Ln Extension | Two lanes only. | 350 Salem OR |
| K026 | On-Ramp to I-5 and Salem Parkway | Not needed. | 350 Salem OR |
| M015 | Cordon Rd NE & Auburn Rd NE | Just because the developer is paying for it today doesn't mean it's not a long term gov't liability. No yo this project. | Mike De Blasi |
| M015 | Cordon Rd NE & Auburn Rd NE | No widening. | 350 Salem OR |
| M016 | Cordon Rd NE & Hayesville Dr NE | Not needed. | 350 Salem OR |
| M017 | Cordon Rd NE & Swegle Rd NE | Add roundabout. | 350 Salem OR |

| Project# | Project | Comments | Name |
|----------|--|---|-----------------|
| M018 | Cordon Rd NE & Ward Dr NE | Not needed. | 350 Salem OR |
| M019 | Cordon Rd NE & Herrin Rd NE | Not needed. | 350 Salem OR |
| M020 | Hazelgreen Rd at Cordon Rd NE / 55th Ave | Add roundabout. | 350 Salem OR |
| M022 | Delaney Rd: Battle Creek SE to Turner | Not necessary. Two lanes only. Add bike lanes. | 350 Salem OR |
| M022 | Delaney Rd: Battle Creek SE to Turner | Upgrading this road will be of huge benefit to many people, since it leads to I-5 from Turner and surrounding communities. | Linda Hansen |
| M022 | Delaney Rd: Battle Creek SE to Turner | I'd be happy with just getting this restripped more often. Very difficult at night with the rain. | Lyndsay Benthin |
| M024 | Hollywood Dr: Salem City Limits to Silverton Rd NE | Two lanes only. | 350 Salem OR |
| M034 | State St: Lancaster Dr NE to 46th Av | No widening of any local roads, especially not to FIVE LANES! | 350 Salem OR |
| M034 | State St: Lancaster Dr NE to 46th Av | I don't like this project, but if it is built, keep speeds to 30mph, include new traffic signals, HAWK signal crossings, or at the very least RRFB crosswalks w/ ped. refuge islands to make it safe for pedestrians and bicycles to cross State Street.. | Ted Stonecliffe |
| M037 | Blossom Dr NE: City Limits to Portland Rd NE | Two lanes only. Add bike lanes and sidewalks. | 350 Salem OR |
| M042 | Cordon Rd NE & Kale St NE | Not needed. | 350 Salem OR |
| M043 | Cordon Rd NE: Center St NE to Sunnyview Rd NE | Two lanes only, especially for \$16.3m. | 350 Salem OR |
| M046 | Cordon Rd SE: Center Rd NE to State St SE | Two lanes only. | 350 Salem OR |
| M048 | Hayesville Dr NE: Lancaster Dr NE to Cordon Rd NE | Two lanes only. | 350 Salem OR |
| M049 | Herrin Rd NE: Middle Grove Dr NE to Cordon Rd NE | Two lanes only. | 350 Salem OR |
| M052 | Lancaster Dr NE & State St | No capacity increases anywhere. Reduce VMT! | 350 Salem OR |
| M053 | Lancaster Dr NE & Portland Rd NE | This project is needed for transit buses to serve this area. Cherriots Route 3 - Portland Rd can't turn left from Lancaster Dr to Portland Rd without a traffic signal. This would provide access to transit to many low-income people in this area. | Ted Stonecliffe |
| M055 | MacLeay Rd SE: Arabian Av SE to Cordon Rd SE | Two lanes only. | 350 Salem OR |
| M060 | Skyline Rd S & Vitae Springs Rd S | Not needed. | 350 Salem OR |
| M061 | Swegle Rd NE: City limits to Cordon Rd NE | Two lanes only. | 350 Salem OR |
| M062 | Turner Rd SE: Val View Dr SE to Turner UGB | Two lanes only. | 350 Salem OR |
| M062 | Turner Rd SE: Val View Dr SE to Turner UGB | While it would be nice to have this section redone, it is of higher priority for safety reasons to improve Delaney to Battlecreek. | Linda Hansen |
| M063 | Vitae Springs Rd S: River Rd S to Orville Rd S | Does not need paving -- increases runoff. | 350 Salem OR |
| M066 | ITS - Flood Warning System | Move up timeline. | 350 Salem OR |
| M068 | ITS - Isolated Intersection Safety Warning System | Two lanes only. | 350 Salem OR |
| M069 | Kuebler Bv S: Croisan Creek Rd S to Viewcrest Dr S | Two lanes only. | 350 Salem OR |

| Project# | Project | Comments | Name |
|----------|--|---|-----------------|
| M070 | Cordon Road SE & State St | No new travel lanes needed. | 350 Salem OR |
| M074 | Brooklake Rd NE Pedestrian Enhancements | Bike lanes on both sides. | 350 Salem OR |
| M076 | Viewcrest Rd S: Kuebler Bv S to Byers St S | Two lanes only. | 350 Salem OR |
| M077 | Sunnyview Rd NE: Walker Rd NE to Cordon Rd NE | Two lanes only. | 350 Salem OR |
| M078 | Hazelgreen Road Projects | Speed limits need to be reduced to 30mph and a traffic signal at 49th Ave in order to make this street safe for pedestrians, bicycles, and transit users. Would like to see sidewalks built to Portland Rd too. | Ted Stonecliffe |
| M078 | Hazelgreen Road Projects | Two lanes only. | 350 Salem OR |
| M084 | Center St NE: Greencrest Dr NE to Cordon Rd NE | Two lanes only. | 350 Salem OR |
| M086 | Connecticut St: Bike and Pedestrian | Separated path only. | 350 Salem OR |
| M088 | Marion County Curve Warning Signs | Provide wide bike lanes | |
| M090 | Cordon Road: Caplinger Road to State Street | No parkways! Two lanes only. | 350 Salem OR |
| M092 | Cordon Road at Silverton Road: Intersection Modification | No new lanes. | 350 Salem OR |
| M094 | Brooklake Road: River Road to Huff Avenue | Two lanes only. | 350 Salem OR |
| M095 | State Street: 46th Avenue to Cordon Road | Two lanes only. | 350 Salem OR |
| M096 | Silverton Road: Cordon Road to Little Pudding River/SK | Two lanes only. | 350 Salem OR |
| M097 | Center St: Lancaster Dr to 45th Pl | Two lanes only. | 350 Salem OR |
| M098 | Center St: 45th Pl to City Limits | Two lanes only. | 350 Salem OR |
| M099 | Macleay Rd: Lancaster Dr. to Connecticut Ave | Move up on the timeline. | 350 Salem OR |
| M101 | Cordon Rd NE: Sunnyview Rd NE to Silverton Rd NE | No parkways. Two lanes only | 350 Salem OR |
| O025 | Backage Roads (OR 22W) | Not needed. | 350 Salem OR |
| O027 | I-5: Delaney Road to Albany | I-5 widening not needed | 350 Salem OR |
| O028 | Mission St @ 25th St: Turn Lane | Not needed. | 350 Salem OR |
| O029 | Mission St at Airport Road: EB Turn Lanes | Not needed. | 350 Salem OR |
| O030 | Mission St at Airport Rd: EB Turn Lane | Not needed. | 350 Salem OR |
| O031 | Mission St at Hawthorne Av: WB Turn Lane | Not needed. | 350 Salem OR |
| O033 | Mission St (OR 22E) Corridor Multi-Use Path | Move up timeline. | 350 Salem OR |
| O035 | Chemawa / I-5 Phase 1 - Lockhaven/Chemawa Limited V | Not needed. | 350 Salem OR |
| O036 | Chemawa / I-5 Phase 2 - Tepper / 35th / Indian School F | Not needed. | 350 Salem OR |
| O037 | Chemawa / I-5 Phase 3 - Chemawa Partial Cloverleaf | Not needed. | 350 Salem OR |
| O038 | Brooklake at I-5 Short-term projects | Not needed. | 350 Salem OR |
| O039 | I-5 from Kuebler Bv Interchange to Delaney Rd Intercha | Major bottleneck for evening commuters when it drops to two lanes in this section. Would love to see three lanes to maintain flow. | Lyndsay Benthin |
| O039 | I-5 from Kuebler Bv Interchange to Delaney Rd Intercha | Not needed. | 350 Salem OR |
| S025 | 12th/13th St SE (Mission and Hoyt) | Why do traffic signals cost \$1.6m. Yikes! | 350 Salem OR |

| Project# | Project | Comments | Name |
|----------|---|--|-----------------|
| S033 | Macleay Rd SE & Cordon Rd SE | Not needed. | 350 Salem OR |
| S036 | Doaks Ferry Rd NW: Brush College Rd NW to Orchard H | No local street widening. Bike lanes and sidewalks okay. | 350 Salem OR |
| S061 | 17th St NE: Norway St NE to Sunnyview Rd NE | Bike lane only. | 350 Salem OR |
| S064 | 25th St SE: State St to Helm St SE | Bike lanes only. No turn pockets. | 350 Salem OR |
| S065 | 36th Av SE: Kuebler Bv SE to Langley St SE | Two lanes only. | 350 Salem OR |
| S067 | Battle Creek Rd SE: Kuebler Bv SE to Wiltsey Rd SE | Two lanes only. | 350 Salem OR |
| S068 | Broadway & Hood | Left turn pocket not needed. | 350 Salem OR |
| S071 | Brush College Rd NW: Doaks Ferry Rd to BPA Power Lin | Two lanes only. | 350 Salem OR |
| S071 | Brush College Rd NW: Doaks Ferry Rd to BPA Power Lin | This is a waste at this point in time. Bikers only bike half the year. Traffic is just fine as is. It's a waste of money. | Andrew Prince |
| S072 | Byers St S to Deer Run S: Viewcrest Rd S to end of road | Two lanes only. | 350 Salem OR |
| S076 | Center St NE & 17th St NE | Not needed. Lower VMT! | 350 Salem OR |
| S079 | Commercial SE & Ratcliff Drive SE | Use bond measure funds. | 350 Salem OR |
| S083 | Commercial St SE: Baxter Rd SE to I-5 Interchange | This project is not needed especially for \$14m. | 350 Salem OR |
| S085 | Cordon Rd SE & Hwy 22 | Bike/ped bridge only. | 350 Salem OR |
| S087 | Croisan Creek Rd S: River Rd S to Heath St S | Two lanes only. | 350 Salem OR |
| S094 | Fabry Rd SE: Reed Ln SE to Battle Creek Rd SE | Two lanes only with bike lanes and sidewalks. | 350 Salem OR |
| S095 | Front St N: Norway St NE to Division St NE | Two lanes only. Add bike lanes. | 350 Salem OR |
| S096 | Front St N: River Rd N to Norway St N | Two lanes only. | 350 Salem OR |
| S098 | Glen Creek Rd NW: Crescent Dr NW to Westfarthing Wa | Two lanes only. | 350 Salem OR |
| S103 | Hilfiker Ln SE: Commercial St SE to Pringle Rd SE | Two lanes only. | 350 Salem OR |
| S110 | Kuebler Bv SE: Turner Rd SE to Hwy 22 Overpass | The idea of a four lane bypass (Kuebler-Cordon Rd) around east Salem is a bad idea. I will only increase traffic and will encourage the City of Salem to expand the Urban Growth Boundary east of Cordon Rd. encouraging urban sprawl development. | Philip H Carver |
| S110 | Kuebler Bv SE: Turner Rd SE to Hwy 22 Overpass | We concur with Phil Carver's comment. | 350 Salem OR |
| S110 | Kuebler Bv SE: Turner Rd SE to Hwy 22 Overpass | Stop widening roads along the periphery. You're only encouraging and subsidizing edge development that is car centric. Bike lanes and sidewalks are useless if you have a high speed and traffic corridor. Spend money on transit. | Mike De Blasi |
| S113 | Lancaster Dr SE: Cranston St SE to Kuebler Bv SE | Two lanes only. | 350 Salem OR |
| S117 | Macleay Rd SE: Pennsylvania Av SE to Cordon Rd SE | There is a lot of multi-family housing planned for this area and much of that is for lower income households. Public transit would be able to serve these easily with the proposed improvements. | Ted Stonecliffe |
| S117 | Macleay Rd SE: Pennsylvania Av SE to Cordon Rd SE | Two lanes only. | 350 Salem OR |

| Project# | Project | Comments | Name |
|----------|---|--|-----------------|
| S119 | Madrona Av S: Biegler Lane S to Liberty Rd S | Two lanes only. | 350 Salem OR |
| S120 | Madrona Av S: Croisan Creek Rd S to Elderberry Dr S | Two lanes only | 350 Salem OR |
| S124 | 32nd Av SE & Trelstad Ave SE: East of I-5 to 36th Av SE | Two lanes only. | 350 Salem OR |
| S128 | Mildred Ln SE: Lone Oak Rd SE to Sunnyside Rd SE | Would this project include a crossing at the Springwood/Sawgrass intersection? This would improve a walk path for students to/from Sumpter Elementary. | Victor Lippert |
| S128 | Mildred Ln SE: Lone Oak Rd SE to Sunnyside Rd SE | Would be OK in order to have sidewalks on both sides along with protected bike lanes but travel and turn lanes should be 10 ft. wide (rather than the usual 11 ft.) to discourage excessive speeding in this section as well as others on Mildred-Fabry. | Michael Hughes |
| S128 | Mildred Ln SE: Lone Oak Rd SE to Sunnyside Rd SE | Two lanes only. | 350 Salem OR |
| S129 | Mildred Ln SE: Liberty Rd S to Skyline Rd S | This extension of Mildred Ln is necessary to accommodate new developments, but I would prioritize improvements that are not on the edge of the urban growth boundary. Why encourage development on the borders when there are vacant lots in downtown? | Ted Stonecliffe |
| S129 | Mildred Ln SE: Liberty Rd S to Skyline Rd S | Two lanes only with sidewalks and bike lanes. | 350 Salem OR |
| S130 | New Minor Arterial Street: Deer Run Av to River Rd S | Not needed, especially for \$8m. | 350 Salem OR |
| S131 | Orchard Heights Rd NW: Parkway Dr NW to Snowbird Dr | Two lanes only. | 350 Salem OR |
| S132 | Orchard Heights Rd NW: Titan Dr NW to UGB | Two lanes only. | 350 Salem OR |
| S132 | Orchard Heights Rd NW: Titan Dr NW to UGB | Waste of money. No bikers up here. If there are, they only bike half the year, This is a ridiculous cause for bonds. | Andrew Prince |
| S135 | Pringle Rd SE: McGilchrist St SE to Georgia Av SE | This is a corridor served by public transit where many people with disabilities live. The current lack of sidewalk infrastructure make it unsafe for walking. Pedestrian crossings will drastically improve safety at transit stops as well. | Ted Stonecliffe |
| S135 | Pringle Rd SE: McGilchrist St SE to Georgia Av SE | Isn't this in the Salem bond measure? Two lanes only. | 350 Salem OR |
| S135 | Pringle Rd SE: McGilchrist St SE to Georgia Av SE | Consider roundabout at Fairview Ave. Possibly replace lights at McGilchrist with roundabout, as well. | Joe Tilman |
| S137 | Robins Lane, east of Commercial St. SE | Two lanes only. | 350 Salem OR |
| S143 | Skyline Rd S: Maplewood Dr S to Mildred Lane S | Two lanes only. | 350 Salem OR |
| S147 | Sunnyside Rd S: Kuebler Bv SE to Mildred Lane SE | Would be OK in order to have sidewalks on both sides along with protected bike lanes but travel and turn lanes should be 10 ft. wide (rather than the usual 11 ft.) to discourage excessive speeding (very few drive the speed limit on Sunnyside).. | Michael Hughes |
| S147 | Sunnyside Rd S: Kuebler Bv SE to Mildred Lane SE | Two lanes only. | 350 Salem OR |
| S148 | Sunnyside Rd S: Pawnee Circle SE to the UGB | Two lanes only; no new left turn pockets. | 350 Salem OR |

| Project# | Project | Comments | Name |
|----------|---|---|-----------------|
| S155 | Turner Rd SE: south of Cascade Gateway Park to Airway Dr SE | Bike lanes on both sides. | 350 Salem OR |
| S156 | Turner Rd SE: Airway Dr SE to Gath Rd SE | Two lanes only. | 350 Salem OR |
| S156 | Turner Rd SE: Airway Dr SE to Gath Rd SE | Bike lanes, please! So often we have bikers here and dealing with the turn to Turner and the hill it's a struggle to slow and weave around bikes and vehicles enough. | Lyndsay Benthin |
| S158 | Turner Rd SE: Gath Rd SE to UGB | Two lanes only. | 350 Salem OR |
| S158 | Turner Rd SE: Gath Rd SE to UGB | More and more traffic along this road. Would be very beneficial to upgrade! | Linda Hansen |
| S163 | Wallace Rd NW: Edgewater St NW to Orchard Heights Rd | Move it up; don't delay safety. | 350 Salem OR |
| S163 | Wallace Rd NW: Edgewater St NW to Orchard Heights Rd | I may see one bike rider on this stretch daily. They are homeless. I'm not in favor of enabling the homeless so that they can continue to steal from West salem Residents. This only makes it easier. We don't take kindly to them over here. t | Andrew Prince |
| S168 | Airport Rd SE: State St. to Mission St. | Two lanes only. | 350 Salem OR |
| S172 | Chemawa Rd NE: I-5 to Portland Rd NE | Chemawa Rd needs work but not by turning it into a 4 lane road. It needs sidewalks, protected bike lanes & slower speeds and trees. Make the intersection a traffic circle with lower speeds. | Mike De Blasi |
| S172 | Chemawa Rd NE: I-5 to Portland Rd NE | Two lanes only. Improve safety for students. | 350 Salem OR |
| S173 | Cherry Av NE: BNRR to Salem Parkway NE | More than a wider street, a separated grade crossing of the railroad tracks is needed. Trains regularly block traffic for over 15 minutes here due to the switching yard close by. | Ted Stonecliffe |
| S173 | Cherry Av NE: BNRR to Salem Parkway NE | Two lanes only. | 350 Salem OR |
| S174 | Cherry Av NE: Johnson St NE to Pine St NE | Two lanes only. | 350 Salem OR |
| S176 | Croisan Scenic Wy S: Joplin Rd S to Croisan Creek Rd S | Not needed. | 350 Salem OR |
| S177 | Doaks Ferry Rd NW: Eola Dr NW to UGB | Two lanes only. | 350 Salem OR |
| S177 | Doaks Ferry Rd NW: Eola Dr NW to UGB | This road doesn't need more than 2 lanes. Please don't waste potentially \$14m on this | Spencer |
| S178 | Doaks Ferry Rd NW: Glen Creek Rd NW to Eola Dr NW | Two lanes only. | 350 Salem OR |
| S184 | Hyacinth St NE: Salem Parkway NE to Portland Rd NE | Two lanes only. | 350 Salem OR |
| S185 | Kale St NE: Portland Rd NE to Cordon Rd NE | Two lanes only. | 350 Salem OR |
| S187 | Kuebler Bv SE: Skyline Rd S to Liberty Rd SE | Keep at two lanes. | 350 Salem OR |
| S188 | Liberty Rd S & Madrona Av S | Not needed. | 350 Salem OR |
| S189 | Liberty Rd S & Salem Heights Av S | This project should be completed by 2030 to accommodate growing traffic not only on Liberty but on Salem Heights, which is experiencing significant population growth. | Bill Dixon |
| S189 | Liberty Rd S & Salem Heights Av S | Turn lanes not needed. | 350 Salem OR |

| Project# | Project | Comments | Name |
|----------|---|---|-----------------|
| S190 | Liberty Rd S: Commercial St SE to Browning Av SE | Two lanes only. | 350 Salem OR |
| S191 | Liberty Rd S: Holder Ln SE to South UGB | Two lanes only. | 350 Salem OR |
| S196 | Owens St SE: Liberty Rd S & Commercial St SE | Not needed. | 350 Salem OR |
| S197 | Battle Creek Rd SE: Kuebler Bv SE to Hillrose St SE | Two lanes only. | 350 Salem OR |
| S197 | Battle Creek Rd SE: Kuebler Bv SE to Hillrose St SE | Stop building roads to accommodate cars on the periphery. You're subsidizing edge development at the expense of compact development. | Mike De Blasi |
| S197 | Battle Creek Rd SE: Kuebler Bv SE to Hillrose St SE | Traffic has already increased substantially, arguably due to Costco's move. Is Cherriots going to add a route in this area, if so, are you planning pullouts? | Joe Tilman |
| S197 | Battle Creek Rd SE: Kuebler Bv SE to Hillrose St SE | This is currently a particularly popular bicycle commute path due to the wide shoulders and low-ish traffic count (most of the day). A separated bike path might be preferable to a bike lane, given increasing traffic counts. | Joe Tilman |
| S197 | Battle Creek Rd SE: Kuebler Bv SE to Hillrose St SE | Has the possibility of a roundabout at Reed Road been considered? Possibly at Hilfiker, too. | Joe Tilman |
| S197 | Battle Creek Rd SE: Kuebler Bv SE to Hillrose St SE | Leslie Middle School is just outside the extent of this work, and speeding in vicinity of the school is an issue – traffic calming measures need to be considered along this entire route. | Joe Tilman |
| S198 | Reed Rd SE: Battle Creek Rd SE to Strong Rd SE | This is a very narrow dangerous street for bicycles and pedestrians. It needs to be upgraded for all of the development planned around the Fairview Master Planned development to be walkable and to accommodate future public transit. | Ted Stonecliffe |
| S198 | Reed Rd SE: Battle Creek Rd SE to Strong Rd SE | This is a very narrow dangerous street for bicycles and pedestrians. It needs to be upgraded for all of the development planned around the Fairview Master Planned development to be walkable and to accommodate future public transit. | Ted Stonecliffe |
| S198 | Reed Rd SE: Battle Creek Rd SE to Strong Rd SE | Would be good to have sidewalks on both sides along with protected bike lanes but travel and turn lanes should be 10 ft. wide (rather than the usual 11 ft.) to discourage excessive speeding. | Michael Hughes |
| S198 | Reed Rd SE: Battle Creek Rd SE to Strong Rd SE | Two lanes only. | 350 Salem OR |
| S198 | Reed Rd SE: Battle Creek Rd SE to Strong Rd SE | Consider a roundabout at both ends. | Joe Tilman |
| S199 | River Rd S: Croisan Creek Rd S to UGB | This project should be completed by 2030. | Bill Dixon |
| S199 | River Rd S: Croisan Creek Rd S to UGB | Two lanes only. Bike/ped improvement needed urgently. | 350 Salem OR |
| S199 | River Rd S: Croisan Creek Rd S to UGB | Make bike lanes continuous and wide. No "share the road" markings. | Peter Bergel |
| S204 | Broadway St NE: Liberty St NE to Salem Parkway NE | No turn pockets. Bike lanes are urgent. | 350 Salem OR |
| S204 | Broadway St NE: Liberty St NE to Salem Parkway NE | Bike Lanes please! Busy road. Get yelled at for riding on the sidewalks, but risk your life in the road | Spencer |

| Project# | Project | Comments | Name |
|----------|---|--|---------------|
| S205 | Center St NE: Commercial St NE to 17th St NE | Urgent! Move up timeline. | 350 Salem OR |
| S208 | Commercial St SE: Mission St SE to Superior St SE | Urgently needed. | 350 Salem OR |
| S210 | Liberty St SE: Trade St SE to E St SE | Urgent! Move up timeline. | 350 Salem OR |
| S211 | Marion St NE: 13th St NE to Commercial St NE | Urgent! Move up timeline. | 350 Salem OR |
| S212 | Market St NE: Commercial St NE to Hawthorne Av NE | please define "add bike facilities". What will that entail? | Grace Sherry |
| S212 | Market St NE: Commercial St NE to Hawthorne Av NE | Urgent! Move up the timeline. | 350 Salem OR |
| S212 | Market St NE: Commercial St NE to Hawthorne Av NE | Urgent! Move up the timeline. | 350 Salem OR |
| S212 | Market St NE: Commercial St NE to Hawthorne Av NE | Second the prior comment. Please move up the timeline for this update | Spencer |
| S213 | Madrona Av SE: Liberty Rd S to Commercial St SE | Urgent! Move up timeline. | 350 Salem OR |
| S214 | Mission St SE: 12th St SE to Commercial St SE | Please prioritize this sooner. This is an important corridor for many Willamette students and Salem Health employees. Riding on narrow, highly trafficked sidewalks is not adequate. | Ian Curtis |
| S214 | Mission St SE: 12th St SE to Commercial St SE | Urgent! Move up timeline. | 350 Salem OR |
| S216 | Silverton Rd NE: Fairgrounds Rd NE to Lancaster Dr NE | Urgent! Move up timeline. | 350 Salem OR |
| S216 | Silverton Rd NE: Fairgrounds Rd NE to Lancaster Dr NE | We desperately need bike lanes on this stretch of road. So dangerous for bikes, especially considering the disrepair some of the sidewalks are in. | Spencer |
| S217 | State St: 12th St SE to 25th St SE | Urgent! Move up the timeline. | 350 Salem OR |
| S219 | 17th St NE: Sunnyview Rd NE to Silverton Rd NE | Urgent! Move up timeline. | 350 Salem OR |
| S224 | Broadway St NE: Salem Parkway NE to River Rd N | Urgent! Move up the timeline. | 350 Salem OR |
| S225 | D St NE: Lancaster Dr NE to Summer St NE | Urgent! Move up the timeline. | 350 Salem OR |
| S226 | Fairgrounds Rd NE/Hood St NE: Summer St NE to Comm | Urgent! Move up the timeline. | 350 Salem OR |
| S226 | Fairgrounds Rd NE/Hood St NE: Summer St NE to Comm | 2038? Please reconsider the timeline on this. This is stretch of area that can be dangerous to ride in due to lack of bike lane | Spencer |
| S226 | Fairgrounds Rd NE/Hood St NE: Summer St NE to Comm | Why would you wait 15 years to put in bike facilities but spend \$\$\$ on car travel earlier? We need to make our streets safer for bicyclists NOW. | Mike De Blasi |
| S229 | Lana Av NE: Portland Rd NE to Silverton Rd NE | Urgent! Move up timeline. | 350 Salem OR |
| S231 | Madrona Av SE: Pringle Rd SE to Commercial St SE | Urgent! Move up timeline. | 350 Salem OR |
| S233 | River Rd S: Croisan Creek Rd S to UGB | Urgent! Move up timeline. | 350 Salem OR |
| S236 | 25th St SE/Airway Dr SE: Madrona Av SE to Turner Rd S | Urgent! Move up timeline. | 350 Salem OR |
| S237 | Croisan Creek Rd S: Heath St S to Kuebler Bv S | Urgent! Move up timeline. | 350 Salem OR |
| S238 | Sunnyview Rd NE: 17th St NE to Fairgrounds Rd NE | Urgent! Move up timeline. | 350 Salem OR |
| S245 | 12th St SE: Ibsen St SE to Commercial St SE | Move up timeline. | 350 Salem OR |
| S247 | Center St NE: Mitchel St NE to Cordon St NE | Urgent! Move up timeline. | 350 Salem OR |
| S248 | Commerical St SE: Winding Way SE to Lansford Dr SE | Move up timeline. | 350 Salem OR |
| S249 | Connecticut Ave SE overpass of Hwy 22 | Move up timeline. | 350 Salem OR |

| Project# | Project | Comments | Name |
|----------|---|---|---------------|
| S274 | Salem Industrial Dr Improvement | Never put bike lanes on one side of the road. Two lanes only. | 350 Salem OR |
| S274 | Salem Industrial Dr Improvement | I agree with Phil Carver's comment | Mike De Blasi |
| S286 | Cordon Rd: Highway 22 E to Caplinger Rd SE | Two lanes only. | 350 Salem OR |
| S287 | Kuebler Blvd SE: I-5 to Turner Rd SE | \$18m for a project that increases emissions and is not needed. | 350 Salem OR |
| S288 | Hawthorne Ave NE: Silverton Rd NE to Sunnyview Rd NE | Two lanes only, especially for \$18.6m. | 350 Salem OR |
| S290 | Gaffin Rd SE | Two lanes only. Add bike lanes and sidewalks. | 350 Salem OR |
| S292 | Brush College Rd NW: Pedestrian Project | We support this. Cost seems very high. | 350 Salem OR |
| S293 | Hines St SE Railroad Crossing Pedestrian Facilities | Move up timeline. | 350 Salem OR |
| S297 | Marine Drive NW: Harriett Dr to Cameo Street | 23 million? Things are fine the way they are. The only people that use this are the homeless (which will just set up tents on the wider road. There are no traffic issues right now except the homeless blocking access to boaters trying to access ramp. | Andrew Prince |
| S297 | Marine Drive NW: Harriett Dr to Cameo Street | In the bond measure it stated Marine drive would go from Riverbend to Glencreek. Only building from Harriet to Cameo will not help traffic. | Barb |
| S308 | Capitol Mall to Keizer/Kroc Center Bike Corridor | I live just off of Capitol and am either forced to bike in the road or on the sidewalk when going home. We need a safe space for cyclists going to work, school, or do business along this corridor. | Ian Curtis |
| S308 | Capitol Mall to Keizer/Kroc Center Bike Corridor | I don't bike, neither do my family. Why do my tax dollars go to people that will drive their cars at least 5 months per year? These biking people have automobiles that they use. | Andrew Prince |
| S308 | Capitol Mall to Keizer/Kroc Center Bike Corridor | Move up timeline. | 350 Salem OR |
| S310 | State St to Kroc Center Bike Corridor | Move up timeline. | 350 Salem OR |
| S312 | Geer Community Park to Hoover Elementary School Bike Corridor | Move up timeline. | 350 Salem OR |
| S313 | Chemeketa CC East/West Bike Corridor | Move up timeline. | 350 Salem OR |
| S314 | McKay Park East/West Bike Corridor | Move up timeline. | 350 Salem OR |
| S315 | Four Corners Elementary School and Auburn Elementary School Bike Corridor | Move up timeline. | 350 Salem OR |
| S317 | Sprague HS to South Salem HS Bike Corridor | Adjust route so it follows Doughton instead of the super steep hill on Bonham/Nohlgren. Aligns better with Winona to the south too. | Eric Leaming |
| S317 | Sprague HS to South Salem HS Bike Corridor | "shared lane markings" are a joke. They do not in any way substitute for bike lanes - preferably lanes that are separated from motor vehicle traffic. | Peter Bergel |
| S317 | Sprague HS to South Salem HS Bike Corridor | Move up timeline. | 350 Salem OR |
| S317 | Sprague HS to South Salem HS Bike Corridor | Move up timeline. | 350 Salem OR |
| S318 | Bush's Pasture Park to River Road Bike Corridor | Again: "shared lane markings" do no good at all. Not even when they are new and then they wear off and are not repainted in a timely way. This should never be a substitute for a real bikeway. | Peter Bergel |

| Project# | Project | Comments | Name |
|----------|---|---|-----------------|
| S319 | Saginaw St Bike Corridor | Move up timeline. | 350 Salem OR |
| S320 | Lower Leffelle/Clark Creek Park/South Village Park Bike | Move up timeline. | 350 Salem OR |
| S321 | Pringle Creek Path: Civic Center to Riverfront Park. | Move up timeline. | 350 Salem OR |
| S322 | Orchard Heights Park / Brush College Park Bike Corridor | Not a majority of the population ride bicycles, and when they do, it's for only half the year. This is ridiculous. | Andrew Prince |
| S322 | Orchard Heights Park / Brush College Park Bike Corridor | Move up timeline. | 350 Salem OR |
| S324 | 25th St South of Mission St Bike Corridor | Move up timeline. | 350 Salem OR |
| S326 | Cottage St - Bike Facilities | Move up timeline. | 350 Salem OR |
| S331 | Convert Court St NE to two-way | Move up timeline. Include bike lanes. | 350 Salem OR |
| S334 | Convert High St & Church St to two-way | Move up timeline. | 350 Salem OR |
| S334 | Convert High St & Church St to two-way | Move up timeline. | 350 Salem OR |
| S340 | Kroc Center Pathway | This is a great project because it creates a shorter connection to the Kroc Center and Salem Industrial Dr businesses and social services for people riding Cherriots Route 11 from NE Salem or Keizer. | Ted Stonecliffe |
| S340 | Kroc Center Pathway | Move up timeline. | 350 Salem OR |
| S341 | Hyacinth St Multi-Use Path | Move up timeline. | 350 Salem OR |
| S342 | Bike/Pedestrian Bridge over Salem Parkway | This would be a great safety improvement for bicycle and pedestrian traffic that needs to cross MLK Jr Parkway. No one likes walking across five lanes of 60 mph traffic even when they have the walk signal. Great idea! | Ted Stonecliffe |
| S342 | Bike/Pedestrian Bridge over Salem Parkway | Move up timeline. | 350 Salem OR |
| S345 | Auburn Rd NE: Baldwin Av NE to Cordon Rd NE | Two lanes only. | 350 Salem OR |
| S346 | Center St NE: Greencrest Dr NE to Cordon Rd NE | Two lanes only. | 350 Salem OR |
| S347 | Union St Bikeway: Phase 1B | Traffic light needed at Liberty and Union. | 350 Salem OR |
| S347 | Union St Bikeway: Phase 1B | Liberty@Union looks like a prime candidate for a roundabout. | Joe Tilman |
| S348 | Fisher Rd NE - Silverton Rd NE to East/West Curve | Two lanes only. | 350 Salem OR |
| S355 | Hawthorne Av NE at Sunnyview Rd NE | Not needed. | 350 Salem OR |
| S360 | Deer Park Dr SE Modifications | Not needed. | 350 Salem OR |
| S364 | Commercial St SE: Madrona Av SE to Robins Ln SE - Sign | Upgrade to pedestrian scramble. | 350 Salem OR |
| S367 | Downtown Signal Upgrades | Move up timeline. | 350 Salem OR |
| S369 | Orchard Hts Rd NW Modifications | No widening. | 350 Salem OR |
| S375 | Portland Rd NE at Hazelgreen Rd NE Intersection | No new lanes needed. | 350 Salem OR |
| S376 | Lone Oak Rd SE at Rees Hill Rd SE | No "acceleration lanes" anywhere! You've got to be kidding!! | 350 Salem OR |
| S377 | Davis Rd S: Skyline Dr S to Liberty Rd S | No widening. | 350 Salem OR |
| S380 | Broadway: Liberty St N to Pine St N | Move up timeline. | 350 Salem OR |
| S381 | State St: 17th St to 24th St | Improve sidewalks. Move up timeline. | 350 Salem OR |

| Project# | Project | Comments | Name |
|----------|--------------------------------------|---|---------------|
| S382 | Marine Dr NW: Cameo to Glen Creek Rd | 17MILLION? INSANE! Leave it as it is. The only people down there are homeless and fishermen launching there boats! This is not a high traffic area that we need to spend mons on. Zero traffic problems. Who came up with these proposals to waste money? | Andrew Prince |

Chapter 1

| Page # | Paragraph | Comment | Clarification | Response |
|--------|-----------|---|---|--|
| 1 | 1 | How we plan to meet the transportation needs of the residents and businesses of the Salem-Keizer area by mid-century influences equity, area economy, an environment with clean air and streams, a transportation system that is safe to use by all. Transportation investments should not negatively impact any population or the metropolitan area. | Suggested rewrite of the first paragraph | Rewritten |
| 1 | 1 | transportation | replace "accessiblity" in first | |
| 1 | 1 | Transportation access influences our economy, environment, clean streams and air.... | | All covered by the first entry |
| 1 | 1 | equitable outcomes throughout the community. | | |
| 1 | 1 | any population or portion | replace "portion" | |
| 1 | 2 | break into two sentences for readability. | Break the first sentence of | Revise for clarity. |
| 3 | 2 | Do these sentences agree? | Regarding the last two | |
| 5 | 1 | Looking ahead, all of the Salem CBD will be designated mixed use as a result of CFEC - acknowledge? | Last sentence about | Salem CBD is zoned Commercial, which already allows housing. Mixed use zoning has height limitations, and likely will be used in other parts of Salem. Salem is working on defining the downtown as a CFA. |
| 5 | 3 | And notably, an increase in transit service in the last two years to include weekend service. I see now that this doesn't fit the overall context, but if travel options do not include transit, let's just say "carsharing, ride sharing, and bike sharing..." | redeveloping properties to include residential on top of commercial/retail. | Revise to clarify the intent is new options. Increasing transit service was discussed on the previous page. |
| 5 | 4 | Might want to shorten sentences. Or perhaps we don't need this level of detail! | | Revise for clarity. |
| 5 | 5 | What about the Salem Climate Action plan - local discussion as well. | | Revise sentence to reference Salem CAP |
| 5 | 6 | Might want to reframe. This feels pointed at former Gov Brown, and not the pandemic. Also, schools closed temporarily and are now reopened. | | Update to reflect 2023 not late 21/early 22 |
| 7 | 2 | May want to mention the transit district shift toward multi-mobility hubs as opposed to straight up transit centers - this is part of the vision, embracing the multi-modality. | Discussion of carsharing etc. | Revise to include Cherriots mobility hub concept |
| 7 | 5 | or: Which trends will continue? | Suggested section title | Revise as suggested |

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|---|---|---|--|--|
| 7 | 6 | and lengthening? like, we are having kids over a bigger number of years? Or are people carrying babies for over 40 weeks? | | By lengthening, I meant child births are taking place over a longer span of years. Remove the words in quotes as I can't think of how to clarify this. |
| 8 | 2 | Except for Goal 9 and the investment of federal stimulus dollars and subsidies for things like semiconductors! Not sure this feels 100% accurate. | Referring to the degree of control state/local | Revise to reflect economic incentives play a role. |
| 8 | 2 | Hoping to make decisions on factors like community health as opposed to the commute patterns of car-dependent - this seems to point to the latter | | |

Chapter 2

| Page # | Paragraph | Comment | Clarification | Response |
|--------|-----------|---|-------------------------------|---|
| 1 | 3 | this was already in the intro | Listing of who is part of the | |
| 2 | 9 | replace citizens with community members - do a find all and replace, please | | Revise to public or "community members" as appropriate, page 2-2 (2x), 5-20 |
| 3 | 8 | The legacy nature of projects that get into and stay in the TIP does not make these statements feel accurate - re: planning "C's" | | All projects go through the project prioritization process at each update. |
| 10 | 6 | some strategies - the inclusions in the plan are not comprehensive and are indexed off data that is not overall useful in reaching SKATS or community priorities. | | |
| 10 | 6 | Future reports? All reports? These reports? Confuse. | | Revise to "Reports are available ..." |

Chapter 3

| Page # | Paragraph | Comment | Clarification | Response |
|--------|-----------|---|-----------------------------|---|
| 5 | 2 | should also consider safety of bike lanes, sidewalk width, well lit transportation pedestrian facilities. define frequent as 15 m headways | Goal 1 clarifying statement | We don't have data on whether a facility is 'well lit' or not. Sidewalk width may be available. |
| 8 | 1 | Need to create consistency between safety and safety - Goal 3 and project selection criteria. | | Need clarification on the comment |
| 10 | 2 | Should defer to project selection criteria definition and parameters | | Discuss with PC? |
| 12 | 2 | This is not equity | Goal 4 clarifying statement | Increasing the carrying capacity includes more frequent buses. |
| | | It is remarkable to me that this does not include transit as a mention - tranist utilization is hands down one of the greatest efficiency measures availalble | Goal 5 clarifying statement | |

| | | | | |
|----|---|--|---|--|
| 12 | 3 | this should include transit prioritization on exsiting facilities and dedicated lanes, queue jumping, If your indicator is full buses, but your objectives don't include anything that fill up buses - you are having a mismatch | Goal 5 objective: Maximize the efficient use of the existing infrastructure Goal 5 regional indicator: Average Weekday Transit | Transit prioritization and queue jumps are two strategies in the CMP that would "maximize the existing infrastructure" |
| 13 | 1 | | | |
| 16 | 5 | Why wouldn't we want to use transit ridership as an indicator? | Goal 7 regional indicators | Revise to add transit ridership and hours of service. |
| 18 | 2 | Seems like parking congestion would be a good economic sign, as well as tranportation congestion - free flow traffic at high speed would be the opposite of economically supportive. | Goal 9 clarifying statement Goal 9 Federal Performance Measures | It is a Federal Performance Measure, so the wording is obtuse. Which has been done in the outreach mailings |
| 18 | 5 | Doesn't really make sense? | | |
| 19 | 2 | Should focus on equity . oversampling communities that are currently underrepresented. | Goal 10 clarifying statement | |

Chapter 4

| Page # | Paragraph | Comment | Clarification | Response |
|--------|-----------|---|--|--|
| 2 | graph | Should there be an additional item in here for bike and pedestrian facilities? | | Most bike/ped facilities are co-located with the streets listed. |
| 6 | 4 | Double check. | Current transit ridership v 2019 | Revise to include the dates for comparison |
| 14 | 4 | should we specify that this is "vehicle collisions - only" | Discussion on ODOT provided crash data | Add footnote to clarify that crashes include veh-veh, veh-bike, veh-ped. Vehicles include motorcycles. |
| 15 | 1 | We should include detail on whether or not higher speed roads have a higher number of crashes and fatalities as well. Assume they do. | | Check if data is available |
| 15 | table 4-3 | Serious EJ issue! | RE: Number of crashes in east Salem | Further analysis could be from the MTSAP |
| 18 | map | Can we add this map at a higher resolution so it can be viewed at an enlarged scale and understood? Very grainy and pixelated. | | To be addressed in the final version |

| | | | | |
|----|-------|--|---|---|
| 19 | 1 | Can we note that something like dedicated bus lanes and transit prioritization in general can be part of a Transportation System Management program, but are not currently included in our plan? | Discussion of transportation system management | Add pointer to the CMP for more TSM/TDM options. |
| 20 | 2 | Transit service REQUIRES the support of a network of continuous and comprehensive sidewalks to be successful. | Discussion on supportive infrastructure for transit | Revise as requested |
| 20 | 3 | Bicycle facilities, like pedestrian infrastructure availability, is an EJ issue. People without access to a vehicle, or with limited vehicle access should be recognized and supported by future development of this system. Need to use census data and access/limited access used to call out where and how the current system is deficient. | | Gaps in the bicycle network are noted in Chapter 5. Further analysis can be added to future updates to the MTP. |
| 23 | 1 | Wow - our pedestrian system plan is almost 30 years old? When do we update this? Can we specify? | | Revise "Initially ...". Add new sentence that it has been updated over time |
| 23 | 1 | This section needs to recognize the disproportionate impact that lack of pedestrian facilities has on people who do not have access to a vehicle. It should also call out which areas of the five are most impacted by lack of pedestrian facilities. Finally, it would be great if we could correlate pedestrian deaths to sidewalk availability. | | Revise to include discussion on percent of zero veh HHs in SKATS, need for sidewalks for their daily travel, etc. |
| 25 | 1 | I think it would be useful to call out what makes transit successful in this section: safe and accessible stops, high frequency, reliable travel times, seven day a week service, extended service hours. Without investments that support those success measures, we cannot expect that transit will be a good option for people and we will continue to see increases in congestion and travel time as people continue to rely on SOV. | | Revise to include suggested discussion |
| 27 | graph | 2020 was the worst | Graph for ridership in April | |
| 29 | 1 | Might want to add that Cherriots LIFT is only available within the Salem Keizer UGB - since every map has that. It's not the entire SKATS service area. | | Revise to include suggestion, and hours of service limitations. |
| 29 | 2 | A what? A shirt? A shift? | | Correct to read "Shift" |
| 33 | 2 | We could help decrease flood events that impact our roads by de-channelizing the streams and creeks! If we heal our water systems, nature won't be so harsh on us! :) | | Salem has a number of projects (some included in the MTP) to reduce stormwater impacts by addressing streams. |
| 33 | 2 | Can we also talk about what regions of the planning area are most impacted by flooding? Again, I think this may be an EJ issue. | | Flood areas are shown in map R-1. |
| 36 | 1 | should add mention of the addition of the Peter Courtney bridge, and how much pedestrian traffic it attracts! | | The bridge is mentioned on page 4-37, the ped/bike counters died in 2022. |

| | | | |
|----|-----------|---|---|
| 36 | 1 | Worth noting that pedestrian crossings are available at many, but not all intersections, and what percent of the walk signals are automatic (versus by request). Should also note speed limits on roads downtown, and that several are one way, including the Commercial Liberty couplet, and what number of lanes are available for vehicle travel on those facilities. - maybe reference to the widest (most lanes) section. | |
| 37 | 2 | is, not are | Revise as corrected. Also adding date to the statement. |
| 37 | 3 | should say if the parkades are also free parking. | This is addressed further in the paragraph. |
| 40 | map | two requests: can we indicate location of parkades on these maps and would it be possible to use a GIS layer to show everything that is a parking lot? | Three parkades are free. |
| 40 | map | RU kidding? Is this REALLY in our BIKE system?? Never in a million years would I try to ride my bike on one of those swirly ramps. | Parkades are available, I don't think there is a parking lots layer. |
| 42 | map | We need two kinds of signalized - those that change automatically, and those that require peds to use the "beg button". | |
| 44 | 2 | Add that transit service provision is challenging in some (many?) areas of West Salem due to past infrastructure investments - lack of sidewalks and narrow, winding roads. - assume this was part of the post 1950's build out. This adds to bridge congestion, difficulty to serve with current transit models. Reliance of west salem residents on SOV as a result. another transit success limiter to call out is the disconnected grid. that should actually be a call out throughout the document - so people understand the challenges, but also what is necessary to fix (ped and bike routes that offer greater connectivity!) | That data is not available. Most signals within downtown Salem automatically provide a walk signal. Outside it typically requires the user to press a button. |
| 44 | 4 | How many people have to die to become a safety corridor again? Is 11 dead people in four years a good number?? I think we could add this statistic (how ODOT determines a safety corridor = number of dead people) if available. | Revise to include it is difficult to provide service due to topography, built environment, and the roads. |
| 45 | table 4-8 | I don't know what these units are, nor what SB-EB-NB-WB mean - can we unpack? looking at the footnote below - can we just give these in minutes? instead of this decimal representation? | https://www.oregon.gov/ODOT/Safety/Pages/Roadway.aspx |
| | | | Revise the footnote to explain EB/WB/SB/NB. The existing footnote discusses how to interpret the Travel Time Index |

| 57 | 2 | Mention dangerous pedestrian conditions related to the multiple curb cuts that intersect the sidewalks in this area. | Discussion of Lancaster Dr | Revise to discuss curb cuts and that Marion County is rebuilding portions to current standards. Revise to include "As shown in Map 8-x, these roads are within an identified Environmental Justice area." |
|-----------|-----------|--|----------------------------|---|
| 57 | 4 | Census demographics might indicate that this is an EJ area. Worth noting if so. | | |
| Chapter 5 | | no comments | | |
| Chapter 6 | | no comments | | |
| Chapter 7 | | no comments | | |
| Chapter 8 | | | | |
| Page # | Paragraph | Comment | Clarification | Response |
| 1 | 2 | include health impacts in negative impacts | | health could be included in both categories |
| 2 | 4 | may temporarily reduce congestion | | Revise as suggested |
| 2 | 4 | and encourage faster driving speeds, leading to an increase of serious crash related injuries | | Revise to read "Finally, widening the road could disturb cultural resources, encourage faster driving speeds, increase the time for pedestrians to cross the street, and impact the people and businesses in the area in harmful ways (e.g., noise, air pollution). |
| 11 | 1 | This EJ analysis is a little underwhelming - I think there needs to be more ownership recognition of past harm, the role transportation planning and investment has played, acknowledgment of the racist history of planning, acknowledgment of the higher crash and fatality rates in EJ communities, acknowledgment of negative health impacts, cost of living related to transportation in areas that are not adequately provided with sidewalks for transit service, and admission that the definition of EJ that we are using is indexed on the federal poverty level, not an accounting of "low income" areas. | | |

| | | | |
|----|-----|--|---|
| 11 | 2 | low income and poverty level are not the same thing - noticing a disconnect with the below characteristics. | Granted. Federal EJ is for Low-income populations. We'll add info on the income level used for the analysis. Also will be clarified in Appendix E |
| 11 | 4 | Say what this is in \$\$ | Revise to add poverty level used in EJ analysis |
| 14 | Map | Not low income - in poverty | Align map title with analysis |
| 16 | 1 | Wow. This is so sad! Really shows prioritization of the status quo and a furthering of inequitable planning outcomes. | Revise to add "...currently x % pop lives in EJ areas..." for more context |
| 18 | 2 | I don't think the existing strategies minimize impacts to EJ communities, and don't think we should say that we should continue to support them. | |

Chapter 9

| Page # | Paragraph | Comment | Clarification | Response |
|--------|-----------|--|---------------|--|
| 2 | 2 | it was a "historically diverse rulemaking advisory committee" - not a working group | RE: CFEC | Revise to reflect |
| 2 | 2 | I don't think this is all CFEC metro areas - just Salem, Keizer, and Eugene (in addition to Metro, which is already required.) | | Revise to add "... (only for the three largest metropolita areas)..." |
| 4 | 2 | Tolling has also been shown as effective in reducing SOV and trips. Encourages use of public transportation. | | |
| 4 | 4 | Need to mention the shift in project selection criteria related to safety. | | Discussed in Appendix C. |
| 4 | 4 | Need to mention the possible significant undercount here - as I recall, there is no requirement and indeed no mechanism for cyclists and pedestrians to report injury or accidents that are not reported by drivers (and police?). This includes under-reporting related to uninsured drivers, which has income and equity implications. | | Revise to clarify where the reports come from and what is not included. |
| 7 | 3 | Mention proximity to Keizer Transit Center. | | Revise to include possible stop at KTC and need for a new Salem stop if using P&W line. |
| 8 | 4 | Primarily related to decreases in service related to lack of funding. | | |
| 13 | 2 | What is this word? | Backage | Backage roads are those behind the developed land, not adjacent to the primary road as frontage roads are. |

| | | | |
|----|---|--|---|
| 13 | 4 | crashes AND fatalities, it seems, based on the map | Fatalities are high, but not the highest. Portland Road has 9 v 8? Need to confirm via GIS |
| 14 | 1 | Sidewalks on Lancaster are not safe, due to the number of curb cuts for strip mall and business entrances. | Clarify to state that work remains to improve the safety for all users along Lancaster. |

Appendix P – Performance Report

This Appendix provides an overview of the federal performance measures, a summary of the past targets and the results for the 2018 – 2022 reporting period, and the targets for the 2022 – 2026 reporting period.

Introduced in 2012 with the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) Act and continued in subsequent federal surface transportation legislation (Fixing America’s Surface Transportation [2015] and the Infrastructure Investment and Jobs Act of 2021) is a move to using a performance-based approach to planning and programming. Performance management and performance-based planning and programming increases the accountability and transparency of the federal-aid program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals. This process helps to ensure the most efficient and effective investment of federal transportation funds.

The federal rules established a set of national performance measures to track the progress made at state department of transportation (DOTs), mass transit districts, and metropolitan planning organizations (MPOs) as they plan and program their investments in regional and state transportation systems¹. These measures are meant to relate the investments made with the national goals that were identified by the U.S. Congress in MAP-21². The federal rulemaking process for these performance measures was completed in 2018. SKATS has worked closely with the Oregon Department of Transportation (ODOT) and the Salem Area Mass Transit District (SAMTD) to incorporate these federal performance measures into state and regional transportation planning and provide useful performance barometers of the regional transportation system.

As required by federal transportation planning regulations (23 CFR 450.324 (f) (3)), the Metropolitan Transportation Plan (MTP) needs to include “a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d).” This requirement is satisfied by this appendix and the discussion presented in **Chapter 3 (Goals)** that provides the linkage between the Goals of the MTP and the federally required performance measures³. The requirement to include “a system performance report ... evaluating the condition and performance of the transportation system with respect to the performance targets ...” (23 CFR 450.324 (f) (4)) is met by the discussion in the “The Performance Measures and Results for the 2018 – 2022 Reporting Period” section starting on page P-8.

¹ See 23 CFR 450.306 (d), 23 CFR 490, 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d).

² See the discussion in Chapters 2 and 3.

³ Appendix J provides a crosswalk between the national goals and the goals of the MTP.

In this appendix is an overview of the choices for setting targets, the targets set or accepted by SKATS for the 2022-2026 reporting period, the results from the 2018-2022 reporting period, and more discussion on each of the performance measures.

Target Setting Choices

For most of the federal performance measures, two options are available for setting targets⁴. Either SKATS can “agree to plan and program projects” to support the target(s) set by ODOT or SAMTD; or SKATS can commit to a quantifiable target that is specific to the metropolitan planning area.

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 MTP and TIP programs or projects that will contribute toward meeting the target for each performance measure.
- Include in the 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 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 MTP update.

⁴ The exceptions are the Annual Peak Hour Excessive Delay per capita and the Percent of Non-Single Occupant Travel performance measures. SKATS-specific targets are required as a state-wide value does not make sense.

Targets for the Performance Measures

The federal performance measures are listed in **Table P-1**, along with the frequency of updating. For most of the performance measures the targets are set every four years (2022-2026, 2026-2030 ...), while the road safety, transit safety, and transit state of good repair performance measures are set yearly for the upcoming year. For this reporting period (2022-2026), two additional performance measures apply to MPOs with a population between 200,000 and one million that are either non-attainment or a maintenance area for air quality.

For this update to the MTP, the SKATS Policy Committee has chosen to support the following targets set by ODOT for:

- Road Safety
- Bridge
- Pavement
- System Performance (Travel Time Reliability, Freight Movement, and Total Emissions Reductions for all CMAQ funded projects)

And the targets set by the SAMTD for:

- Transit State of Good Repair
- Transit Safety

In consultation with ODOT, targets specific to SKATS have been set for⁵:

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

In July 2022, the FHWA published a proposed rule for a performance measure on the tailpipe emissions of carbon dioxide on the National Highway System. This measure will be considered after the final rule is published in 2023.

Shown in **Tables P-2 to P-5** are the targets set for each of the performance measures for the 2022-2026 reporting period.

⁵ This was at the August 23, 2023 SKATS Policy Committee meeting.

Table P-1: Federally Required Performance Measures

| Performance Measure | Target Due | |
|---|------------------------------------|--------------------------------|
| | ODOT | SKATS |
| Roadway Safety | | |
| <ul style="list-style-type: none"> - Serious injuries per vehicle mile travelled - Fatalities per vehicle mile travelled - Number of serious injured - Number of fatalities - Number of fatalities and serious injuries for non-motorized users | Targets updated every year | 180 days after ODOT submittal |
| Pavement and Bridge Condition | | |
| Pavement <ul style="list-style-type: none"> - Percentage of pavements of the Interstate System in Good condition - Percentage of pavements of the Interstate System in Poor condition - Percentage of pavements of the non-Interstate NHS in Good condition - Percentage of pavements of the non-Interstate NHS in Poor condition NHS Bridge <ul style="list-style-type: none"> - Percentage of NHS Bridges Classified as in Good condition - Percentage of NHS Bridges Classified as in Poor condition | October 1, 2022 (four- year cycle) | 180 days after ODOT submittal |
| Performance of the National Highway System⁶ | | |
| Travel Time Reliability <ul style="list-style-type: none"> - Percent of the Person-Miles traveled on the Interstate System that are reliable - Percent of the Person-Miles traveled on the non-Interstate NHS that are reliable Freight Movement <ul style="list-style-type: none"> - Truck Travel Time Reliability Index Congestion and Air Quality Improvement Program (CMAQ) <ul style="list-style-type: none"> - Total Emissions Reduction for all CMAQ funded projects - Annual Hours of Peak Hour Excessive Delay Per Capita (new for 2022) - Percent of Non-SOV Travel (new for 2022) | October 1, 2022 (four-year cycle) | 180 days after ODOT submittal |
| Transit Asset Management (TAM – State of Good Repair) | | |
| <ul style="list-style-type: none"> - Percent of revenue vehicles (by type) that exceed the useful life benchmark (ULB) - Percent of non-revenue service vehicles (by type) that exceed ULB - Percent of facilities (by type) that are rated less than 3 on the TERM scale - Percent of track segments that have performance restrictions | Targets updated every year | 180 days after SAMTD submittal |
| Transit Safety | | |
| <ul style="list-style-type: none"> - Total number of reportable fatalities and rate per total unlinked passenger trips by mode - Total number of reportable injuries and rate per total unlinked passenger trips by mode - Total number of reportable events and rate per total vehicle miles by mode | Yearly by July 20 | 180 days after SAMTD submittal |

⁶ While a performance measure for Greenhouse Gases was included in the original legislation, and FHWA developed rules for the implementation, they were revoked in 2017. In July 2022 FHWA released new Proposed Rules for a Greenhouse Gas related measure. This table will be revised after the proposed rule is finalized.

Summary of the Performance Measures Targets for 2022 – 2026 Reporting Period

Table P-2: Road Safety Targets from the Oregon Traffic Safety Action Plan (2021 TSAP ES.3 p.9, ODOT)

| Report Year | Base Period | Fatalities | Fatality Rate (per 100 million VMT) | Serious Injury | Serious Injury Rate (per 100 million VMT) | Non-motorized Fatalities and Serious Injuries |
|--------------------|-------------|------------|-------------------------------------|----------------|---|---|
| 2021 Base | 2014-2018 | 448 | 1.48 | 1,739 | 5.03 | 257 |
| 2022 Target | 2015-2019 | 444 | 1.46 | 1,722 | 4.98 | 254 |

Table P-3: Road Safety Targets for 2023 (ODOT discussion with MPOs, 2022)

| Report Year | Base Period | Fatalities | Fatality Rate (per 100 million VMT) | Serious Injury | Serious Injury Rate (per 100 million VMT) | Non-motorized Fatalities and Serious Injuries |
|--------------------|-------------|------------|-------------------------------------|----------------|---|---|
| Baseline | 2016-2020 | 488.0 | 1.37 | 1783 | 4.99 | 259 |
| 2023 Target | 2016-2020 | 488.0 | 1.37 | 1783 | 4.99 | 259 |

Table P-4: Targets for Pavement and Bridge Measures 2022-2026, ODOT

| Performance Measure | Base Line 2022 | Two-year target 2024 | Four-year target 2026 |
|--|----------------|----------------------|-----------------------|
| Percentage of Pavements of the Interstate System in Good Condition | 57.7%* | 50.0% | 50.0% |
| Percentage of Pavements of the Interstate System in Poor Condition | 0.2%* | 0.5% | 0.5% |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition | 33.5% | 30.0% | 30.0% |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition | 2.9% | 5.0% | 5.0% |
| Percentage of NHS Bridges Classified as in Good Condition | 13.5% | 11.4% | 10.0% |
| Percentage of NHS Bridges Classified as in Poor Condition | 1.8% | 2.4% | 3.0% |
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable | 78% | 78% | 78% |

Table P-5: Targets for System Performance Measures 2022-2026, ODOT

| Performance Measure | Base Line 2022 | Two-year target 2024 | Four-year target 2026 |
|--|----------------|----------------------|-----------------------|
| Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable | 78% | 78% | 78% |
| Truck Travel Time Reliability (TTTR) Index | 1.45 | 1.45 | 1.45 |
| Annual Hours of Peak Hour Excessive Delay Per Capita (PHED) [SKATS only] | 7.0 hrs | 7.0 hrs | 7.0 hrs |
| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel [SKATS only] | 24.0% | 23.2% | 22.7% |
| Total Emission Reductions: CO | 92.25 | 46.13 | 92.25 |

Table P-6: Targets for Transit Safety (2022 and 2023), SAMTD

| Mode of Transit Service | Fatalities ⁷ | Injuries | Safety Events ⁸ | System Reliability ⁹ |
|-------------------------|-------------------------|----------|----------------------------|---------------------------------|
| Fixed Route Bus | 0 | 3 | 1.0 / 100,000 | 9,000 miles |
| Demand Response | 0 | 2 | 1.0 / 100,000 | 3,000 miles |

⁷ For fatalities and injuries, the targets are for total number of reportable events

⁸ Rate per total vehicle revenue miles

⁹ Mean distance between major mechanical failures

Table P-7: Transit State of Good Repair Targets (Source: SAMTD)

| # | Reporting Category | Asset Inventory | Detail | Type | TAM Targets |
|---|-------------------------|---|------------------------------------|---|---------------------------------------|
| 1 | Rolling Stock/ Urban | Fixed Route Bus (BU) | 35 ft. | Diesel | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Fixed Route Bus (BU) | 40 ft. | Diesel | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Fixed Route Bus (BU) | 35 ft. | CNG | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Fixed Route Bus (BU) | 40 ft. | CNG | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Rural | Fixed Route Bus (BU) | 32 ft. | Diesel/hybrid | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Rural | Fixed Route Bus (BU) | 33 ft. | Diesel | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Paratransit Service (CU) | 22-24 ft. | Gas | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Paratransit Service (VN) | 15 ft. | Gas | No more than 10% above CPC ULB |
| | | | | | |
| 2 | Equipment | Non-Revenue Service Vehicle | Utility Non- Revenue Service | Maintenance Pickups | No more than 10% above CPC ULB |
| 2 | Equipment | Non-Revenue Service Vehicle | Staff Non- Revenue Vehicles | Supervisor vehicles and pool cars | No more than 10% above CPC ULB |
| | | | | | |
| 3 | Facilities | DW Maintenance Operations Facilities | All systems and components | SAMTD- Owned Facilities | 100% at 3.0 or above on TERM scale |
| 3 | Facilities | DW Operations Facilities | All systems and components | SAMTD- Owned Facilities | 100% at 3.0 or above on TERM scale |
| 3 | Facilities | Keizer Transit Center/ Layover | All systems and components | SAMTD- Owned Facilities | 100% at 3.0 or above on TERM scale |
| 3 | Facilities | Downtown Transit Center/ Layover | All systems and components | SAMTD- Owned Facilities | 100% at 3.0 or above on TERM scale |

The Performance Measures and Results for the 2018 – 2022 Reporting Period

Performance measures cover both roadway and transit usage. A summary of each of the measures is provided below. Data for the measures is collected by ODOT and SAMTD. Calculations for target setting and evaluation follow the procedures specified in the federal regulations¹⁰. Shown for each performance measure are the results from the most recent performance reporting period. For the performance measures with yearly reporting, multiple years will be shown if the data is available.

¹⁰ For links to all the regulations, see: <https://www.fhwa.dot.gov/tpm/about/statutes.cfm#national>

Roadway-related Safety

The five roadway-related safety performance measures cover all the roads in the state, and due to the variability of crashes year-to-year, the targets are for a five-year rolling average. These measures are:

- 1) The number of fatalities
- 2) The rate of fatalities per 100 million vehicle miles traveled
- 3) The number of serious injuries
- 4) The rate of serious injuries per 100 million vehicle miles traveled
- 5) The number of non-motorized fatalities and non-motorized serious injuries

Many of the projects included in the MTP and the Transportation Improvement Program (TIP) have a component to address safety for one or more of the users of the facility (e.g., drivers, bikers, walkers, transit users). Additional programs, such as Safe Routes to Schools and Cherriots Transportation Options, include funding for outreach to educate and inform people of the risks in traveling and safe options. Finally, a *Metropolitan Transportation Safety Action Plan* is being developed to provide a framework for identifying corridors and potential projects and/or programs to increase the safety for all users of the transportation system within SKATS¹¹.

Targets are set each year taking into consideration values for a baseline of the most recent five-year period with data available.

Table P-8: Oregon 2018 Safety Performance Target Assessment (FHWA)¹²

| Measure | 2014-2018 Target | 2014-2018 Actual | 2012-2016 Baseline | Met Target? | Better than Baseline? | Met or made significant progress? |
|---|------------------|------------------|--------------------|-------------|-----------------------|-----------------------------------|
| Number of Fatalities | 350.0 | 449.2 | 390.2 | No | No | No |
| Rate of Fatalities | 0.890 | 1.238 | 1.116 | No | No | No |
| Number of Serious Injuries | 1,461.0 | 1,736.8 | 1,655.8 | No | No | No |
| Rate of Serious Injuries | 4.300 | 4.796 | 4.742 | No | No | No |
| Number of Non-Motorized Fatalities and Serious Injuries | 229.0 | 257.6 | 252.8 | No | No | No |

¹¹ Development of the MTSAP is currently on-going, with adoption in late 2023.

¹² From: <https://www.fhwa.dot.gov/tpm/reporting/state/state.cfm?state=Oregon>

Table P-9: Oregon 2019 Safety Performance Target Assessment (FHWA)

| Measure | 2015-2019 Target | 2015-2019 Actual | 2013-2017 Baseline | Met Target? | Better than Baseline? | Met or made significant progress? |
|---|------------------|------------------|--------------------|-------------|-----------------------|-----------------------------------|
| Number of Fatalities | 343.0 | 474.8 | 410.6 | No | No | No |
| Rate of Fatalities | 0.830 | 1.304 | 1.150 | No | No | No |
| Number of Serious Injuries | 1,432.0 | 1,785.4 | 1,685.0 | No | No | No |
| Rate of Serious Injuries | 4.24 | 4.902 | 4.726 | No | No | No |
| Number of Non-Motorized Fatalities and Serious Injuries | 225.0 | 251.6 | 252.0 | No | Yes | No |

Table P-10: Oregon 2020 Safety Performance Target Assessment (FHWA)

| Measure | 2016-2020 Target | 2016-2020 Actual | 2014-2018 Baseline | Met Target? | Better than Baseline? | Met or made significant progress? |
|---|------------------|------------------|--------------------|-------------|-----------------------|-----------------------------------|
| Number of Fatalities | 328.0 | 488 | 448.4 | No | No | No |
| Rate of Fatalities | 0.780 | 1.372 | 1.236 | No | No | No |
| Number of Serious Injuries | 1,368.0 | 1,774.0 | 1,739.0 | No | No | No |
| Rate of Serious Injuries | 4.06 | 4.97 | 4.802 | No | No | No |
| Number of Non-Motorized Fatalities and Serious Injuries | 215.0 | 257.8 | 257.8 | No | No | No |

Pavement and Bridge Condition

There are four performance measures for tracking the condition of the pavement on the Interstate and non-Interstate National Highway System (NHS)¹³.

- 1) Percent of Pavement on the Interstate rated “Good”
- 2) Percent of Pavement on the Interstate rated “Poor”
- 3) Percent of Pavement on the non-Interstate NHS rated “Good”
- 4) Percent of Pavement on the non-Interstate NHS rated “Poor”

There are two performance measures for the deck condition of NHS bridges.

- 1) Percent of bridge decks on the NHS rated “Good”
- 2) Percent of bridge decks on the NHS rated “Poor”

The targets for the six performance measures are set every four years, for the mid-point (two years) and end-point (four years) of the performance reporting period. Targets may be adjusted at the mid-point review.

Most of the work in the maintenance and preservation of the roads and bridges is focused on ensuring that the majority of the pavement or bridge deck is at the ‘fair’ condition. Once a facility is rated ‘poor’ it is usually only by reconstruction that the rating can be improved. SKATS has, and will in the future, funded projects that involve the reconstruction of a road or bridge, but funding for yearly maintenance or preservation work has typically not been funded.

¹³ The NHS is composed of the Interstates and Principal Arterials.

Table P-11: Pavement and Bridge Results (ODOT)

| Performance Measure | Base Line 2018 | Two-Year Condition 2020 | Two-Year Target 2020 | Four-Year Target 2022 | Actual 2022 | Met Target? |
|--|----------------|-------------------------|----------------------|-----------------------|-------------|-------------|
| Percentage of Pavements of the Interstate System in Good Condition ¹⁴ | | 64.4% | | 35.0% | 57.7%* | Y |
| Percentage of Pavements of the Interstate System in Poor Condition | | 0.2% | | 0.5% | 0.2%* | Y |
| Percentage of Pavements of the Non-Interstate NHS in Good Condition | 63.9% | 65.9% | 50.0% | 50.0% | 33.5% | N? |
| Percentage of Pavements of the Non-Interstate NHS in Poor Condition | 6.6% | 6.6% | 10.0% | 10.0% | 2.9% | Y |
| Percentage of NHS Bridges Classified as in Good Condition | 12.4% | 13.2% | 11.4% | 10.0% | 13.5% | Y |
| Percentage of NHS Bridges Classified as in Poor Condition | 1.9% | 1.9% | 2.4% | 3.0% | 1.8% | Y |

¹⁴ Note the factors used in second performance period have increased, thus the ratings between the first and second performance period are not directly comparable. Also, there was no requirement for a two-year target in the first performance period.

Performance of the National Highway System (NHS)

There are six performance measures evaluating the system performance of the NHS (which includes the Interstate system) that apply to SKATS for the second performance reporting period onward (2022 through 2025)¹⁵. Each of these performance measures will be evaluated every four years, and new targets set reflecting the trends of what has happened, and the projects programmed to take place during the reporting period. Targets may be adjusted at the mid-point of the performance reporting period.

The six performance measures are:

- 1) Percentage of person-miles traveled on the Interstate that are reliable
- 2) Percentage of person-miles traveled on the non-Interstate NHS that are reliable
- 3) Truck travel time reliability on the Interstate
- 4) The total emission reductions from Congestion and Air Quality Program (CMAQ) funded programs and projects for Carbon Monoxide
- 5) The annual hours of peak hour excessive delay per capita (new for 2022), and
- 6) Percent of non-single occupancy vehicle (SOV) travel (new for 2022).

Travel time reliability is a measure of the recurrence of congestion along I-5 and the principal arterials in the area that comprise the NHS. Higher reliability means less delays to people and goods.

The emissions reductions from CMAQ funded projects is simply calculated from the projects that are included in the latest TIP that use CMAQ funds. Projects from the MPOs are aggregated for the statewide target.

Peak hour excessive delay is another measure of congestion and may be correlated with the reliability measures. Percent of non-SOV travel provides a glimpse at how well other modes, include carpooling, are used for traveling to work. These two measures did not apply to SKATS for the 2018-2022 performance reporting period.

¹⁵ Proposed rules for a performance measure on tailpipe greenhouse gases is being developed by the Federal Highway Administration, but as of this writing, the final rule has not been published.

Table P-12: System Performance Results 2018-2022 (ODOT)

| Performance Measure | Base Line 2018 | Two-Year Condition 2020 | Two-Year Target 2020 | Four-Year Target 2022 | Actual 2022 | Met Target? |
|--|----------------|-------------------------|----------------------|-----------------------|-------------|-------------|
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable | 80.9% | 83.8% | 78.0% | 78.0% | 78% | Y |
| Percent of the Person-Miles Traveled on the non-Interstate NHS that are Reliable | | 87.9% | | 78.0% | 78% | Y |
| Truck Travel Time Reliability (TTTR) Index | 1.39 | 1.37 | 1.45 | 1.45 | 1.45 | Y |
| Total Emission Reductions: CO | 3618.44 | 95.83 | 584 | 1167 | 92.25 | N |

Transit Safety

The transit safety performance measures are for the two types of services offered by SAMTD:

- 1) Fixed Route Bus
- 2) Demand Response

The performance measures are:

- 1) Fatalities, number of reportable events
- 2) Injuries, number of reportable events
- 3) Number of Safety Events (rate per total vehicle revenue miles)
- 4) System Reliability (mean distance between major mechanical failures)

As part of these rules SAMTD developed a Public Transportation Agency Safety Plan (PTASP) and set targets for the performance measures. The PTASP is updated periodically, with the latest is scheduled for fall/winter 2022. Results for 2021 and 2022 are shown in **Tables P-13** and **P-14**.

Table P-13: Transit Safety Results for 2021 (SAMTD)

| Mode of Transit Service | Fatalities | Injuries | Safety Events | System Reliability |
|-------------------------|------------|----------|---------------|--------------------|
| Fixed Route Bus | 0 | 9 | 0.37 | - |
| Demand Response | 0 | 2 | 0 | - |

Table P-14: Transit Safety Results for 2022 (SAMTD)

| Mode of Transit Service | Fatalities | Injuries | Safety Events | System Reliability |
|-------------------------|------------|----------|---------------|--------------------|
| Fixed Route Bus | 0 | 13 | 0.21 | 15,000 |
| Demand Response | 0 | 0 | 0.2 | 9,000 |

Transit Asset Management

The Federal Transit Administration (FTA) developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The FTA Final Rule for Transit Asset Management (49 USC 625) established four performance measures for transit districts.

- 1) Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- 2) Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- 3) Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- 4) Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile¹⁶.

Targets are set and submitted each fiscal year. There is no penalty for missing a target and there is no reward for attaining a target. In addition, SAMTD has developed a Transit Asset Management (TAM) plan as required by required by federal regulations. Updates to the TAM plan are anticipated every three years to ensure the latest information is available for decision making on rolling stock and facilities.

¹⁶ SAMTD does not operate a track system; therefore, this measure does not apply.

Table P-15: SAMTD Yearly State of Good Repair Performance Targets for 2022

| SAMTD TAM Yearly Performance 2022 | | | | | | | |
|-----------------------------------|-------------------------|--------------------------------------|-----------------------------|-----------------------------------|------------------|------------------|------------------------------------|
| # | Reporting Category | Asset Inventory | Detail | Type | 2020 Performance | 2021 Performance | TAM Targets |
| 1 | Rolling Stock/ Urban | Fixed Route Bus (BU) | 35 ft. | Diesel | 0% | 0% | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Fixed Route Bus (BU) | 40 ft. | Diesel | 0% | 0% | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Fixed Route Bus (BU) | 35 ft. | CNG | 0% | 0% | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Fixed Route Bus (BU) | 40 ft. | CNG | 20% | 26% | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Rural | Fixed Route Bus (BU) | 32 ft. | Diesel/hybrid | 0% | 33% | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Rural | Fixed Route Bus (BU) | 33 ft. | Diesel | 16% | 33% | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Paratransit Service (CU) | 22-24 ft. | Gas | 51% | 66% | No more than 10% above CPC ULB |
| 1 | Rolling Stock/ Urban | Paratransit Service (VN) | 15 ft. | Gas | 20% | 42% | No more than 10% above CPC ULB |
| | | | | | | | |
| 2 | Equipment | Non-Revenue Service Vehicle | Utility Non-Revenue Service | Maintenance Pickups | 28% | 100% | No more than 10% above CPC ULB |
| 2 | Equipment | Non-Revenue Service Vehicle | Staff Non-Revenue Vehicles | Supervisor vehicles and pool cars | 25% | 100% | No more than 10% above CPC ULB |
| | | | | | | | |
| 3 | Facilities | DW Maintenance Operations Facilities | All systems and components | SAMTD-Owned Facilities | 100% | 100% | 100% at 3.0 or above on TERM scale |
| 3 | Facilities | DW Operations Facilities | All systems and components | SAMTD-Owned Facilities | 100% | 100% | 100% at 3.0 or above on TERM scale |
| 3 | Facilities | Keizer Transit Center/ Layover | All systems and components | SAMTD-Owned Facilities | 100% | 100% | 100% at 3.0 or above on TERM scale |
| 3 | Facilities | Downtown Transit Center/ Layover | All systems and components | SAMTD-Owned Facilities | 100% | 100% | 100% at 3.0 or above on TERM scale |

Appendix R – Resiliency of the Regional System

Resiliency is called out in the federal transportation planning regulations (23 CFR 450.300 et seq) as one of the factors to be considered in the planning process undertaken by Metropolitan Planning Organizations (MPOs), specifically to “Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation” (23 CFR 450.306 (b) (9)). And with the passage of the Infrastructure Investment and Jobs Act of 2021, additional focus has been put on the resiliency of the nation’s transportation system with new funding programs identified.

Beyond the federal requirement, working to improve the resiliency of the regional system ties into several of the Goals of this Plan, including Goal 1 Accessibility and Mobility, Goal 3 Safety and Security, and Goal 9 Vibrant Regional Economy. As the transportation system provides the conduits for the movement of people and goods, disruptions can impact the local economy and cut off people from needed services and connections. Long-term disruptions may influence residents and businesses to move to another location, or out of the area.

Action on increasing the resiliency of the transportation system includes efforts outside the influence of SKATS, such as the watershed master plans for Salem that identify ways of reducing, or slowing, the amount of stormwater that is in the waterways within the region after a storm. This can help prevent flooding of downstream areas.

Presented in this appendix is a brief introduction to resiliency in the context of transportation, the type of events that could disrupt travel within Salem-Keizer, and a discussion on implementing a more resilient transportation system. The discussion will be at a high-level, with the specifics of the proposed projects left to the descriptions in **Chapter 7** (Proposed System) and **Appendix I** (Illustrative Projects).

Brief Introduction to Resiliency

Resilience “means the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions¹.” The amount of time it takes a system to recover from a shock (e.g., an earthquake) to the same level of service before the shock is a measure of its resiliency. One way of visualizing the resiliency of a system, is the ‘resilience triangle’ (**Figure R-1**)².

¹ From U.S. DOT’s Climate Action Plan (2021), quoting the U.S. Global Change Research Program’s Fourth National Climate Assessment and CEQ Instructions for Preparing Draft climate Action Plans under Executive Order 14008.

² See *The Oregon Resilience Plan*, 2013 for more information, available at: <https://www.oregon.gov/gov/policies/Pages/oregon-resiliency-reports.aspx>.

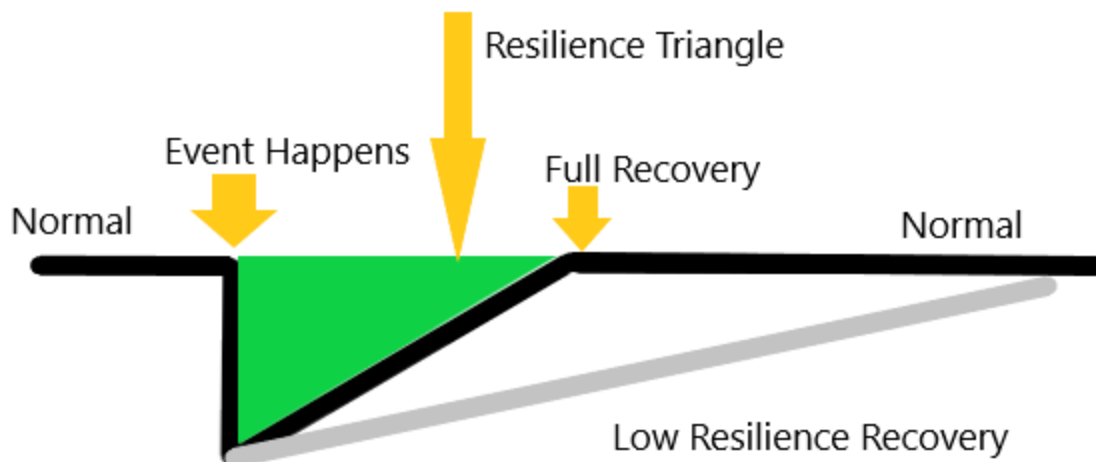


Figure R-1: Resilience Triangle (after Wang, Bartlett, and Miles (2012) in *The Oregon Resilience Plan, 2013*) (Time is on the x-axis)

The shock can be characterized by the predictability of the event, the timing (whether it occurs abruptly, rapidly or is planned/predictable), the impact (severe, high, and low), and the duration of the resulting disruption (minutes to months, possibly years). The shocks can also be defined as man-made (a crash, an act of terrorism, etc.) or natural events (storms, earthquakes, etc.). Some of the shocks that could affect the operation of the regional transportation system are shown in **Table R-1**. The list is presented in estimated order of the likelihood of the event taking place.

Table R-1: Possible Shocks Affecting Operation of the Transportation System

| Event Type | Predictable? | Timing | Impact | Duration |
|-------------------------------|----------------|---------|--------------|-----------------|
| Maintenance Project | Y | Planned | Low – High | Hours – Weeks |
| Traffic Incident/Crash | N | Abrupt | Low – High | Minutes - Hours |
| Cyberattack | N | Abrupt | Low – Severe | Varies |
| Flooding | Y – short term | Rapid | Low – High | Hours – Weeks |
| Extreme Heat | Y – short term | Rapid | Low – High | Days – Weeks |
| Snow/Ice | Y – short term | Rapid | Low - High | Hours – Weeks |
| Landslide/Mudslide | N | Abrupt | Low – Severe | Hours – Weeks |
| Earthquake | N | Abrupt | Low - Severe | Varies |
| Volcanic Event | N | Abrupt | Low – Severe | Varies |

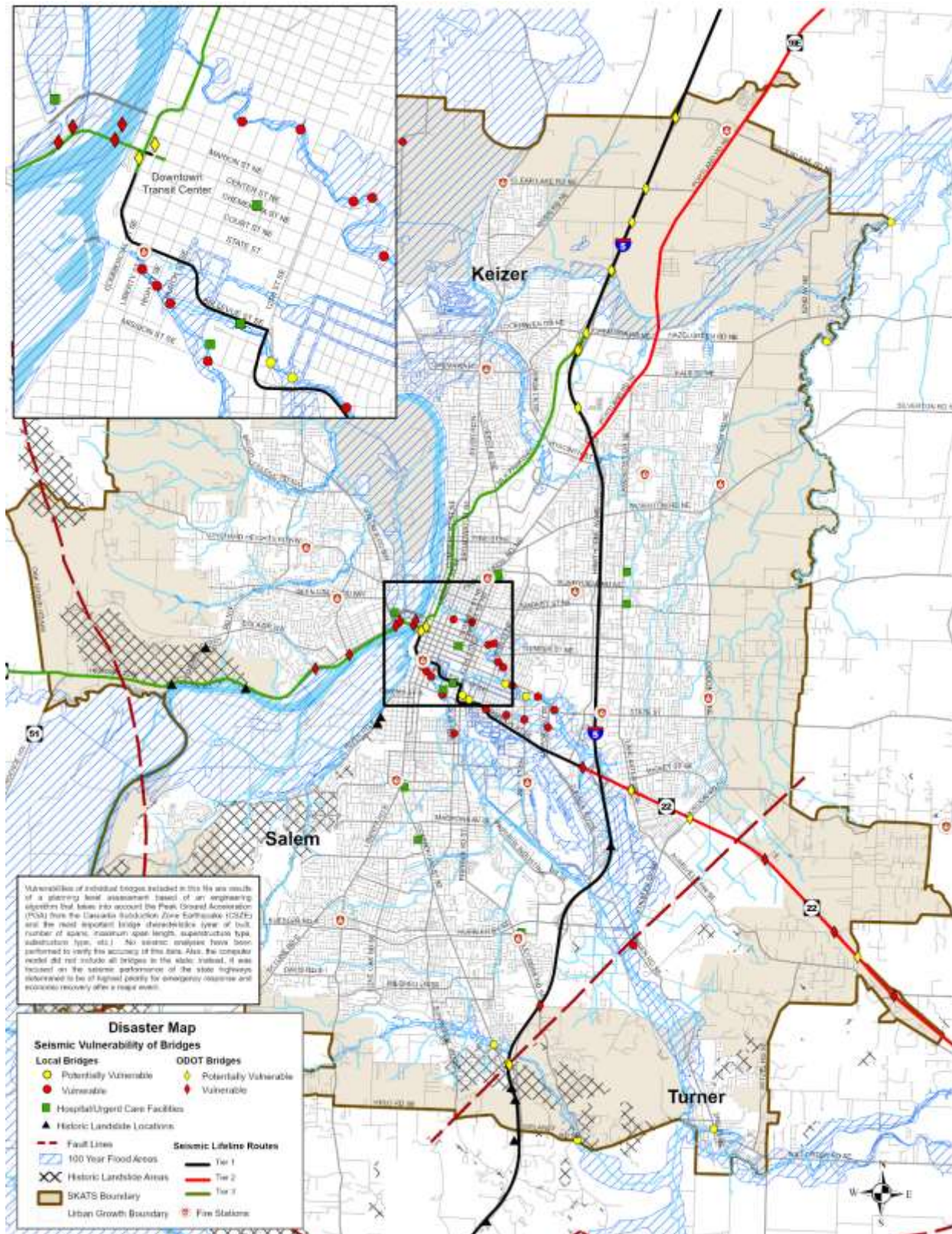
The recovery time for each type of shock will vary, and thus will have a different resilience triangle. The goal is to reduce the amount of time for each of the shocks to minimize the effects on region.

While the shocks are listed individually in the table, often several take place at the same time. For example, a heavy snow event could lead to increased number of traffic crashes, plus the loss of power to traffic signals. And shocks that happen outside the Salem-Keizer area could have ripple effects leading to a disruption in larger regional traffic patterns or wide-spread loss of power.

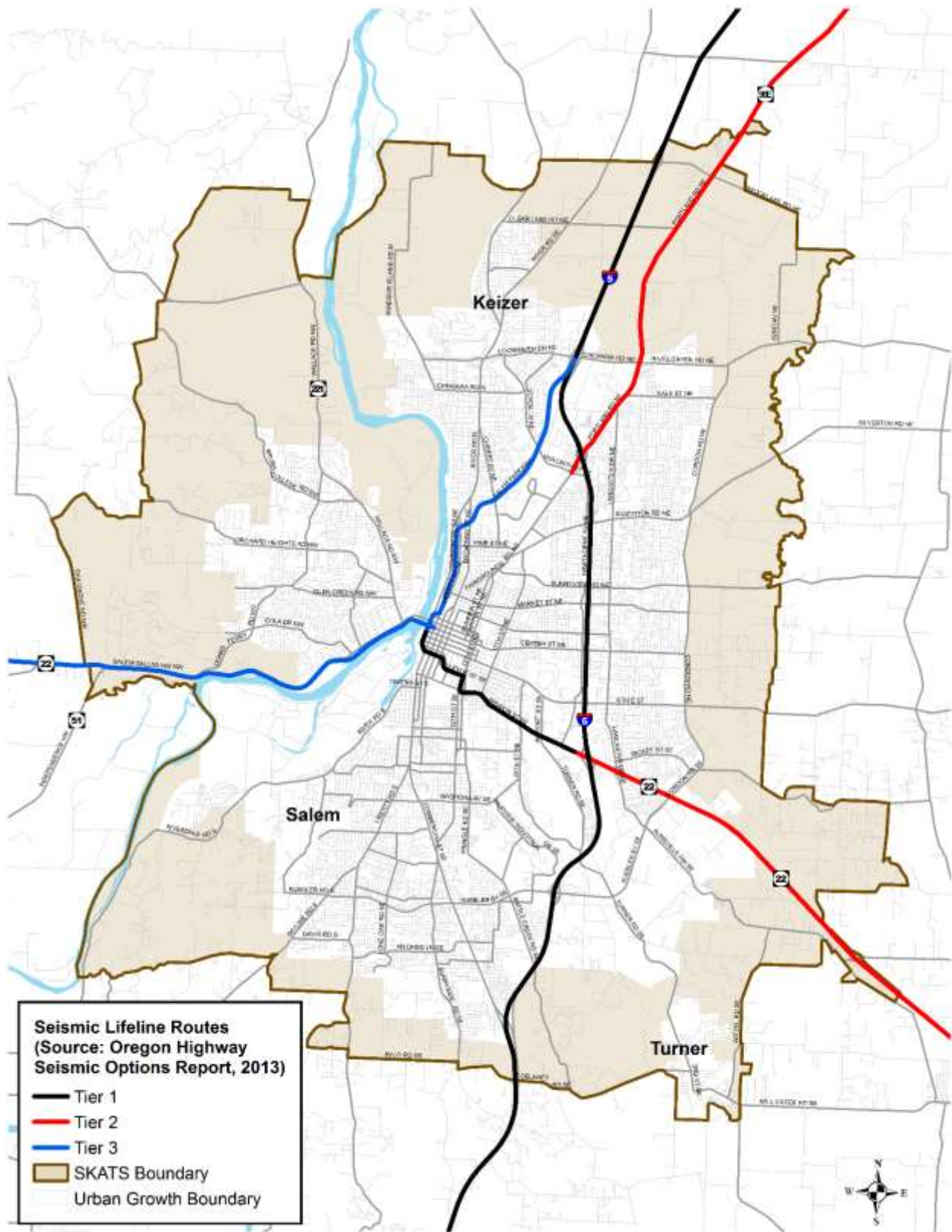
Identification of Critical Infrastructure

Ensuring the entire transportation system within SKATS is resilient to all possible shocks will not be easy, inexpensive, or completed overnight. And while important, resiliency is just one of the many criteria that is used to evaluate a project. Prioritization of investments are needed to ensure that critical routes are addressed first, and preferably, that they address multiple needs. Shown in **Map R-1** are some of the known potential areas of concern, covering bridges that are vulnerable during a seismic event, the location of landslide areas and fault lines, and where services for responding to emergencies are located³. At the state level, ODOT has designated three classes of “lifeline” routes for the state highway system. This classification helps ODOT prioritize investments to the routes, and in particular the bridges along them, in an attempt to ensure that a portion of the state highway system will remain open after a shock (or at least bounce back quickly). These routes are shown in **Map R-2**.

³ For other hazard mapping see: <https://gis.dogami.oregon.gov/maps/hazvu/>



Map R-1: Disaster Map (Sources: ODOT Bridge, ODOT, FEMA)



Map R-2: State Highway System Seismic Lifeline Routes (Source: ODOT)

While a similar effort has yet to be completed for the locally owned facilities within the metropolitan area, the initial focus could be on the regional system plus those parts that connect to important services, such as the Salem Hospital and other urgent care facilities.

Discussed in the next sections are some of the efforts underway in making the transportation system more resilient.

Bridges and Culverts

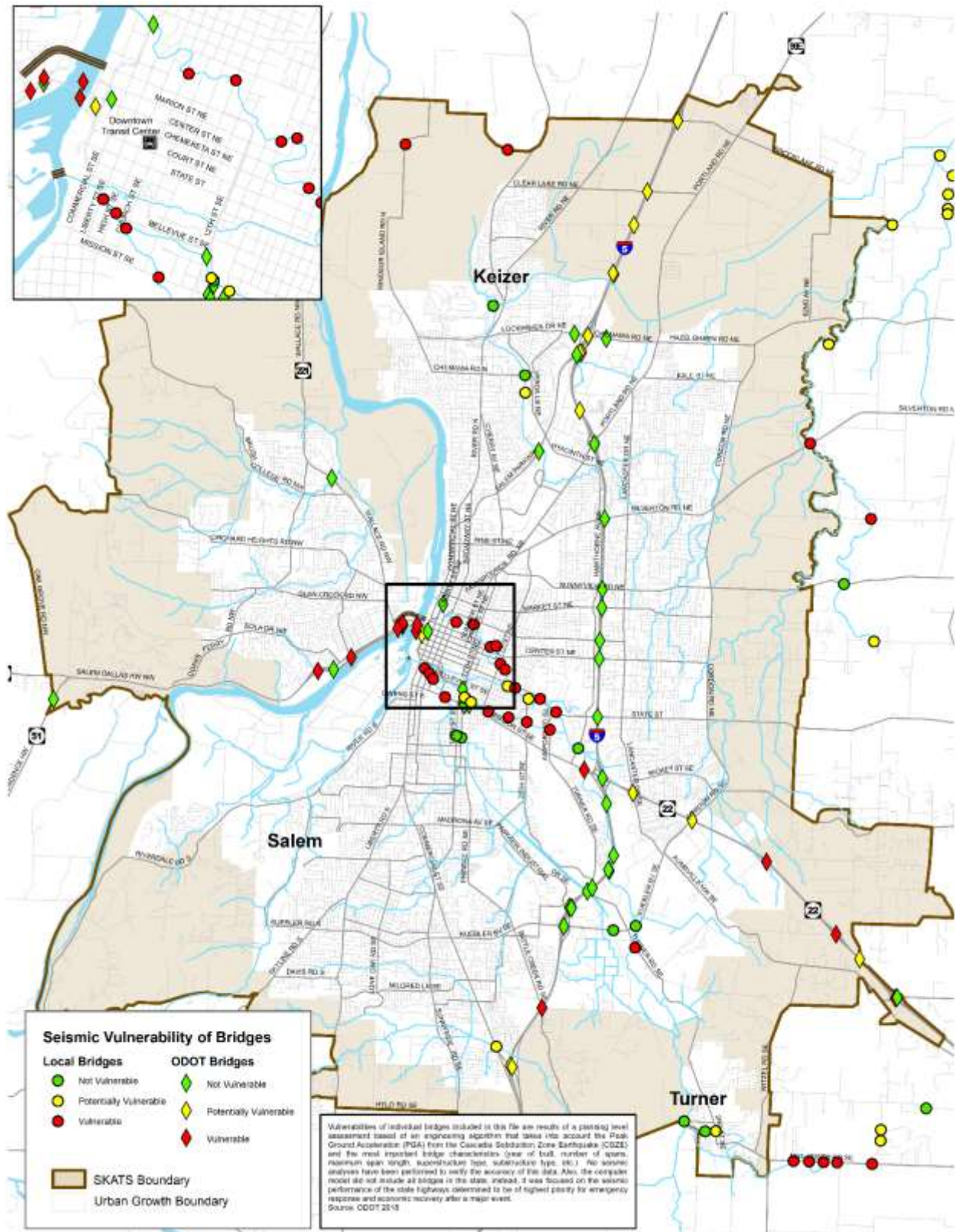
The Issue

Two events that could affect bridges and culverts are flooding and an earthquake. Increased precipitation could lead to scour of the bridge piers that are in the waterway, lodge debris against or under the bridge, or crest the bridge deck if there is sufficient flooding. Earthquakes stress the bridge laterally through ground movement and could result in a non-serviceable bridge. ODOT inspects the bridges within the state on a regular schedule, checking for issues and determining which bridges are structurally deficient. The seismic vulnerability of the bridges within SKATS (as of 2022) is shown in **Map R-3**. Most of the bridges that are identified as ‘vulnerable’ are locally owned. The condition of the bridges within SKATS, including those identified as structural deficient and obsolete, are shown in **Map R-4**.

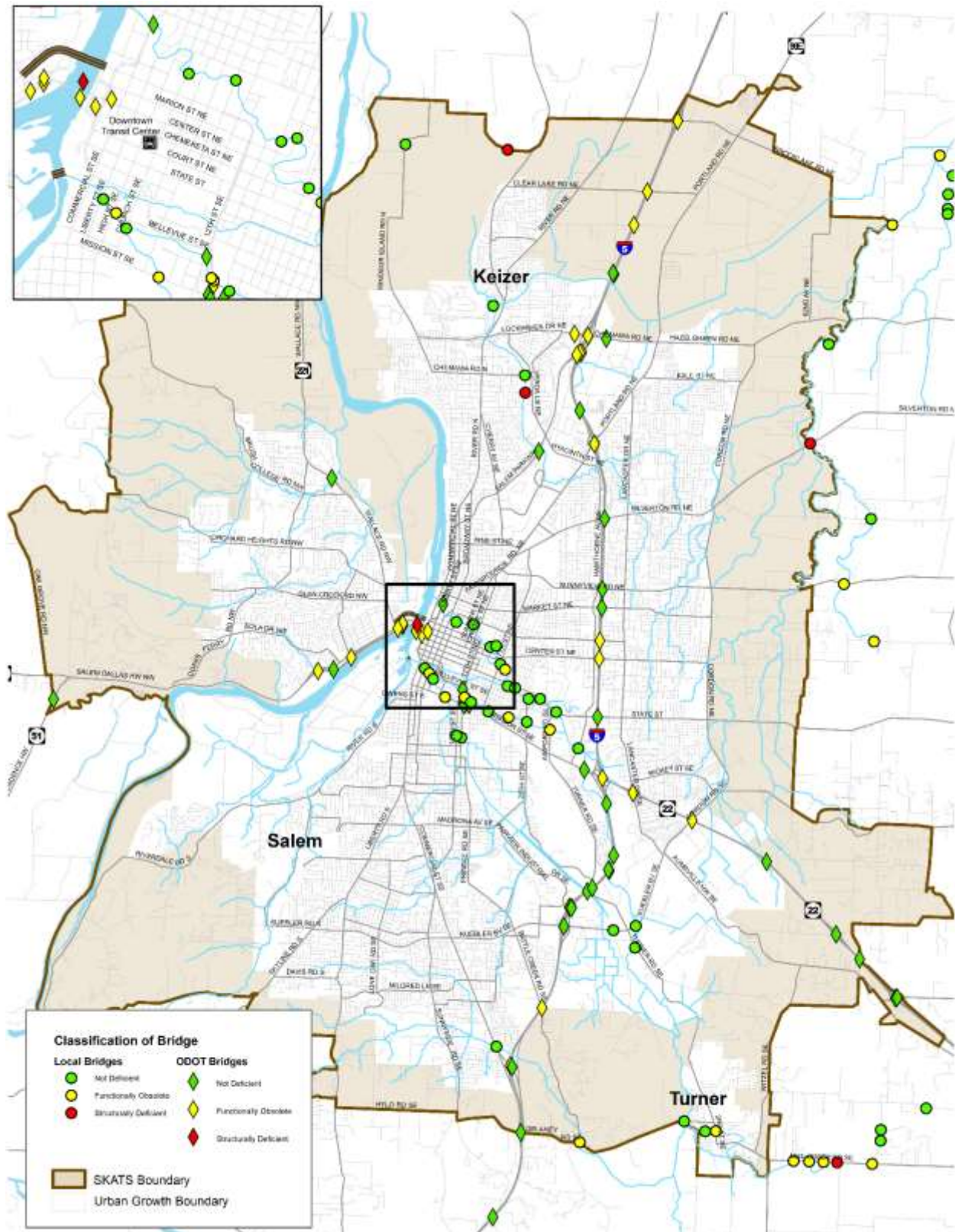
What is Being Done or Planned

As work is done on bridges in the area, seismic upgrades are included. When a bridge is replaced, or a new bridge built, they are required to meet the current seismic standard. In addition, culverts have been identified for replacement to increase the amount of water that can flow through them. This work also supports fish and other aquatic life if the previous culvert was too small for passage.

The largest project currently underway to update a bridge to current seismic standards is for the Center Street Bridge. Construction for this project is scheduled to go out to bid in 2025 with construction in 2027, with possible disruptions to the flow of traffic from west Salem into downtown Salem during the construction period. The work is being done to increase the probability that at least one of the bridges over the Willamette River remains serviceable after a major earthquake. Also included in the scope is an update to the traffic plan for the using the bridge in emergency as a two-way facility which will be developed in coordination with the city of Salem.



Map R-3: Seismic Vulnerability of Bridges in SKATS (Source: ODOT 2018)



Map R-4: Bridges in SKATS, Classified by Condition (Source: ODOT)

Roadways

The Issue

Improving the resiliency of the regional roadway system is more nuanced. Many of the shocks to the system can be addressed by the removal of the item (snow, debris, etc.), adequate maintenance of the roadway surface and storm drain, provision of safe-to-use facilities for all modes, provision for dealing with stormwater, and backer plates at signalized intersections with retroreflectivity. Switching to LEDs for the lights at a traffic signal allow for the possibility of including a battery backup due to their decreased energy consumption.

What is Being Done or Planned

Many of the recent roadway projects off the regional system have included bioswales or rain gardens in their designs. These solutions work to address not just the stormwater issues, but also contain and capture the pollution that is in the runoff, such as oil and brake dust from vehicles. Other projects include installing gutters and storm drains on roads where they do not currently exist. Keizer and Salem each have a Stormwater Master Plan that addresses the collection and removal of stormwater from the public Right-of-Way.⁴

Areas that are prone to landslides and mudslides have been fairly well defined, and mitigation measures are in place at many of them. Further work is required at a few locations (e.g., River Road South) and further study may be required for slow-moving landslides that might have been missed.

Maintenance of the system will likely become even more important as extreme weather events stress the pavement and other components in ways that could be outside their design parameters.

Finally, many Safety-related projects will also be beneficial during storms by increasing the visibility of signals, the road lanes, and/or items in the roadway.

Transit

The Issue

It is important to ensure some level of public transit service is available after a major event. Transit service is typically along the major roads in the metropolitan area and impacts to the roads will result in impacts to the transit service (and sometimes vice versa). The

⁴ See: Salem: <https://www.cityofsalem.net/community/household/water-utilities/stormwater/stormwater-master-plan-update>

Keizer:

https://www.keizer.org/media/Departments/Public%20Works/Environmental%20and%20Technical/Permit%20Documents/SWMP%20Document%20Final_v2021.pdf

transit district has defined a core network where service will be kept if in the future the financial situation requires reducing service. In addition, they have defined snow routes for times when snow or ice make certain roads impassable or unsafe.

After an earthquake, or other major disruption, transit service will likely be limited based on the ability to get buses into and out of the Del Webb maintenance yard (in Northeast Salem), and to refuel/recharge the buses. Currently the transit district has a fleet that uses biodiesel, compressed natural gas (CNG), and (starting in 2023) electricity. There are currently two CNG refilling stations in the area; so, if both are inoperable, transit service would likely be reduced. Charging stations that support electric transit vehicles are currently limited but should become more prevalent as the market for EV heavy trucks expands.

The operation of the paratransit and demand-response service after a major event should be reviewed by transit staff to determine to what extent these services will be impacted.

Funding Resiliency Projects

With the passage of the Infrastructure Investment and Jobs Act of 2021⁵, new federal funding sources were made available. These are the PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) program and the Healthy Streets program. Healthy Streets is a competitive grant program focused on making pavements “cool” and using porous materials and expanding the tree cover along the streets. These are meant to reduce the amount of stormwater runoff and help with urban heat island and air quality.

The PROTECT program (23 CFR 1.176) is more encompassing with the goal of making the existing transportation infrastructure more resilient to natural disasters. Funding is both via a formula and for competitive grants.

⁵ The IIJA was signed into law on November 15, 2021. See: <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>

Appendix Y

Air Quality Conformity Determination

For the SKATS 2023-2050 Metropolitan Transportation Plan

Healthy Air

Following passage of the federal Clean Air Act Amendments in 1990, the Salem-Keizer area was designated as a non-attainment area for the carbon monoxide (CO) and 1-hour ozone (O₃) national ambient air quality standards (NAAQS). However, monitoring data since that time has shown that pollutant levels are decreasing.

Carbon Monoxide Status

Previously, the CO monitor for the SKATS region was located at Market Street and Lancaster Drive. The CO monitor had been located there in the past to ensure that measurements were being made in the location of highest CO concentrations prior to a re-designation effort. No violations of the carbon monoxide standard were recorded between 1984 and 2003, and the last exceedance was in 1993¹. Based on this history of clean air, the Oregon Department of Environmental Quality (DEQ) removed the CO monitor in 2006 and developed a Carbon Monoxide Limited Maintenance Plan for the SKATS region, which was submitted to the US Environmental Protection Agency (EPA) in 2007 and went into effect March 2, 2009². As an area with a limited maintenance plan, SKATS is no longer required perform a regional emissions analysis for CO but still must demonstrate conformity as discussed below.

Ozone Status

Effective June 15, 2005, EPA formally designated the entire state of Oregon “attainment” for the 1-hour ozone NAAQS.

Federal and State Regulations

The U.S. Congress approved amendments to the Clean Air Act (CAAA) on November 15, 1990. Shortly thereafter, urban air sheds were designated on the basis of design values as compared to the national ambient air quality standards. The area encompassed by the SKATS boundary was designated as a non-attainment area for carbon monoxide (CO) and ozone (O₃).

The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (USDOT) issued the final rule for CAAA conformity on November 24, 1993 (40 CFR Parts 51 and 93), which included rules for regional emissions analyses of transportation improvement programs (TIPs) and transportation plans in the interim period before approval of a revised State Implementation Plan (SIP). The State of Oregon's Environmental Quality Commission adopted *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act* (hereafter referred to as the Transportation Conformity), OAR 340-20-

¹ An exceedance of the standard is when the level of the pollutant is observed to be exceeded more than once in a year.

² Salem-Keizer Area Carbon Monoxide Limited Maintenance Plan, State Implementation Plan Volume 2 Section 4.57, June 4, 2007 Oregon Department of Environmental Quality. (EPA Approval is located at 73 FR 79655.)

710 through 340-20-1080, in March 1995. The rule was last revised in 2010 under OAR 340-252-0010 to 340-252-0230, Transportation Conformity.

The transportation conformity rule requires that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do conform. Conformity means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

Since 1993, EPA finalized several amendments to the transportation conformity rule. The first set of amendments was published on August 7, 1995 (60 FR 40098), a second set on

November 14, 1995 (60 FR 57179), and a third set on August 15, 1997 (62 FR 43780). In particular, the third set of rules increased the flexibility of demonstrating conformity for areas not required to submit SIP, such as SKATS (see next section for details).

In 1997, EPA revised the primary ozone standard from the 1-hour to an 8-hour standard. On April 30, 2004, EPA finalized the rules (69 FR 23951) that revoked the 1-hour ozone standard one year after the effective date of 8-hour ozone nonattainment designations. In accordance with EPA's April 30, 2004 final rule, conformity for the 1-hour standard will no longer apply in existing 1-hour nonattainment and maintenance areas once the standard and corresponding designations are revoked.

On July 1, 2004, new transportation conformity amendments were finalized (69 FR 40004) that: include criteria and procedures for the new 8-hour ozone and fine particulate matter (PM_{2.5}) national ambient air quality standards (NAAQS); address conformity requirements for 1-hour non-attainment areas that are in attainment of the 8-hour ozone standards (such as SKATS); contain conformity rules that implement the March 2, 1999 court decision when conformity lapses occur; and include a few miscellaneous revisions to clarify the existing regulation and improve implementation.

On December 22, 2006, the DC Court of Appeals struck down the 8-hour ozone standard, stating that EPA had violated the Clean Air Act in relaxing the limits. Later decision by the court clarified the ruling, and the State of Oregon is still designated as attainment for ozone.

In 2008, EPA modified federal rules to require states to adopt only parts of the conformity rules as state regulations. Passages that pertain to Oregon-specific conditions, such as those describing interagency consultation and any requirements that are more restrictive than federal minimum standards were required to be retained as states rules. In response to the federal changes, in February 2010 the Oregon Environmental Quality Commission repealed state rules that simply duplicated federal measures, allowing the federal measures to govern. The changes to the state conformity rules were submitted to EPA and were approved in 2012 as a revision to the State Implementation Plan.

Transportation Conformity as it Applies to the SKATS Area

According to federal rules, while areas with approved limited maintenance plans are not required to perform a regional emission analysis, they are required to demonstrate conformity of the transportation plans as stated in 40 CFR part 93, subpart A. These requirements, and how SKATS is meeting them in regard to the SKATS 2023-2047 MTP, are presented below. A more detailed discussion is presented in *AQCD Appendix 1*.

- a.) Transportation plans and projects provide for timely implementation of SIP transportation control measures (TCMs) in accordance with 40 CFR 93.113;
 - 1. There are no TCMs identified in the SIP for the SKATS area.
- b.) Transportation plans and projects comply with the fiscal constraint element per 40 CFR 93.108;
 - 1. As required by federal regulations, the SKATS 2023-2050 MTP is financially constrained, containing only those projects that funds are identified for or ‘reasonably expected’ to be available over the time frame of the plans.
 - 2. The financial constraint assumptions developed for the SKATS 2023-2050 MTP are shown on pages 6-16 to 6-17 of the document.
- c.) The MPO’s interagency consultation procedures meet applicable requirements of 40 CFR 93.105;
 - 1. The equivalent State Rule is OAR 340-252-0060.
 - 2. A draft of this document was circulated to ODOT, EPA, Oregon DEQ, FHWA, and FTA prior to adoption. The draft was sent to the group on January 17, 2023. In addition, a document explaining the reasons for updating the MTP was included.
 - 3. An interagency consultation was held on February 15, 2023 to discuss the MTP project list and the draft AQCD document. Questions about the projects were addressed and meeting notes are attached in **Appendix 3** The list of projects included in the SKATS 2023-2050 MTP are attached as **Appendix 4**.
 - 4. No comments were received during the Public Review period.
- d.) Conformity of transportation plans is determined no less frequently than every four years, and conformity of plan amendments and transportation projects is demonstrated in accordance with the timing requirements specified in 40 CFR 93.104;
 - 1. The previous conformity determination for the SKAT 2019-2043 RTSP was adopted on May 28, 2019 and conformed by USDOT on March 2, 2020.
- e.) The latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111;

As of March 2, 2009, SKATS is not required to perform regional emissions modeling as part of the conformity process. Thus, no emissions modeling was performed as part of this MTP update.

- f.) Projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations, in accordance with procedures specified in 40 CFR 93.123; and
 - 1. Projects included in the SKATS 2023-2050 MTP that are required to perform hot spot analysis will have this conducted by the project sponsors during the appropriate phase of the project.
- g.) Project sponsors and/or operators provide written commitments as specified in 40 CFR 93.125.
 - 1. Project sponsors and operators will conform to the CAA requirements.

AQCD Appendix 1: Supplemental Conformity Checklist

Response to the applicable conformity criteria and procedures as they apply to the amended SKATS 2023-2050 MTP, as per State of Oregon conformity rules (OAR 340-252-0010 et seq.), is made in the following text. This checklist is provided to assist in the state and federal review of this conformity determination and the consultation requirements of OAR 340-252-0060.

1. Conformity Requirements

40 CFR 93.014: Frequency of Conformity Determinations

A new transportation plan must be found to conform before the plan is approved by the MPO or accepted by USDOT. The conformity determination for the current SKATS plan (2019-2043 RTSP) was adopted on May 28, 2019 and was approved/acknowledged by USDOT on March 2, 2020 (*see letter in Appendix 2*). The conformity determination marked the beginning of the four-year cycle of conformity for the RTSP.

A new TIP must be demonstrated to conform before the TIP is accepted by USDOT, and the TIP must be updated no less frequently than every four years. The current MTIP, FY 2021-2026, was adopted on May 26, 2020, amended on August 24, 2021, and conformed by USDOT on October 28, 2021 (*see letter in Appendix 2*). The conformity determination marked the beginning of the four-year cycle under federal rules.

OAR 340-252-0060 and 40 CFR 93.105: Consultation

Federal, state, and local interagency consultation are required before making conformity determinations. See the response to OAR 340-252-0060 and 40 CFR 93.112 below for details of the consultation carried out for this conformity determination.

The Salem-Keizer Area Transportation Study (SKATS) MPO is the lead agency responsible for making the conformity determination for the RTPs and TIPs, RTP amendments, TIP amendments, performing transportation modeling, regional emissions analyses, and preparing and distributing the draft and final documents. The MPO is the agency responsible for assuring the adequacy of the interagency consultation. The SKATS Technical Advisory Committee (TAC) is designated under this regulation as the standing committee for the purposes of consultation on air quality. Members of the SKATS TAC include representatives of the City of Salem, City of Keizer, City of Turner, Marion County, Polk County, Salem Area Mass Transit District, Salem-Keizer School District, Oregon Department of Land Conservation and Development, Oregon Department of Transportation, Oregon Department of Environmental Quality, and FHWA. This committee currently meets monthly. The meetings are open to the public.

As described in more detail in the response to OAR 340-252-0060 and 40 CFR 93.112 below, MPO staff conferred with TAC members, consulted other state and federal agencies on development of the conformity determinations, and provided public notices on the TIP Update and conformity determination. This conformity determination is based on processes developed

in 2007 during the conformity determination of the 2031 RTSP and FY 08-FY 11 TIP, and that had been used for all subsequent updates and amendments to the SKATS RTSP and TIP.

40 CFR 93.106: Content of Transportation Plans

The SKATS 2023-2050 MTP describes the recommended and fiscally constrained transportation system up to the 2050 horizon year. Chapter 7 and Appendix A of the MTP documents the employment and population projections and land use allocations by jurisdiction to 2050. The population forecasts are developed by the Population Research Center at Portland State University and allocation was coordinated with the local jurisdictions through a Land Use Subcommittee of the TAC for use in the MTP, TIP, and conformity determinations. The projections for the population and employment in the area were made for the new horizon year of 2050.

The highway and transit projects described within the MTP are divided into “Recommended” and “Illustrative” categories (*see Table 7-3 and Appendix I*). All projects are sufficiently identified by description and location to ensure adequate modeling of capacity, routes, and speeds. Transit operations described in Chapter 4 of the MTP reflect the system as of early 2023, which includes service on weekday evenings, Saturdays, and Sundays as part of the additional funding available from ODOT. As such, the Plan recommends continuation of this level of transit service where existing demand exists, and future service increases in service coverage, types, and frequencies including projects such as the bus replacement, and ITS applications.

See additional information in response to 40 CFR 93.110 below.

40 CFR 93.108: Fiscal Constraints for the Transportation Plans and TIPs

The financial constraint assumptions developed for the amended SKATS 2023-2050 MTP are documented on pages 6-16 to 6-18.

2. Criteria and Procedures for Determining Conformity

40 CFR 93.109: General

In order to demonstrate conformity of a transportation plan and/or TIP, specific criteria listed in OAR 340-252-0110 through 340-252-0200 (40 CFR 93.110 through 93.119) must be addressed. These criteria include using the latest planning assumptions and the latest emissions model and undertaking interagency consultation and public involvement. Responses to the criteria are listed below.

As of June 15, 2005, the SKATS area is not required to show conformity for HC and NO_x, the precursors to ozone; and from March 2, 2009, is operating under a limited maintenance plan for Carbon Monoxide (CO), and thus not required to perform regional emissions modeling for CO.

40 CFR 93.110: Latest Planning Assumptions

This criteria states that the conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination. Key assumptions include population and employment forecasts for the 454 transportation analysis zones (TAZs) over which the transportation network of the 2023-2050 MTP is defined. This conformity analysis uses the most current projections of 2022 to 2050 population and employment as prepared by SKATS and reviewed by the SKATS TAC (see response to 40 CFR 93.106). Allocations were made to transportation analysis zones in consultation with the individual jurisdictions and coordinated with the SKATS Land Use Subcommittee. Housing, population, and employment forecasts and allocations reflect local development, redevelopment, and infill plans for mixed-use nodes, known projects currently in the planning process, and the availability of vacant, buildable land by current plan designation.

Transit service is assumed to change during the life of the MTP. Current transit service is a mix of corridors with frequent service and connector-like service with less frequent service, with service on Saturdays and Sundays. There is a central transit center in downtown Salem where the majority of bus routes meet, and smaller transit stations in West Salem and Keizer, with a third in the planning stages for South Salem (construction is likely in the next two years). Longer term, an additional transit station is planned for East Salem at a location on the Chemeketa Community College campus. The Transit District reviews fares every two years and links them to an expected farebox rate of return but keeps the increases as small as possible and retain discounts for bus passes. In September 2022 fares for people under 18 years old were set to zero under a partnership with the cities of Keizer and Salem. It is hoped to keep this in place after the initial year trial period. A soon-to-be-implemented project will allow for eTickets and fare capping.

Salem Area Mass Transit District's website and staff provided historical and current ridership numbers. Cherriots ridership grew from 2.7 million trips in 1990 to over 4.3 million in 2000, increasing further to over 5 million riders for the first time in 2003 and peaked at 5.54 million in 2006. Ridership since 2006 have shown decreases every year, which can be partially attributable to service cuts (including removing Saturday service in 2009), fare increases, the regional/national economy (either the Great Recession in 2007-2010 or cheap fuel in 2014 onwards). Ridership in 2021 (the latest available from the National Transit Database) was approximately 1.8 million trips, which represent the impact of the COVID-19 pandemic and reduced service. The introduction of Sunday service in September 2021 had little impact on total ridership³.

There are no required TCMs for the SKATS area.

40 CFR 93.111: Latest Emissions Model

As of March 2, 2009, SKATS is not required to perform regional emissions modeling as part of the conformity process. Thus, no modeling was performed as part of this amendment.

³ In the fall of 2022, SAMTD introduced free fares for riders under the age of 18. This resulted in increasing ridership in the last three months of 2022 compared to 2021.

OAR 340-252-0060 and 40 CFR 93.112: Consultation

The SKATS MPO must make conformity determinations according to the interagency consultation procedures in OAR 340-252-0060 and according to the public involvement procedures established in OAR 340-252-0060 and 23 CFR Part 450.

Based on consultation conducted for the SKATS FY 04-FY 07 TIP amendment in December 2004, it was agreed that early consultation via e-mail was preferred by the MPO and state and federal agencies. This has been followed for all the subsequent consultations to date.

For this update, a draft copy of the AQCD and the project list was sent to air quality staff specialists at FHWA, FTA, EPA, ODOT and DEQ on January 17, 2023 for review. An interagency consultation with staff from the aforementioned agencies took place on February 15, 2023, focusing primarily on the project list. See **Appendix 3** for the meeting notes. The draft copy of the AQCD and appendices were available for public review and comment during the public review period of the SKATS 2023-2050 Metropolitan Transportation Plan (MTP) which took place between March 28, 2023 and May 12, 2023. The public could download the draft AQCD from the Mid-Willamette Valley Council of Governments website or read a copy at the Salem Public Library or the Keizer Community Library. The availability of the document was discussed, and the contents briefly summarized at each of the public involvement events that took place (please see **Appendix O** of the SKATS 2023-2050 MTP for a complete list). Adoption of this document by the SKATS Policy Committee took place on May 23, 2023.

40 CFR 93.113: Timely Implementation of TCMs

There are no TCM requirements in the SKATS non-attainment area.

40 CFR 93.114: Currently conforming transportation plan and TIP

The SKATS 2019-2043 RTSP was adopted on May 28, 2019 and conformed on March 2, 2020 (*see USDOT letter included in AQCD Appendix 2*). The FY 2021-2026 TIP was adopted on May 26, 2020, amended on August 24, 2021, and conformed by USDOT on October 28, 2021.

Only one conforming transportation plan or TIP may exist in an area at any time; conformity determinations of a previous transportation plan or TIP expire once the current plan or TIP is found to conform by DOT.

40 CFR 93.115: Projects from a Plan and TIP

Projects in the TIP are either drawn from the RTSP or are consistent with the policies and purpose of the plan and will not interfere with other projects specifically within the plan. Typically, TIP projects not in the RTSP are pavement rehabilitation/resurfacing projects.

AQCD Appendix 2

- U.S. DOT Air Quality Conformity Determination, SKATS 2019 – 2043 Regional Transportation Systems Plan dated March 2, 2020

AQCD Appendix 3

- Meeting notes from the Interagency Consultation that took place on February 15, 2023.

AQCD Appendix 4

- List of projects in the SKATS 2023 – 2050 Metropolitan Transportation Plan (Excel format)



U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration
Oregon Division
530 Center Street, Suite 420
Salem, Oregon 97301
503-399-5749

Federal Transit Administration
Region 10
915 Second Avenue, Room 3142
Seattle, Washington 98174-1002
206-220-7954

March 2, 2020

Appendix 2

Reply to: HDA-OR
FTA-TRO-10

Mr. Mike Jaffe
Transportation Program Director
Salem Keizer Area Transportation Study
100 High Street SE, Suite 200
Salem, OR 97301

Dear Mr. Jaffe:

The Clean Air Act Amendments of 1990 (CAAA) require that transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay the attainment of the NAAQS. The U.S. Department of Transportation (USDOT) is required to make a transportation conformity determination in non-attainment and maintenance areas as outlined in 40 CFR 93.104 and 23 CFR Part 450. The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program as a whole is consistent with the State Implementation Plan (SIP). Transportation conformity ensures that Federal funding and approval are given to those transportation activities that are consistent with air quality goals and do not worsen air quality or interfere with the purpose of the SIP.

Salem, Oregon was designated nonattainment for carbon monoxide (CO) on March 3, 1978 (43 FR 9028). On June 24, 1980, the United States Environmental Protection Agency (EPA) approved the State of Oregon's control strategy for the Salem CO nonattainment area (45 FR 42275). Upon enactment of the 1990 Clean Air Act Amendments, the Salem area was designated nonattainment by operation of law and identified as "not-classified" (56 FR 56818). Oregon submitted a CO limited maintenance plan and redesignation request to EPA on August 9, 2007. EPA approved the plan and redesignation request on December 31, 2008; effective March 2, 2009 (73 FR 79655). The Salem-Keizer urbanized area is currently designated as attainment for CO with an approved limited maintenance plan that demonstrates continued attainment of the NAAQS.

The Salem-Keizer Area Transportation Study (SKATS) Policy Committee adopted the 2019-2043 Regional Transportation System Plan (RTSP) on May 28, 2019. The RTSP was developed by SKATS to meet both State and Federal planning requirements for long-range planning, and included a conformity analysis that indicated that the air quality conformity requirements have been met.

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) find that the 2019-2043 RTSP conforms to the Oregon Conformity SIP in accordance with the Transportation Conformity Rule. This determination is made based on our review of the SKATS conformity analysis and documentation sent to our offices on May 29, 2019 and in subsequent communications. As part of this determination, EPA Region 10, Oregon Department of Environmental Quality and Oregon Department of Transportation were provided an opportunity to comment through the interagency consultation process pursuant to the Transportation Conformity Rule. The comments received by the interagency consultation review team were satisfactorily addressed by SKATS.

This letter constitutes the FHWA's and the FTA's joint air quality conformity determination for the SKATS 2019-2043 RTSP. If you have any questions, please contact Rachael Tupica of FHWA at 503-316-2549 or Jeremy Borrego of FTA at 206-220-7956.

Sincerely,

**PHILLIP A
DITZLER**

Digitally signed by
PHILLIP A DITZLER
Date: 2020.03.02
10:42:13 -08'00'

Phillip A. Ditzler
Oregon Division
FHWA Division Administrator

**LINDA M
GEHRKE**

Digitally signed by
LINDA M GEHRKE
Date: 2020.03.02
10:16:54 -08'00'

Linda M. Gehrke
Region 10
FTA Regional Administrator

cc:

| | |
|------|---|
| FTA | Jeremy Borrego, Transportation Program Specialist |
| FHWA | Rachael Tupica, Senior Planner |
| EPA | Karl Pepple, Environmental Protection Specialist |
| ODOT | Dan Fricke, Senior Transportation Planner |
| | Natalie Liljenwall, Environmental Engineer |
| ODEQ | Rachel Sakata, Air Quality Planner |
| | Jeffrey Stocum, Technical Manager |
| | Wes Risher, Mission Inventory Analyst |

SKATS AQ IAC

February 15, 2023

Virtual Meeting via Teams

Attendees – Federal State Agency Representatives

- LILJENWALL Natalie Natalie.LILJENWALL@odot.oregon.gov
- Ned.Conroy@dot.gov
- Jasmine Harris jasmine.harris@dot.gov Not present, but sent questions beforehand
- WILLIAMS Karen * DEQ Karen.WILLIAMS@deq.oregon.gov
- Vaupel, Claudia Vaupel.Claudia@epa.gov
- MAHER John D John.D.MAHER@odot.oregon.gov Only there to introduce Jessica
- Jessica Virrueta ODOT STIP
- Dan Fricke, ODOT Region 2 SKATS Liaison (outgoing)
- Brandon Williams, ODOT Region 2 SKATS Liaison (incoming)
- DERRICKSON Hope Hope.DERRICKSON@odot.oregon.gov
- thomas.w.parker@dot.gov FHWA Oregon environmental lead
- Daniel Burgin ? Listed in the TEAMS attendees, but I don't recall being present

Attendees – SKATS Staff

- Karen Odenthal: TIP Coordinator (outgoing)
- Steve Dobrinich: TIP Coordinator (incoming)
- Ray Jackson: MTP & AQCD Lead

Agenda

- Review the project lists for the SKATS 2023-2050 MTP and 2024-2029 TIP for the exempt/non-exempt category assigned by SKATS staff
- Clarification of whether projects are exempt/non-exempt
- Feedback on the draft AQCDs for the MTP and TIP
- Other Issues

The question sent by SKATS staff prior to the meeting:

One question for the IAC members is on the TIP projects, from Karen:

Here is the list of proposed SKATS FY 2024-2027 TIP projects, plus a couple that have illustrative years. I added a tab for exempt projects. It is unclear if KN 13188, OR22: Rickreall Rd to Doaks Ferry Rd NW is exempt or non-exempt. The description: "Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW." There is no construction phase funded at this time. I recommend asking the consultation group whether we should consider it exempt or non-exempt.

Notes:

- There was discussion on Center Turn Lanes (CTL) and whether these add capacity to a road and why SKATS staff considers them non-exempt (Reasoning is, if AQ modeling was performed, the presence of a CTL results in the modification of the capacity for the link. This would need to be known to be included in the model). **The group agreed** to consider projects with CTLs as non-exempt.
- Discussed the questions that Jasmine had sent before the meeting, clarified the descriptions for several of these projects (see below for details – answers were also emailed to the group prior to the meeting due to Jasmine’s absence).
- OR22W Rickreall to Doaks Ferry – As shown above, SKATS staff had a question of whether a project or a phase should be used for purpose of exempt/non-exempt determination. The project has funding for PE/ROW but not Construction. **The group agreed** to consider this as non-exempt as it will eventually lead to a construction project, and this will not require a subsequent AQCD.
 - o Natalie mentioned that she considers a project that is going to NEPA to be non-exempt.
- SKATS staff mentioned that they will encourage project submissions to include more information on the actual project, especially for the TIP. “Improvements” is too vague and does not adequately explain what is proposed to be built.
- No comments were received for the AQCD documents themselves. Ray asked the group to **review the draft AQCDs and provide any comments by March 28, 2023.**
- At the end, the members of the IAC agreed to the designations of the TIP projects as provided, with the modification for the OR22W Rickreall to Doaks Ferry project to be considered as non-exempt. **Those voting in favor were: Ned (FTA), Thomas (FHWA), Claudia (EPA), Karen Williams (DEQ).** Natalie concurred for ODOT.

Questions prior to the SKATS AQCD IAC

Clarifications from Janelle (Marion County Public Works) ----

1. Hollywood Dr: Salem City Limits to Silverton Rd NE - M024 - Widen to collector standards and add new signal at Hollywood Dr at Silverton Rd. (combined with M032).
 - a. **Construct bicycle and pedestrian improvements and add left turn refuge and signal at intersection with Silverton Road to increase safety. (Marion County PW)**
2. Lone Oak Rd SE at Rees Hill Rd SE - S376 - Design and RoW acquisition for intersection modifications that include a lengthened left-turn lane and an acceleration lane on Rees Hill Rd SE.
 - a. **Basically, this is a new intersection being built associated with development. Lone Oak is a collector street in Salem TSP. Development is required to build**

- it. The actual intersection is in Marion County. Due to sight distance, Marion County is requiring an acceleration lane so cars turning off of Lone Oak onto Rees Hill eastbound have room to get up to speed since this is a 55 mph county road. City is participating because Marion County requirements require off-site acquisition to accommodate the length of the turn lane. (Salem PW)
3. Cordon Road at Center Street: Intersection Modifications – M091 - Modifications to the intersection including upgrading the signal. Assumes 50 percent developer funded. M046 has roadway modifications.
 - a. **Modifications will be necessary to accommodate upgrading the signal and adding travel lanes. (Marion County PW)**
 4. Delaney Rd: Battle Creek SE to Turner - M022 - Widen road to county arterial standards
 - a. **Widens the roadway from existing 22' width to meet AASHTO standards for pavement width (remains 2 travel lanes) and accommodate the large percentage of truck traffic, while also provide standard shoulder widths to increase safety for pedestrians, and bicycles. (Marion County PW)**
 - b. **Note: This project is outside of the SKATS AQ Boundary**

Questions from Jasmine ---

1. Have any of the projects in the MTP or TIP list been determined exempt or nonexempt previously through the IAC process?
 - a. **Maybe. The local projects in the TIP have not changed since the last update. There are new ODOT projects in the TIP. The Ex/NEx determination was made for (all/some of?) those in 20xx.**
 - b. **The MTP projects have never been reviewed by the IAC for Ex/NEx status – it was never a question/request before.**
2. **There are several projects listed as nonexempt, please confirm that the classifications is accurate for all of them. Some seem to fall under exempt, see examples below:**
McGilchrist St SE: 12th St SE to 25th St SE; Final design and construction for McGilchrist Complete Street project to improve safety for all users and reduce flooding.

Project includes center turn lane which adds capacity. If we were performing AQ conformity modeling that would be non-exempt as it would be included in the model.

Center St.: Lancaster Dr. to 45th Pl. NE; Design the interim and long-term widening of Center St. east of Lancaster Dr. to 45th Pl NE, and construction of the interim improvements on the north side including center turn lane, bike lanes and sidewalks to increase safety. Update existing crossing located at Center St. & 45th Pl NE.

Project includes center turn lane which adds capacity. If we were performing AQ conformity modeling that would be non-exempt as it would be included in the model.

3. Delaney Rd: Battle Creek Bridge; Replace the existing bridge on Delaney Road over Battle Creek. Project includes various intersection and roadway improvements to improve traffic flow and safety. Didn't this project already go through the AQCD process already, and handled as a nonexempt project? Or is this a different project? Are the "various intersection and roadway improvements" at the immediate entrances to this bridge? Will this project increase traffic, or simply smooth traffic flow?
 - a. It is likely this project was reviewed as part of the previous update to the TIP.
 - b. Project is outside of the SKATS AQ boundary.
4. One project was flagged as "unknown," pending the IAC discussion seems like this project could be exempt. OR22: Rickreall Rd to Doaks Ferry Rd NW; Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW.
 - a. Discussion with the IAC was to address these projects in the TIP when only one phase is funded. Is the E/NE determination on the project or the phase?

Appendix 4

| RTSP Key | Project Name | Description | 2050 Category | YoE_2023 | AQ Category | Within SKATS AQ Boundary |
|----------|---|---|---------------|--------------|-------------|--------------------------|
| B003 | ITS - Transit Signal Priority | Implement signal priority along corridors with High Frequency Transit. | Included | \$328,000 | Exempt | Yes |
| B005 | ITS - Real-time Transit Arrival Information | Provide real-time arrival and departure info to transit users. Data at selected bus stops and electronically | Included | \$1,318,000 | Exempt | Yes |
| B008 | South Salem Transit Center | with 40 to 100 spaces, driver's break-room, indoor passenger waiting area with restrooms and other customer amenities, bicycle facilities, energy efficiency features and opportunities for commercial development. | Committed | \$12,391,000 | Exempt | Yes |
| B009 | Paratransit Facility | Design and construct a dispatch and administration facility for the district's paratransit contractor. This will eliminate using operating funds to pay lease costs for these functions. | Included | \$5,247,000 | Exempt | Yes |
| B017 | East Salem Transit Center | Build a transit center in east Salem at Chemeketa Community College to replicate the service offered by transit centers in Keizer, south Salem and west Salem. Currently a placeholder until a planning study provides the details. | Included | \$13,659,000 | Exempt | Yes |
| K011 | Verda Ln NE: Chemawa Rd NE to Dearborn Av NE | Widen to 3 lanes, add bike lanes and sidewalks. Westside portion to be completed by development by December 2022. | Included | \$4,701,000 | Non-Exempt | Yes |
| K012 | Verda Ln NE: Dearborn Av NE to Southern City Limits | Widen to 3 lanes, add bike lanes and sidewalks | Committed | \$5,013,306 | Non-Exempt | Yes |
| K015 | Wheatland Rd Multimodal Project - Phase 1 | Construct refuge medians, street lighting, buffered bike lanes, and a multi-use path. See second phase in K027. | Included | \$9,400,000 | Exempt | Yes |
| K027 | Wheatland Rd Multimodal Project - Phase 2 | Construct refuge medians, street lighting, buffered bike lanes, and a multi-use path. See K015 for phase 1. | Included | \$4,784,000 | Exempt | Yes |
| M015 | Cordon Rd NE & Auburn Rd NE | Add traffic signal and widening of intersection for lane channelization on Auburn Rd. Developer funded | Committed | \$1,652,000 | Exempt | Yes |
| M016 | Cordon Rd NE & Hayesville Dr NE | Add northbound left turn lane, ARTS funds | Committed | \$775,000 | Exempt | Yes |
| M018 | Cordon Rd NE & Ward Dr NE | Add northbound left turn lanes | Included | \$1,758,000 | Exempt | Yes |
| M019 | Cordon Rd NE & Herrin Rd NE | Add left turn refuge | Included | \$1,758,000 | Exempt | Yes |
| M020 | Hazelgreen Rd at Cordon Rd NE / 55th Ave | Realign, add turn lanes and signal or roundabout | Included | \$6,727,000 | Exempt | Yes |
| M022 | Delaney Rd: Battle Creek SE to Turner | Widen road to county arterial standards | Included | \$8,222,000 | Exempt | No |
| M023 | Delaney Rd: Bridge over Battle Creek | Replace bridge, realign intersection at Battle Creek Road and at Parrish Gap Rd. | Committed | \$6,865,000 | Exempt | No |
| M024 | Hollywood Dr: Salem City Limits to Silverton Rd NE | Widen to collector standards and add new signal at Hollywood Dr at Silverton Rd. (combined with M032). | Committed | \$4,003,000 | Exempt | Yes |
| M027 | Lancaster Dr NE: Center St to Monroe St NE | Reconstruct road, including sidewalk, ADA and access modifications. (see M100 for second part) | Committed | \$3,366,000 | Exempt | Yes |
| M030 | Sidewalk construction: various locations (set 1) | Construct sidewalks at various locations - \$300,000 per year, or used as match for grants for sidewalk projects. | Committed | \$2,101,000 | Exempt | Yes |

| | | | | | | |
|------|---|--|-----------|--------------|------------|---------------|
| M031 | Sidewalk construction: various locations (set 2) | Construct sidewalks at various locations - \$300,000 per year, or used as match for grants for sidewalk projects. | Included | \$2,638,000 | Exempt | Yes |
| M034 | State St: Lancaster Dr NE to 46th Av | Widen to 4 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes. | Committed | \$7,158,000 | Non-Exempt | Yes |
| M042 | Cordon Rd NE & Kale St NE | Add left turn refuge on Cordon Rd at Kale St. ARTS funded. | Committed | \$718,000 | Exempt | Yes |
| M044 | Cordon Rd NE: Silverton Rd NE to Kale St NE | Separated multi-use path | Included | \$2,896,000 | Exempt | Yes |
| M046 | Cordon Rd SE: Center Rd NE to State St SE | Construct to Parkway standards with 4 travel lanes, center turn lane and multi-use path including required signal modifications. Partially developer funded. | Included | \$10,464,000 | Non-Exempt | Yes |
| M048 | Hayesville Dr NE: Fuhrer Dr NE to Cordon Rd NE | Widen to collector standards. See also M073. | Included | \$6,812,000 | Non-Exempt | Yes |
| M049 | Herrin Rd NE: Middle Grove Dr NE to Cordon Rd NE | Widen to collector standards, replace bridge | Included | \$5,791,000 | Non-Exempt | Yes |
| M058 | Pedestrian Treatments: various locations (set 3) | Construct sidewalks, ADA facilities, pedestrian crossings at various locations - used as match for grants for pedestrian projects. | Included | \$3,420,000 | Exempt | Yes |
| M059 | Pedestrian Treatments: various locations (set 4) | Construct sidewalks, ADA facilities, pedestrian crossings at various locations - used as match for grants for pedestrian projects. | Included | \$3,003,000 | Exempt | Yes |
| M061 | Swegle Rd NE: City limits to Cordon Rd NE | Widen to minor arterial standards, including 2 travel lanes plus a center turn lane with curbs, gutters, sidewalks and bike lanes. | Included | \$3,649,000 | Non-Exempt | Yes |
| M062 | Turner Rd SE: Val View Dr SE to Turner UGB | Widen to minor arterial standards adding turn lanes where needed, bike lanes, curbs, gutters, and sidewalks. Partially developer funded. See T007 | Included | \$10,218,000 | Non-Exempt | No |
| M070 | Cordon Road SE & State St | Modify the intersection to upgrade the signal, add NB & SB travel lanes, NB right turn lane, EB & WB travel lanes. Assume 50 percent developer funded. | Committed | \$4,485,000 | Exempt | Yes |
| M074 | Brooklake Rd NE Pedestrian Enhancements | On the north side of Brooklake Rd, provide sidewalks, add seating areas, lighting and landscaping. | Included | \$1,271,000 | Exempt | Partial or No |
| M077 | Sunnyview Rd NE: Walker Rd NE to Cordon Rd NE | Widen to minor arterial standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn lanes at intersections. | Included | \$2,676,000 | Non-Exempt | Yes |
| M082 | ITS - Overheight Warning System | Add two overheight warning systems and turn arounds on River Rd S before low clearance railroad bridges. | Included | \$3,119,000 | Exempt | TBD |
| M084 | Center St NE: Greencrest Dr NE to Cordon Rd NE | Widen to major arterial standards, including bikelanes, sidewalks, curbs and gutters as necessary. Was S171. | Included | \$10,342,000 | Non-Exempt | Yes |
| M085 | Center St: Lancaster Dr to 45th Pl (3-lane interim) | Widen to include 3-lane section with center turn lane, sidewalks and bike lanes on the north side. Stormwater mitigation as required. Was S171, see also M084. | Committed | \$4,286,000 | Non-Exempt | Yes |
| M086 | Connecticut St: Bike and Pedestrian | Design bike and pedestrian path on west-side. PE Phase in 2020, construction in 2024. | Committed | \$1,594,000 | Exempt | Yes |
| M088 | Marion County Curve Warning Signs | Upgrade and install new curve warning (chevron) signs on curves where warranted (Vitae Springs Rd, Orville Rd and River Rd South) | Committed | \$357,000 | Exempt | Yes |
| M090 | Cordon Road: Caplinger Road to State Street | Construct to county parkway standards with 4 travel lanes, center turn lane and a multi-use path including required signal modifications at the intersections. | Included | \$6,978,000 | Non-Exempt | Yes |
| M093 | Small Bridge Replacement | Replace small bridges at locations to be determined after further study. | Included | \$2,472,000 | Exempt | TBD |

| | | | | | | |
|------|---|--|-----------|---------------|------------|---------|
| M095 | State Street: 46th Avenue to Cordon Road | Widen to three travel lanes adding center turn lane with curbs, gutters, sidewalks and bike lanes. Joint project with Salem (see Sxxx). | Included | \$12,283,000 | Non-Exempt | Yes |
| M099 | Macleay Rd: Lancaster Dr. to Connecticut Ave | Construct sidewalks and bicycle lanes. | Included | \$5,791,000 | Exempt | Yes |
| M100 | Lancaster Dr NE: Monroe St NE to State St | Reconstruct road, including sidewalks, ADA and access modifications. See M027 for first part of project. | Included | \$4,332,000 | Exempt | Yes |
| M102 | Chemeketa CC East/West Bike Corridor | Create a corridor for bicycle travel connecting to Chemeketa Community College. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding one section of the corridor (covered in other projects) | Included | \$129,000 | Exempt | Yes |
| O004 | Chemawa/Hazelgreen & Portland Rd NE | Upgrade signal and interconnect | ODOT TBD | 297,000.00 | Exempt | Yes |
| O006 | I-5 Phase IV: Kuebler Interchange to Delaney Rd. (SB Phase) | Widen I-5 southbound from Battlecreek Road to Delaney Road. Pave the existing section southbound and northbound. Replace a bridge over Commercial Street NB off-ramp. Rebuild and realign the SB Delaney Road off-ramp. Create concept level designs for replacing Battle Creek Road over-crossing bridge. Add broadband along the segment. Design and Right-of-Way for both directions. See also O039 for NB project. | Committed | \$61,516,000 | Non-Exempt | Yes |
| O008 | Hwy 22 and 51 interchange | Construct an interchange at the OR22W and OR51 intersection. Year to be built is a placeholder based on the OR22W EMP to allow for YoE estimates. No funding is currently available (2022) | ODOT TBD | 71,543,000.00 | Non-Exempt | Partial |
| O010 | ITS - En-Route Traveler Information System - Phase II-III | Deploy Dynamic Message Signs and city/county/state websites to notify motorists of incidents and other traveler information. Multiple phase project. | Included | 3,909,000.00 | Exempt | TBD |
| O021 | Commercial St NE & Marion St Bridge | Restripe the through/right lane to a right-turn only lane giving 2 right-turn only lanes onto the bridge. Add curb extensions on the south side of the intersection and improve the northwest corner to facilitate truck turning movements. | ODOT TBD | 353,000.00 | Exempt | Yes |
| O022 | I-5: Traffic Surveillance | Install a new camera at the Delaney Rd interchange (SB) and upgrade the existing camera (NB lanes) that is south of Enchanted Forest. Signal will be sent to the NW Traffic Operations Center in Salem. Part of a larger project on I-5 between Salem and Albany. | Committed | \$235,000 | Exempt | Partial |
| O025 | Backage Roads (OR 22W) | Develop backage roads to the north of OR 22W corridor between the revised alignment of Doaks Ferry Rd. and OR 51. Cost represents amount available for planning and other stages. Listed in the TIP/STIP (key number 13188). Was P003. | Committed | 13,512,000.00 | Non-Exempt | Yes |
| O027 | I-5: Delaney Road to Albany | Widen I-5 from Delaney Road interchange south to Albany. Add an additional lane in each direction. Cost estimate is for development work only. Project is in the SKATS area only at ramps for the Delaney Road interchange. | ODOT TBD | 4,069,000.00 | Non-Exempt | No |
| O028 | Mission St @ 25th St: Turn Lane | Add a WB right turn lane with storage lane. From OR 22E Facility Plan. | ODOT TBD | 475,000.00 | Non-Exempt | Yes |
| O029 | Mission St at Airport Road: EB Turn Lanes | Install EB right turn with storage lane on Airport Road. Improve the North/South geometry of the intersection. From the OR 22E Facility Plan. | ODOT TBD | 1,153,000.00 | Non-Exempt | Yes |

| | | | | | | |
|------|--|--|-----------|----------------|------------|---------|
| O030 | Mission St at Airport Rd: EB Turn Lane | Add EB left turn with storage lane (resulting in dual lefts). From the OR 22E Facility Plan. | ODOT TBD | 748,000.00 | Non-Exempt | Yes |
| O031 | Mission St at Hawthorne Av: WB Turn Lane | Add a WB right turn with storage lane on Hawthorne Av. From OR 22E Facility Plan. | ODOT TBD | 475,000.00 | Non-Exempt | Yes |
| O032 | Mission St at 25th St: Pedestrian Refuge | Add a pedestrian refuge island on west leg of the intersection. From the OR 22E Facility Plan. | ODOT TBD | 339,000.00 | Exempt | Yes |
| O033 | Mission St (OR 22E) Corridor Multi-Use Path | Construct a separated multi-use path paralleling Mission St (OR 22E) from 25th St to Lancaster Dr. Preliminary proposal is for a path would follow Mission St to Turner Rd, go south until Cascade Park to a trail that goes under I-5 linking to Lancaster Dr. From the OR 22E Facility Plan. | ODOT TBD | 1,015,000.00 | Exempt | Yes |
| O034 | Center St Bridge - Seismic Updates | Seismic updates to the Center Street Bridge based on the Seismic Study (2019). Funded by Oregon Legislature via HB 2001 for \$60 million. | Committed | 131,286,000.00 | Exempt | Yes |
| O035 | Chemawa / I-5 Phase 1 - Lockhaven/Chemawa Limited Widening | Projects from the Chemawa / I-5 IAMP for Phase 1 including widening Lockhaven Road from I-5 to the Verda Lane extension (see K0xx) and widening Chemawa Road from I-5 to Portland Road (OR99E). | ODOT TBD | 64,859,000.00 | Non-Exempt | Yes |
| O036 | Chemawa / I-5 Phase 2 - Tepper / 35th / Indian | Projects from the Chemawa / I-5 IAMP for Phase 2, including realignment of | ODOT TBD | 123,541,000.00 | Non-Exempt | Yes |
| O037 | Chemawa / I-5 Phase 3 - Chemawa Partial Cloverleaf | Projects from the Chemawa / I-5 IAMP for Phase 3. Build NB Partial cloverleaf interchange of I-5 and Chemawa Road on the eastside. | ODOT TBD | 18,531,000.00 | Non-Exempt | Yes |
| O038 | Brooklake at I-5 Short-term projects | Placeholder for short-term projects from the Brooklake/I-5 IAMP (2022) Traffic signals at I-5 ramp terminals. Re-grade ramp terminals. Lengthen and widen I-5 off-ramps (increase to two-lanes) Traffic signal and turn lane on Brooklake Road at Huff Avenue | ODOT TBD | 11,062,000.00 | Non-Exempt | Partial |
| O039 | I-5 from Kuebler Bv Interchange to Delaney Rd Interchange - Phase 2 NB | Widen I-5 to three lanes between Kuebler Boulevard and Delaney Road interchange ramps. Design and RoW were part of Phase 1 (O006). Phase 2 focuses on the NB lanes and the Battle Creek Road over-crossing bridge. | ODOT TBD | 18,234,000.00 | Non-Exempt | Yes |
| O041 | Wallace Rd NW & Edgewater St NW (BHES) | Increase radius of westbound bridge ramp to Wallace Road NW, provide an additional westbound entrance lane from bridge onto Edgewater Road NW, and bridge ramp lanes, and close Musgrave Lane NW. Alternative access would be provided to impacted businesses. | ODOT TBD | 3,959,000.00 | Exempt | Yes |
| O042 | Wallace Rd NW: Edgewater St NW to Orchard Heights Rd NW | Address safety issues through construction of a raised median with turn pockets to serve businesses. Pedestrian and bicycle facilities will be included. | ODOT TBD | 3,897,000.00 | Non-Exempt | Yes |
| S036 | Doaks Ferry Rd NW: Brush College Rd NW to Orchard Heights Rd NW | Widen to 3 lanes where appropriate with curbs, bikelanes and sidewalks. Improves intersection at Orchard Hts. Developer contribution expected. | Included | \$12,824,000 | Non-Exempt | Yes |
| S061 | 17th St NE: Norway St NE to Sunnyview Rd NE | Widen to minor arterial standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn lanes at intersections. | Included | \$4,962,000 | Non-Exempt | Yes |
| S064 | 25th St SE: State St to Helm St SE | Add bike facilities and turn pockets as needed. | Included | \$6,457,000 | Exempt | Yes |

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| S065 | 36th Av SE: Kuebler Bv SE to Langley St SE | Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks. | Included | \$2,234,000 | Non-Exempt | Yes |
| S067 | Battle Creek Rd SE: Kuebler Bv SE to Wiltsey Rd SE | Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks. Likely developer funded or built. | Included | \$8,290,000 | Non-Exempt | Yes |
| S071 | Brush College Rd NW: Doaks Ferry Rd to BPA Power Lines | Widen to minor arterial standards with 2 travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks. | Included | \$8,846,000 | Non-Exempt | Yes |
| S079 | Commercial SE & Ratcliff Drive SE | Construction of sidewalks along east side of Commercial St SE between Ratcliff Dr SE and Vista St SE, and new signal at Ratcliff Dr SE. | Committed | \$5,908,000 | Exempt | Yes |
| S082 | Commercial St SE: Ratcliff Dr SE to Vista Av SE | Add curbs, gutters and sidewalks where missing along this segment of Commercial Street SE. | Committed | \$3,729,000 | Exempt | Yes |
| S083 | Commercial St SE: Baxter Rd SE to I-5 Interchange | Widen to major arterial standards, including 4 travel lanes, left turn lanes at selected locations, curbs, gutters, sidewalks, and bike lanes. | Included | \$23,882,000 | Non-Exempt | Yes |
| S085 | Cordon Rd SE & Hwy 22 | Construct interchange with recommended signalized intersections and lane configurations. From Cordon Road Interchange Study and the OR 22E Facility Plan. | Included | \$64,098,000 | Non-Exempt | Yes |
| S087 | Croisan Creek Rd S: River Rd S to Heath St S | Widen to collector standards by adding curbs, bikelanes & sidewalks | Included | \$9,026,000 | Exempt | Yes |
| S094 | Fabry Rd SE: Reed Ln SE to Battle Creek Rd SE | Extend Fabry Rd SE eastward from Reed Ln SE to Battle Creek Rd SE. This along with the westward extension of Mildred Ln SE will provide an east/west minor arterial connection south of Kuebler Bv SE from Battle Creek Rd SE to Skyline Rd. Developer funded partially or fully. | Included | \$7,618,000 | Non-Exempt | Yes |
| S095 | Front St N: Norway St NE to Division St NE | Rebuild Front Street to a modified minor arterial standard and aligning the railroad tracks down the center. Construct wide travel lanes as well as curbs, gutters, and sidewalks. The project includes the reconstruction of Mill Creek Bridge. | Included | \$13,034,000 | Non-Exempt | Yes |
| S096 | Front St N: River Rd N to Norway St N | Widen to minor arterial standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn lanes at intersections. | Included | \$5,637,000 | Non-Exempt | Yes |
| S098 | Glen Creek Rd NW: Crescent Dr NW to Westfarthing Way NW | Widen to minor arterial standards with 2 travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks. | Included | \$7,736,000 | Non-Exempt | Yes |
| S103 | Hilfiker Ln SE: Commercial St SE to Pringle Rd SE | Construct extension of Hilfiker Lane SE to Hillrose Street SE and reconstruct both Hilfiker and Hillrose to collector standards, with two travel lanes, turn pockets, curbs, gutters, sidewalks, and bike lanes. A portion of the project will likely be developer funded. | Included | \$7,741,000 | Non-Exempt | Yes |
| S110 | Kuebler Bv SE: Turner Rd SE to Hwy 22 Overpass | Widen to four travel lanes, paved or raised median, bike lanes, curbs, gutters and sidewalks, improvements to the bridge over Mill Creek. Developer funds the NB portion. | Included | \$22,424,000 | Non-Exempt | Yes |
| S113 | Lancaster Dr SE: Cranston St SE to Kuebler Bv SE | Realign curves and widen to 2 travel lanes plus a center turn lane with curbs, gutters, sidewalks, and bike lanes. | Included | \$8,007,000 | Non-Exempt | Yes |
| S117 | Macleay Rd SE: Pennsylvania Av SE to Cordon Rd SE | Widen to minor arterial standards, including 2 travel lanes, curbs, gutters, sidewalks, and bike lanes where designated. | Included | \$7,616,000 | Non-Exempt | Yes |
| S119 | Madrona Av S: Biegler Lane S to Liberty Rd S | Widen to minor arterial standards, including 2 travel lanes with curbs, gutters, sidewalks and bike lanes, plus left turn lanes at intersections. | Included | \$2,931,000 | Non-Exempt | Yes |
| S120 | Madrona Av S: Croisan Creek Rd S to Elderberry Dr S | Widen to an interim 2 travel lanes with curbs, gutters, sidewalks and bike lanes. | Included | \$7,179,000 | Exempt | Yes |

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| S124 | 32nd Av SE & Trelstad Ave SE: East of I-5 to 36th Av SE signal at Kuebler Bv SE | Widen to minor arterial standards, including 2 travel lanes, left turn pockets where needed, curbs, gutters, sidewalks, and bike lanes. | Included | \$10,634,000 | Non-Exempt | Yes |
| | | Reconstruct to a 3-lane standard from 12th to 22nd, and to a 4-lane standard (with eastbound lanes) from 22nd the 25th. Add or revise signals at 5 intersections, realign 22nd and widen both 22nd and 25th in the vicinity of McGilchrist. See S316. Work on/at 22nd separately funded. | | \$16,760,000 | | |
| S126 | McGilchrist St SE: 12th St SE to 25th St SE | RAISE grant awarded in 2022 for \$13,229,320. Also part of the 2022 GO Bond | Committed | | Non-Exempt | Yes |
| S128 | Mildred Ln SE: Lone Oak Rd SE to Sunnyside Rd SE | Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks. | Included | \$8,434,000 | Non-Exempt | Yes |
| | | Widen to minor arterial standards with 2 travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks. NEW *** | | \$3,002,000 | | |
| S131 | Orchard Heights Rd NW: Parkway Dr NW to Snowbird Dr NW | Reconstruct northside of the road to include stormwater, bike and pedestrian facilities. See Sxyz for sidewalks on southside. | Included | | Non-Exempt | Yes |
| S132 | Orchard Heights Rd NW: Titan Dr NW to UGB | Widen to minor arterial standards with 2 travel lanes, left turn lanes, bike lanes, curbs, gutters and sidewalks. Include realignment of Orchard Heights Rd west of BPA power lines. Developer funded. | Included | \$9,056,000 | Non-Exempt | Yes |
| | | Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, stormwater treatment, streetlights, and sidewalks. Includes four pedestrian crossing near transit stops. | | \$19,220,000 | | |
| S135 | Pringle Rd SE: McGilchrist St SE to Georgia Av SE | | Committed | | Non-Exempt | Yes |
| S137 | Robins Lane, east of Commercial St. SE | Connect Robins Lane to Battlecreek Rd with a new collector street alignment. | Included | \$5,928,000 | Non-Exempt | Yes |
| S143 | Skyline Rd S: Maplewood Dr S to Mildred Lane S | Widen to minor arterial standards including 2 travel lanes, a center turn lane, curbs, gutters, sidewalks and bike lanes. | Included | \$8,260,000 | Non-Exempt | Yes |
| S147 | Sunnyside Rd S: Kuebler Bv SE to Mildred Lane SE | Widen to minor arterial standards with 2 travel lanes, left turn pockets, bike lanes, curbs, gutters and sidewalks. | Included | \$14,729,000 | Non-Exempt | Yes |
| S148 | Sunnyside Rd S: Pawnee Circle SE to the UGB | Widen to minor arterial standards with 2 travel lanes, left turn pockets, bike lanes, curbs, gutters and sidewalks. | Included | \$17,060,000 | Non-Exempt | Yes |
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| S149 | Sunnyview Rd NE: Evergreen Av NE to Fisher Rd NE | Install roundabout at Park Av NE, traffic signal at Lansing Av NE, and curbs, gutters, and sidewalks from Evergreen Avenue NE to Bryam Street NE. | Included | \$8,036,000 | Exempt | Yes |
| S155 | Turner Rd SE: 2100 feet south of Cascade Gateway Park to Airway Dr SE | Project to include bike lanes, drainage, paved shoulder on one side, and curb, gutter and sidewalk on the other. | Included | \$15,270,000 | Exempt | Yes |
| S156 | Turner Rd SE: Airway Dr SE to Kuebler Blvd SE | Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters and sidewalks. | Included | \$13,000,000 | Non-Exempt | Yes |
| S158 | Turner Rd SE: Gath Rd SE to UGB | Widen to minor arterial standards with 2 travel lanes, left turn pockets, bike lanes, curbs, gutters and sidewalks. | Included | \$15,789,000 | Non-Exempt | Yes |
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| S168 | Airport Rd SE: State St. to Mission St. | Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks | Included | \$7,306,000 | Non-Exempt | Yes |
| S172 | Chemawa Rd NE: I-5 to Portland Rd NE | Widen to 4 lanes plus center turn lane, bike lanes, curbs, gutters and sidewalks. | Included | \$6,956,000 | Non-Exempt | Yes |
| S173 | Cherry Av NE: BNRR to Dr. MLK Jr Parkway NE | Widen to 5 lanes with 4 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes | Included | \$17,997,000 | Non-Exempt | Yes |

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| S174 | Cherry Av NE: Johnson St NE to Pine St NE | Widen to an interim 3-lane configuration, with 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes | Included | \$5,227,000 | Non-Exempt | Yes |
| S178 | Doaks Ferry Rd NW: Glen Creek Rd NW to Eola Dr NW | Widen to an interim 3-lane, minor arterial standard, with 2 travel lanes, center turn lane, bike lanes, curbs, gutters and sidewalks. Include all necessary realignments and intersection modifications. | Included | \$9,483,000 | Non-Exempt | Yes |
| S184 | Hyacinth St NE: Dr. MLK Jr Parkway NE to Portland Rd NE | Widen to major arterial standards, including 4 travel lanes and a center turn lane with curbs, gutters, sidewalks, bike lanes and intersection modifications. | Included | \$10,529,000 | Non-Exempt | Yes |
| S185 | Kale St NE: Portland Rd NE to Cordon Rd NE | Add a center turn lane, bike lanes, curbs and sidewalks in missing sections as development occurs. | Included | \$9,171,000 | Non-Exempt | Yes |
| S187 | Kuebler Bv SE: Skyline Rd S to Liberty Rd SE | Widen to 4 lanes, curbs, sidewalks, bikelanes, center turn lane or median | Included | \$3,672,000 | Non-Exempt | Yes |
| S189 | Liberty Rd S & Salem Heights Av S | Add northbound and southbound left turn lanes, bike lanes | Included | \$5,929,000 | Exempt | Yes |
| S190 | Liberty Rd S: Commercial St SE to Browning Av SE | Widen to 4 travel lanes, center turn lanes or raised medians, curbs, gutters, sidewalks, and bike lanes. | Included | \$49,779,000 | Non-Exempt | Yes |
| S191 | Liberty Rd S: Holder Ln SE to South UGB | Widen to an interim 3-lane urban standard, with 2 travel lanes, a center turn lane, curbs, gutters, sidewalks, and bike lanes. | Included | \$5,047,000 | Non-Exempt | Yes |
| S197 | Battle Creek Rd SE: Kuebler Bv SE to Hillrose St SE | Widen to minor arterial standards with 2 travel lanes, center turn lane or turn pockets, bike lanes, curbs, gutters, and sidewalks. Additional lanes may be required in the vicinity of the Kuebler Bv intersection. | Included | \$15,489,000 | Non-Exempt | Yes |
| S198 | Reed Rd SE: Battle Creek Rd SE to Strong Rd SE | pockets, bike lanes, curbs, gutters, and sidewalks. Half street modifications to | Included | \$3,027,000 | Non-Exempt | Yes |
| S204 | Broadway St NE: Liberty St NE to Dr. MLK Jr Parkway NE | Add bike facilities. The portion from Dr. MLK Jr Parkway to Pine St NE is funded with ARTS funds is \$1.4 million. This includes a turn pocket. See also Sxxx and Sxxy | Included | \$3,633,000 | Exempt | Yes |
| S205 | Center St NE: Commercial St NE to 17th St NE | Add bike facilities | Included | \$1,850,000 | Exempt | Yes |
| S208 | Commercial St SE: Mission St SE to Superior St SE | Add bike facilities | Included | \$300,000 | Exempt | Yes |
| S210 | Liberty St: Trade St SE to E St NE | Add bike facilities | Included | \$435,000 | Exempt | Yes |
| S211 | Marion St NE: 13th St NE to Commercial St NE | Add bike facilities | Included | \$1,142,000 | Exempt | Yes |
| S212 | Market St NE: Commercial St NE to Hawthorne Av NE | Add bike facilities | Included | \$7,410,000 | Exempt | Yes |
| S213 | Madrona Av SE: Liberty Rd S to Commercial St SE | Add bike facilities | Included | \$661,000 | Exempt | Yes |
| S214 | Mission St SE: 12th St SE to Commercial St SE | Add bike facilities. | Included | \$461,000 | Exempt | Yes |
| S216 | Silverton Rd NE: Fairgrounds Rd NE to Lancaster Dr NE | Add bike facilities | Included | \$6,413,000 | Exempt | Yes |
| S219 | 17th St NE: Sunnyview Rd NE to Silverton Rd NE | Add bike facilities | Included | \$707,000 | Exempt | Yes |
| S224 | Broadway St NE: Dr. MLK Jr Parkway NE to River Rd N | Add bike facilities | Included | \$262,000 | Exempt | Yes |
| S225 | D St NE: Lancaster Dr NE to Summer St NE | Add bike facilities | Included | \$7,572,000 | Exempt | Yes |
| S226 | Fairgrounds Rd NE/Hood St NE: Summer St NE to Commercial St NE | Add bike facilities | Included | \$335,000 | Exempt | Yes |

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| S229 | Lana Av NE: Portland Rd NE to Silverton Rd NE | Add bike facilities | Included | \$153,000 | Exempt | Yes |
| S231 | Madrona Av SE: Pringle Rd SE to Commercial St SE | Add bike facilities | Included | \$2,918,000 | Exempt | Yes |
| S236 | 25th St SE/Airway Dr SE: Madrona Av SE to Turner Rd SE | Add bike facilities | Included | \$8,494,000 | Exempt | Yes |
| S238 | Sunnyview Rd NE: 17th St NE to Fairgrounds Rd NE | Add bike facilities | Included | \$1,140,000 | Exempt | Yes |
| S245 | 12th St SE: Ibsen St SE to Commercial St SE | Add sidewalks for the west side of the street. | Included | \$2,068,000 | Exempt | Yes |
| S247 | Center St NE: Mitchel St NE to Cordon St NE | Add sidewalks. See S346. | Included | \$15,506,000 | Exempt | Yes |
| S248 | Commerical St SE: Winding Way SE to Lansford Dr SE | Add sidewalks | Included | \$16,547,000 | Exempt | Yes |
| S249 | Connecticut Ave SE Bike/Ped overpass of Hwy 22 between Lancaster and Cordon | Construct a pedestrian overpass of Highway 22 connecting a residential area to the south to a shopping center and two schools to the north. Salem has an overcrossing from Bill Riegel Park to Miller E.S. in their plans. | Included | \$9,073,000 | Exempt | Yes |
| S274 | Salem Industrial Dr Improvement | Widen half the street to collector standards, with sidewalks, curbs, gutters and bike lanes where designated. | Included | \$7,066,000 | Exempt | Yes |
| S286 | Cordon Rd: Highway 22 E to Caplinger Rd SE | Widen to 4 lanes, plus center turn lane or left turn lanes at selected locations, curbs, gutters, sidewalks and bike lanes. | Included | \$9,391,000 | Non-Exempt | Yes |
| S287 | Kuebler Blvd SE: I-5 to Turner Rd SE | Widen to 4 travel lanes, paved or raised median, bike lanes, curbs, gutters and sidewalks. This project includes turn lanes at Turner Rd SE and bridge modifications over the railroad. | Included | \$31,559,000 | Non-Exempt | Yes |
| S288 | Hawthorne Ave NE: Silverton Rd NE to Sunnyview Rd NE | Widen to 2 travel lanes with center turn lane where needed. Add curbs, gutters, sidewalks, bicycle lanes, and modify intersection approach to Silverton Rd NE and Sunnyview Rd NE. Project scope is to do interim minor arterial projects using a modified cross section (46 feet curb to curb in a 64 foot ROW) with construction to major arterial standards within 400 feet of intersections with Silverton Rd and Sunnyview Ave. Project includes some intersection realignment on the south side of Sunnyview to line up with new cross section. See also S364 for Hawthorne Ave at Sunnyview Rd project. | Included | \$28,073,000 | Non-Exempt | Yes |
| S292 | Brush College Rd NW: Pedestrian Project | Construct missing section (approximately 850 feet) of sidewalk on north side of Brush College Rd NW to Doaks Ferry Rd NW to provide access to Brush College Elementary school from the west. | Included | \$6,238,000 | Exempt | Yes |
| S293 | Hines St SE Railroad Crossing Pedestrian Facilites | Construct sidewalks on Hines St SE at the Union Pacific railroad crossing, including relocating rail switching equipment, crossing arms, and connect to existing sidewalks. | Included | \$5,049,000 | Exempt | Yes |
| S297 | Marine Drive NW: Harritt Dr Nw to Cameo St at 5th Av NW | Construct a new collector street to the east of Wallace Rd along alignment determined by the flood plain. Uses a special Salem TSP cross section with two travel lanes, new curb, sidewalk on westerly side, 12-foot multi-use path on the easterly side, stormwater treatment, and streetlights. Includes connetor streets at Beckett St and 5th Av and improvements to Harritt Dr NW. Sections may be constructged by developers depending on timing of development vs. funding for city construction. See also S343 and S382. In the 2022 GO Bond. | Committed | \$23,530,000 | Non-Exempt | Yes |

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| S308 | Capitol Mall to Keizer/Kroc Center Bike Corridor | Enhance the corridor for bicycle travel between the Capitol Mall and Keizer/Kroc Center. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding two sections of the corridor (covered in other projects). | Included | \$361,000 | Exempt | Yes |
| S310 | State St to Kroc Center Bike Corridor | Enhance corridor for bicycle travel between the State St in central east Salem and the Kroc Center. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding two sections of the corridor (covered in other projects) | Included | \$2,497,000 | Exempt | Yes |
| S312 | Geer Community Park to Hoover Elementary School Bike Corridor | Create a corridor for bicycle travel between Geer Community Park and Hoover Elementary School. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. | Included | \$164,000 | Exempt | Yes |
| S314 | McKay Park East/West Bike Corridor | Create a corridor for bicycle travel connecting to McKay Park. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding one section of the corridor (covered in other projects) | Included | \$264,000 | Exempt | Yes |
| S315 | Four Corners Elementary School and Auburn Elementary School Bike Corridor | Create a corridor for bicycle travel between the Four Corners Elementary School and Auburn Elementary School. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. | Included | \$507,000 | Exempt | Yes |
| S317 | Sprague HS to South Salem HS Bike Corridor | Create a corridor for bicycle travel between Sprague HS and South Salem HS. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding three sections of the corridor (covered in other projects) | Included | \$857,000 | Exempt | Yes |
| S318 | Bush's Pasture Park to River Road Bike Corridor | Create a corridor for bicycle travel between the Bush's Pasture Park and River Road S. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. | Included | \$76,000 | Exempt | Yes |
| S319 | Saginaw St Bike Corridor | Create a corridor for bicycle travel between Mission St and Rural Av, bypassing the Commercial/Liberty couplet. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. | Included | \$180,000 | Exempt | Yes |

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| S320 | Clark Creek Park/South Village Park Bike Corridor | Create a corridor for bicycle travel between the Clark Creek Park and South Village Park. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding three sections of the corridor (covered in other projects) | Included | \$388,000 | Exempt | Yes |
| S321 | Pringle Creek Path: Civic Center to Riverfront Park. | Construct a pedestrian bridge crossing of Pringle Creek under the Commercial street bridge, construct a new path along Pringle creek from Commercial Street under the existing railroad bridge to the Riverfront Park. Includes creek overlooks and art wall. From 2022 Salem GO Bond. | Committed | \$5,300,000 | Exempt | Yes |
| S322 | Orchard Heights Park / Brush College Park Bike Corridor | Create a corridor for bicycle travel between Orchard Heights Park and Brush College Park. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding three sections of the corridor (covered in other projects) | Included | \$705,000 | Exempt | Yes |
| S323 | 2nd St NW Bike Corridor - Phase 1 | Design and reconstruction of 2nd St NW, phased from Gerth Av NW to Wallace Rd NW. Phase 1 is between Patterson St NW to Wallace Rd NW. From the Salem CIP. See also S344. Previously \$5.93 million has been allocated to this project. | Included | \$2,953,000 | Exempt | Yes |
| S324 | 25th St South of Mission St Bike Corridor | Create a corridor for bicycle travel along 25th Av SE. This will be accomplished by implementing the appropriate supporting facility, such as bike lanes, shared lane markings, off-street paths and/or modifying the road to bikeway standards. Cost is an estimate excluding two sections of the corridor (covered in other projects). See S221. | Included | \$6,607,000 | Exempt | Yes |
| S326 | Cottage St - Convert to two-way | Convert to two-way with sharrows. From the Central Salem Mobility Study (2012). | Included | \$1,649,000 | Exempt | Yes |
| S333 | Summer St NE & Marion St NE Intersection Modifications | Remove southbound right-turn movement from shared lane and remove fourth westbound lane east of Summer St and start it as an add lane for the southbound right-turn movement. From the Central Salem Mobility Study (2012). | Included | \$274,000 | Exempt | Yes |
| S336 | Union St Bikeway - Phase 2 Summer St NE to 12th St NE | Build buffered bike lanes on Union Street from Summer St NE to 12th St curve and end at Marion St. Requires adjustment to curb extensions. From Central Salem Mobility Study (2012). See also S311 for Phase 1, S298 for the signal at Commercial St, and S347 for Phase 1B. Part of the 2022 GO Bond Package. | Committed | \$4,300,000 | Exempt | Yes |
| S340 | Kroc Center Pathway | Build a bicycle/pedestrian connection between Hyacinth St NE and Bill Frey Dr, including a bridge over Claggett Creek. Cost estimate is for the most expensive option (concrete path and bridge). | Included | \$3,973,000 | Exempt | Yes |
| S341 | Hyacinth St Multi-Use Path | Build a bicycle/pedestrian path along the south side of Hyacinth St NE between Dr. MLK Jr Parkway and Salem Industrial Drive NE. | Included | \$1,214,000 | Exempt | Yes |
| S342 | Bike/Pedestrian Bridge over Dr. MLK Jr Parkway | Build a bridge over Dr. MLK Jr Parkway to separate bicycle and pedestrian travel from motorized vehicles. Would include connections to the existing multi-use path along Dr. MLK Jr Parkway and to the proposed multi-use path along Hyacinth St NE (see S3421). | Included | \$12,170,000 | Exempt | Yes |

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| S343 | Marine Dr NW: Harritt Av NW to River Bend Rd NW | Construct a collector/minor arterial from the Harritt Av NW extension to River Bend Rd NW. Road will include one lane in each direction, center turn pockets as necessary and facilities for bicycles and pedestrians. See also S297 and S382. | Included | \$19,731,000 | Non-Exempt | Yes |
| S345 | Auburn Rd NE: Baldwin Av NE to Cordon Rd NE | Widen to collector standards, add bike lanes, drainage and sidewalks. Continuation of M071. Was M011. Developer funded. | Included | \$4,137,000 | Exempt | Yes |
| S347 | Union St Bikeway: Phase 1B | Phase 1B includes curb extensions at the intersection of Liberty St NE and Union St NE, and the design and construction of enhanced bicycle facilities on Union St NE between Commercial St NE and Summer St NE. See also S298, S311, and S336. | Committed | \$4,525,000 | Exempt | Yes |
| S348 | Fisher Rd NE - Silverton Rd NE to East/West Curve | On Fisher Rd NE from Silverton Rd NE to the East/West curve, construct to collector street standrads, including new curb, sidewalks, bike lanes, stormwater treatment, and streetlights. Includes a traffic signal replacement at Sunnyview Road and pedestrian crossings at Beverly Av and Devonshire Av. Part of the Salem 2022 GO Bond. | Committed | \$27,650,000 | Exempt | Yes |
| S354 | Replace Railroad and McGilchrist St culverts on West Fork Pringle Creek | Replace Union Pacific Railroad and McGilchrist St culverts on West Fork Pringle Creek. From the Pringle Creek Basin Plan, project PC-01C. In FY2023 CIP. | Committed | \$3,076,000 | Exempt | Yes |
| S355 | Hawthorne Av NE at Sunnyview Rd NE | Design and construction of modification to the northwest and southeast quadrants of the intersection of Hawthorne Ave NE at Sunnyview Rd NE to align the northbound and southbound left-turn pockets and add a new northbound right-turn pocket. This project would require minor widening of the southeast quadrant to accommodate the new right-turn lane. The project would also overlay the approaches, restripe the new lane configuration and relocate traffic signal poles in the NW and SE quadrants | Committed | \$3,215,000 | Exempt | Yes |
| S357 | Turner Rd SE: Mill Creek Bridge to Deer Park Dr SE | Design and construction of full-street improvements from Mill Creek bridge to Deer Park Rd SE | Committed | \$1,506,000 | Non-Exempt | Yes |
| S358 | Turner Rd SE at Gath Rd SE and Deer Park SE | Design and construction of improvements to realign Turner Rd SE at Gath Rd SE / Deer Park Dr SE and add SB and WB left-turn lanes. | Committed | \$7,727,000 | Non-Exempt | Yes |
| S359 | Turner Rd SE: Kuebler Blvd SE to Mill Creek Bridge | Design and construction of full-street improvements on Turner Rd SE for 1500 linear feet from Kuebler Blvd SE to the Mill Creek bridge and 500 linear feet from Turner Rd SE north of Kuebler Blvd SE. Work also includes signal modifications and 1000 linear feet of half-street improvements on the south side of Kuebler Blvd SE from Turner Rd Se to the Mill Creek bridge. | Committed | \$5,596,000 | Non-Exempt | Yes |
| S360 | Deer Park Dr SE Modifications | Construct full-street improvements from Aumsville Hwy SE to Turner Rd SE. Work includes one travel lane in each direction, left-turn pockets, curbs, and sidewalks. | Committed | \$6,829,000 | Non-Exempt | Yes |
| S362 | Hilfiker Ln SE at Commercial St SE | Design, RoW, and construction to widen the approaches on Hilfiker Ln SE to allow a left-turn lane and bike lanes in both directions. Replace traffic signal. | Committed | \$5,344,000 | Exempt | Yes |
| S363 | Commercial St SE: Oxford St SE to Madrona Ave SE | Design and construct buffered bike lanes and pedestrian crossings along this stretch. | Committed | \$2,554,000 | Exempt | Yes |
| S364 | Commercial St SE: Madrona Av SE to Robins Ln SE - Signal Improvements | Design and construct upgrades at signalized intersections on Commercial St SE from Madrona Av SE to Robins Ln SE. | Committed | \$952,000 | Exempt | Yes |

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| S365 | State St at 25th St SE Intersections Improvements | Design and construct intersection modifications to improve pedestrian visibility and reduce traffic incidents. | Committed | \$798,000 | Exempt | Yes |
| S366 | Pedestrian Island and Crossing Safety Improvements Package | Design and construct crossing modifications on State St at 21st SE; Lancaster Dr NE at Weathers St NE and River Rd N at Riveria Dr NE. ***Note: Project list will be revised in Oct/Nov 2022 due to cost escalation | Committed | \$1,752,000 | Exempt | Yes |
| S367 | Downtown Signal Upgrades | Design and construct upgrades at signalized intersections at various locations within downtown bordered by State St, Capitol St NE, Union St NE, and Commercial St NE. | Committed | \$141,000 | Exempt | Yes |
| S369 | Orchard Hts Rd NW Modifications | Design and construct modifications along the south side of two segments of Orchard Hts Rd NW, from Snowbird Dr NW to Schoolhouse Ct NW, and from Chapman Hill Dr to Westhaven Av NW. Modifications include constructing missing curb, sidewalks, and widening Orchard Hts Nw to provide a pedestrian median island at Parkway Dr NW and WB left-turn pocket from Orchard Hts Rd Nw to Parkway Dr NW. | Committed | \$2,939,000 | Exempt | Yes |
| S370 | Sunnyview Rd NE at Hollywood Dr NE Pedestrian Crossing | Design and construct a new median island crossing at Sunnyview Rd NE at Hollywood Dr NE with street lighting, improved crosswalk and ramps. | Committed | \$210,000 | Exempt | Yes |
| S372 | Pedestrian Crossing Program | Design and construct pedestrian safety crossings. Locations determined annually based on opportunites or identified crossing safety issues. | Included | \$1,161,000 | Exempt | Yes |
| S373 | Broadway St NE at Locust St NE Pedestrian Crossing | Design and construct a new median island crossing of Broadway St at Locust St NE, with street lighting, improved crosswalk, and ramps. | Committed | \$192,000 | Exempt | Yes |
| S374 | Macleay Rd SE and Caplinger Rd SE Pedestrian Crossing | Design, RoW, and construction of a new crossing with pedestrian island, lighting, and new sidewalk on west side of Macleay Rd SE from 150 linear feet south of Periwinkle Dr SE to 100 linear feet west of Gaffin Rd SE and the south side of Caplinger Rd Se from Macleay Rd SE to 750 linear feet easterly to connect to existing sidewalk. | Committed | \$2,763,000 | Exempt | Yes |
| S376 | Lone Oak Rd SE at Rees Hill Rd SE | lengthened left-turn lane and an acceleration lane on Rees Hill Rd SE. | Committed | \$1,716,000 | Exempt | Yes |
| S377 | Davis Rd S: Skyline Dr S to Liberty Rd S | Urban upgrade of the existing road to add new curb, sidewalks, bikelane, stormwater treatment and streetlights with pedestrian crossings. Adds a new traffic signal at Davis Rd S at Liberty Rd S. From the 2022 Salem GO Bond. | Committed | \$7,600,000 | Exempt | Yes |
| S378 | State St: 13th St NE to 17th St NE Bike Lanes and Pavement | Pavement rehabilitation and striping reconfiguration to one travel lane in each direction with a center turn lane and bike lanes. Includes a pedestrian crossing at 15th St andstreetscape features. Also includes a new traffic signal at the 17th St intersection. From the 2022 Salem GO Bond. See S217 for portion east of 17th. | Committed | \$12,950,000 | Exempt | Yes |
| S379 | Broadway: Pine St N to Tryon St N | Add bike facilities via ARTS funds. See S204 and S380. | Committed | \$2,382,000 | Exempt | Yes |
| S382 | Marine Dr NW: 5th St NW to Glen Creek Rd | Construct a new collector from 5th St NW to Glen Creek Rd. Road will include one lane in each direction, center turn pockets as necessary, facilities for bicycles and pedestrians, and appropriate stormwater treatment. See also S297 and S343. | Included | \$32,951,000 | Non-Exempt | Yes |

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| S383 | McGilchrist St SE at 22nd St SE | Realign 22nd St SE at McGilchrist St SE to make a four-leg intersection and install a new traffic signal to increase traffic flow. See S126 for remaining work on McGilchrist St SE. | Committed | \$9,925,000 | Exempt | Yes |
| T008 | Delaney Road at Turner Road | Add sidewalks, bicycle lanes, and a right turn lane to Delaney Road east of Turner Road extending approximately 340 feet, connecting to the existing sidewalks and bicycles lanes at 2nd St. SE. | Included | \$1,188,000 | Exempt | No |

Appendix Z – Adopting Resolutions

On the following pages are the Resolutions for the AQCD and RTSP

Resolution 23-13 : Adopting of the Air Quality Conformity Determination (AQCD) for the SKATS 2023-2050 Metropolitan Transportation Plan (MTP)

Resolution 23-14 : Adopting the SKATS 2023-2050 Metropolitan Transportation Plan (MTP)

Resolution 23-13

Resolution of the Salem-Keizer Area Transportation Study (SKATS) Policy Committee Adopting the Air Quality Conformity Determination for the SKATS 2023-2050 Metropolitan Transportation Plan

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

WHEREAS, the Policy Committee is authorized by an Intergovernmental Cooperative Agreement to adopt and adjust the Metropolitan Transportation Plan (MTP); and

WHEREAS, the SKATS area is currently designated non-attainment for the carbon monoxide standard;

WHEREAS, a new MTP must demonstrate air quality conformity before the MPT is approved by the MPO or accepted by the federal Department of Transportation, according to the requirements of OAR-340-252-0010 et. seq. (*Transportation Conformity Rule*)

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

THAT the Air Quality Conformity Determination for the SKATS 2023-2050 MTP has been prepared according to state and federal regulations and undertaken through interagency coordination with local, state, and federal agencies;

THAT the Air Quality Conformity Determination for the SKATS 2023-2050 MTP has gone through a 30-day public and agency review period, and no negative responses were received as a result of that public review process;

THAT the SKATS 2023-2050 MTP has been determined to conform to requirements related to regional air quality emissions contained in OAR 340-252 (Transportation Conformity), and the SKATS Policy Committee hereby adopts the document *Air Quality Conformity Determination for the SKATS 2023-2050 Metropolitan Transportation Plan* dated May 15, 2023, in support of this resolution.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 23rd day of May 2023.



Chair
Salem-Keizer Area Transportation Study
Policy Committee

Resolution 23-14

Resolution Adopting the SKATS 2023-2050 Metropolitan Transportation Plan (MTP)

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

WHEREAS, SKATS as the MPO is required by federal and state regulations to periodically prepare and adopt a 20-year transportation plan; and

WHEREAS, the SKATS Policy Committee is authorized by an Intergovernmental Cooperative Agreement to prepare and adopt said transportation plan; and

WHEREAS, the adopted SKATS Public Participation Process has been followed in the preparation and development of the SKATS 2023-2050 Metropolitan Transportation Plan (MTP), and the document has undergone the required 30-day public and agency review and comment period; and

WHEREAS, the public review draft of the SKATS 2023-2050 MTP has been revised to reflect responses to comments received during the public and agency review and comment period; and

WHEREAS, the **SKATS 2023-2050 MTP** has been shown to demonstrate conformity with the requirements of the federal Clean Air Act Amendments and the Oregon Statewide Conformity Rule; and

WHEREAS, the SKATS Regional Transportation Planning Process and the **SKATS 2023-2050 MTP** have been determined to be in substantial compliance with the required elements of federal legislation; and

WHEREAS, the projects contained in the SKATS 2023-2050 MTP demonstrate financial constraint; and

WHEREAS, the projects contained in the SKATS 2023-2050 MTP support the Oregon Department of Transportation and the Salem Area Mass Transit District in meeting the targets they have set for the federal performance measures;

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

THAT the SKATS 2023-2050 Metropolitan Transportation Plan (MTP), copies of which are on file at the Mid-Willamette Valley Council of Governments office, is hereby adopted; and

THAT the SKATS 2023-2050 MTP supersedes the Salem-Keizer Regional Transportation Systems Plan updated adopted in 2019.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 23rd day of May 2023.



Chair
Salem-Keizer Area Transportation Study
Policy Committee