

## Agenda Salem-Keizer Area Transportation Study (SKATS)

### Technical Advisory Committee (TAC)

**This meeting is a 'hybrid' meeting: Staff and Committee members may choose to attend in person or remotely.** Meetings are being recorded in compliance with Oregon Public Records regulations. Meetings are hosted with Zoom and may be attended either via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting:

Join via computer: <https://zoom.us>

or call: 1 253 215 8782

Meeting ID: 853 9213 3218

Passcode: 818593

Direct link for this meeting: <https://us06web.zoom.us/j/85392133218?pwd=Z1h6bTczZnByNHBiRzVPMFlwQmoyZz09>

If participation by phone or video conferencing is not an option, please contact our offices (at 503 588 6177) 24 hours in advance of the meeting. If you are having trouble connecting to the meeting, contact Theresa Whisenhunt (503 540 1630) [twhisenhunt@mwvcog.org](mailto:twhisenhunt@mwvcog.org)

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**Date:** Tuesday, November 14, 2023

**Time:** 1:30 p.m.

**Place:** Hybrid Meeting (100 High St SE, Suite 200 Salem or via Zoom)

**Phone:** (503) 588 6177

**E-mail:** [mwvcog@mwvcog.org](mailto:mwvcog@mwvcog.org)

**Website:** [www.mwvcog.org](http://www.mwvcog.org)

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**A. Call to Order ..... Julie Hanson**

**B. Approval of TAC Minutes October 10, 2023 ..... Julie Hanson**

**C. High Injury Crash Corridors ..... Kindra Martinenko**

Background: For the SKATS Metropolitan Transportation Safety Action Plan (MTSAP) staff reviewed crashes over the years 2017 to 2021 to identify and quantify the corridors (or segments of corridors) with the highest number of fatal, serious, and/or non-motorist (pedestrian/bicyclist) injury crashes. The **attached**

The Mid-Willamette Valley Council of Governments is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations or translation services to attend this meeting, please Theresa Whisenhunt at (503) 540-1630 or send e-mail to [lomoore@mwvcog.org](mailto:lomoore@mwvcog.org) at least 72 hours prior to the meeting. *Hearing impaired please call Oregon Telecommunications Relay Service, 7-1-1.* Thank you.

memorandum provides an overview of the process and methodology applied to develop the high-injury network and a summary of the results.

Action

Requested: Review and provide feedback on the High Injury Network.

**D. Draft SKATS Metropolitan Planning Area Boundary ..... Ray Jackson**

Background: After each decennial census the Metropolitan Planning Organizations (MPOs) in the country need to review and if necessary, revise their Metropolitan Planning Area (MPA) boundary. The MPA defines the area that is within the MPO and where federal surface transportation funds that the MPO has discretion over may be allocated. The MPA will be larger than the Federal Aid Urban Boundary (FAUB) that was discussed in July and August and approved by the SKATS Policy Committee in August.

The ***attached*** memorandum provides an overview of the process used and maps of three proposed MPAs. The TAC is requested to review the options and provide feedback on whether any are suitable for consideration by the SKATS Policy Committee or whether there are modifications that should be made.

Action

Requested: Review the draft maps and provide feedback.

**E. Amendments to the 2024-2029 TIP ..... Steve Dobrinich**

Background: There are three full amendments to the FFY 2024-29 Transportation Improvement Program (TIP) for the TAC to review.

- Pringle Creek Path Connection (Salem) (Key # 23504) –Create new project approved as part of Oregon Community Paths program. Project funded through construction. \$6,686,727 total (\$6,000,000 federal; \$686,727 local match).
- OR-22 Pedestrian Overcrossing (Salem) (Key # 23518) –Create new project approved as part of Oregon Community Paths program. Refinement planning for an approximately 500-foot pedestrian overcrossing over OR-22 between Lancaster Dr. SE and Cordon Rd. \$300,000 total (\$269,190 federal; \$30,810 local match).
- OR22 Center St Bridge (Salem) (Key # 21705) –Move \$3 million of HB2017 discretionary funds from the construction phase to the preliminary

engineering phase. Add three bridge locations to reflect updated project scope.

Action

Requested: Recommendation to the Policy Committee to adopt the proposed amendments.

**F. Other Business.....SKATS Staff**

- Next Policy Committee Meeting – **November 28, 2023**
- Next TAC Meeting – **December 12, 2023**

**G. Adjournment ..... Julie Hanson**

# DRAFT

## Minutes

Salem-Keizer Area Transportation Study (SKATS)  
Technical Advisory Committee (TAC)  
October 10, 2023 @1:30pm  
100 High St. SE, Suite 200  
Salem, OR

**This was a Hybrid meeting: attendance was online via Zoom & in-person in the MWVCOG Conference room.**

### **TAC Members in Attendance**

Bill Lawyer, Keizer Public Works  
Brandon Williams, ODOT Region 2  
Janelle Shanahan, Marion County Public Works  
Julie Warncke, Salem Public Works, 2023 Chair  
Lisa Anderson-Ogilvie, Salem Community Development, 2023 Vice Chair  
Melissa Ahrens, DLCD  
Scott McClure, City of Turner  
Ted Stonecliffe, SAMTD – alternate for Shofi Ull-Azum

### **TAC Members Absent**

Austin Barnes, Marion County Planning  
Austin McGuigan, Polk County Planning Dept.  
Jasmine Harris, FHWA  
Shane Witham, Keizer Community Development  
Shofi Ull-Azum, SAMTD/Cherriots  
Todd Whitaker, Polk County Planning  
Rachel Sakata, DEQ as needed  
Victor Lippert, Salem-Keizer Schools  
ODOT Trans. Planning Analysis Unit, as needed

### **Others in Attendance**

Carl Lund, Marion County Public Works  
Jacqueline Green, NE Keizer Neighborhood Assoc.  
Kim Sapunar, MWVCOG-SKATS  
Lani Radtke, Marion County Public Works  
Matt Etzel, Aumsville Public Works  
Mike Jaffe, MWVCOG-SKATS  
Ray Jackson, MWVCOG-SKATS  
Stephen Dobrinich, MWVCOG-SKATS  
Tammy Kunz, NE Keizer Neighborhood Assoc.  
Tess Bloom, EPA Region 10  
Theresa Whisenhunt, MWVCOG-SKATS

## **Agenda Item A. Call to Order**

Chair Julie Warncke called the meeting to order at 1:30 p.m.

## **Agenda Item B. Approval of Minutes of September 12, 2023**

**Motion was made by Janelle Shanahan, seconded by Bill Lawyer, to approve the minutes of the September 12, 2023, meeting as presented.**

Chair Warncke pointed to page four, paragraph three – her last name is incorrectly spelled.

Those voting in favor of the motion **to approve the minute of the September 12, 2023, meeting as AMENDED**, were Bill Lawyer, Brandon Williams, Janelle Shanahan, Juile Warncke, and Ted Stonecliffe.<sup>1</sup> **The motion passed unanimously.**

## **Agenda Item C. Title VI Plan Update**

The Oregon Department of Transportation (ODOT) Office of Equity and Civil Rights (OECR) conducted a Title VI Review of the Salem Keizer Area Transportation Study (SKATS), including an onsite review with staff on August 1, 2023, with David Morrissey the Title VI/EJ/ADA Program Manager, and Jennifer Erickson, Civil Rights Programs Coordinator.

The Title VI plan and all associated materials were reviewed, and SKATS staff received ODOT's report on September 6, 2023, acknowledging full compliance with meaningful policies and practices in place for Title VI compliance. As SKATS last Title VI Implementation Plan update was in 2019, ODOT requested that the MPO submit its next plan update by December 5, 2023.

With some recent input from ODOT's Civil Rights division, the Title VI Plan has been updated, and the draft document was supplied to the TAC in advance of this meeting for review.<sup>2</sup> Kim Sapunar briefly outlined the minor changes to the plan as informational to the committee.<sup>3</sup>

A new executive order from President Biden's administration may affect Oregon's transportation requirements for state and federal agencies. At this time, it seems that the EO is pursuant to environmental justice concerns. Staff will continue to monitor the topic as more information is available.

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<sup>1</sup> Lisa Anderson-Ogilvie - Salem Community Development, Melissa Ahrens - DLCD, and Scott McClure - City of Turner arrived following the vote on the minutes of September 12, 2023.

<sup>2</sup> The draft Title VI Plan Update may be found as agenda item C in the packet. The draft is tracking changes for review.

<sup>3</sup> The one major *edit* was to change the word "gender" to "sex" in the non-discriminatory statement. "Sex" is a federally protected class while "gender" is not.

Chair Warncke pointed out a few spelling & grammar errors along with a suggestion to add an email address to the complaint form to submit the form. Staff will also format the PDF form on the website to be fillable.

Ted Stonecliff stated that SAMTD just completed and adopted their updated Title VI plan. SAMTD has an option for the complainant to file the form directly with a federal office. Staff will investigate to see if that is an option for the MPO.

ODOT has asked SKATS to have the update submitted to their offices by the end of this calendar year. Any edits suggested by the TAC needs to be emailed to staff before the next PC meeting. The draft will be presented to the PC at that time.

#### **Agenda Item D. SKATS FY 2024 – 2025 Unified Planning Work Program**

Mike Jaffe started the discussion on developing the FY 2024 – 2025 UPWP. Supplied to the TAC in the packet was a summary description of the major activities for FY 2024-2025 and the schedule leading for developing and adoption of the UPWP.<sup>4</sup> Entries that are highlighted represent those that will change before the final draft, based on input from the TAC and/or the organization responsible for the planning items (e.g., SAMTD for the Transit Planning entries).

Mr. Jaffe highlighted the schedule starting with the current month when staff get feedback from the TAC and Policy Committee on the outline. In November, staff do more refinements of the activities. In December, staff will begin to prepare the new UPWP document and present the draft to the PC in January for feedback. The draft UPWP will be submitted to ODOT, FHWA and FTA at the end of January for their initial review, following by a meeting with those state and federal agencies. Based on comments from ODOT, FHWA, and FTA, staff will revise the draft UPWP with a comment response log back to those agencies. In April, staff will present the final draft UPWP to the Policy Committee for adoption. In May, SKATS transmits the adopted document to ODOT. Staff anticipates signing the funding agreements with ODOT in June.

Mr. Jaffe discussed the activities in the summary, starting with the update of the SKATS TIP. Staff will begin the process to develop the 2027-2032 SKATS TIP (with final adoption in May of 2026). Steve Dobrinich is compiling a timeline/schedule, including when local jurisdictions submit pre-applications for the new TIP.

Mr. Jaffe noted that in the last TIP update there were no new projects added to the TIP, and because of this there might be a slightly different schedule than normal. Mr. Jaffe said that in the case of there being federal discretionary funds remaining in FY2025 or 2026, the TAC and PC might consider reviewing the list of projects that were submitted previously, and potentially add one or more projects to the current TIP prior to developing the 2027-2032 SKATS TIP.

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<sup>4</sup> The overview and schedule may be found as agenda item D in the packet.

Work on the Congested Management Process (CMP) and the SKATS Metropolitan Transportation Safety Action Plan (MTSAP) will continue. The MTSAP is projected to be adopted in the summer of 2024. Public Participation Plan and Consultation Process Updates also continue with adoption in November 2025. Staff will continue to track ODOT's engineering design work for Hwy OR22W/51 interchange, with updates to the PC.

Interagency assistance and coordination with transportation partners consists of: staff updating agreements with those partners, quarterly OMPOC and MPO/Transit meetings, meetings of the Oregon Modeling Statewide Collaborative and providing travel modeling services / data for studies as requested. Also included in interagency partnering is assisting local jurisdictions and other state agencies; Keizer, Salem, and Turner TSP updates, etc. Staff will continue updating the regional travel model, do data collection, update on federal performance measure targets as needed, follow the public participation plan, schedule and prepare materials for the monthly PC & TAC meetings, and do program management requirements. Transit is in the process of updating their plans for their part of the 2024-25 UPWP.

Mr. Jackson continued to speak on the highlighted areas of the timeline. Keizer will be updating their TSP. Chair Warncke commented of a possible ask for federal funding for construction of the HWY OR22 multiuse path overpass; this overpass is in the planning study phase and may benefit from county partnerships or federal funding in the future. Salem will update the TAC if they receive the federal grant for their safety action plan. Brandon Williams offered to present to SKATS information regarding the city of Turner's Transportation System Plan Update and their key milestones.

Mr. Jaffe discussed the topic of collecting bike volume counts. Other MPOs have bike count programs with auto-counters or hose-counters. Salem has collected bike counts in various ways in the past, including volunteer counters on a single day, multi-day counts as part of intersection studies, auto-counters at the Union Street and Minto Park pedestrian bridges, as well as doing bike counts using the traffic signal cameras used for auto-counts (although those cameras did not produce reliable counts). If the SKATS area wanted a more robust bike count program, SKATS and its local government partners would need to determine the "who, when, where and how" to enact that program. Multiple members are interested in the data and investigating the different ways of gathering said data. However, the cities do not have the staff time to dedicate to individual counts at intersections. The TAC decided to leave the topic of bike counts in the UPWP for now, with discussion during 2024. Mr. Williams suggested looping the ODOT Region 2's Active Transportation Liaison -- Jenna Berman -- in those bike/ped data conversations.

Staff asked the TAC members to contact staff with ideas or questions about any items on the UPWP summary.

## Agenda Item E. Other Business

- Next Policy Committee Meeting – **October 24, 2023**
- Next TAC Meeting – **November 14, 2023**
- PGE Electric School Bus Fund and Drive Change Fund 2023 Recipients: Salem-Keizer School District (EV school bus) and Salem (EV mini street sweeper).
- \$1 million in redistribution funds from ODOT will be added to the TIP; and due to budget savings, \$450,000 from the STBG funds programmed for MPO planning will be available for funding projects.
- COG hired a program assistant for Salem-Keizer Safe Routes to School (SRTS) – Tania Perfect-Calderon's.
- SRTS hosted walking school busses for International Walk & Roll Day on October 4<sup>th</sup>. Candelaria, Washington, McKinley, and Grant elementary school participated. Coming up next, on November 14<sup>th</sup> is Ruby Bridges Walk to School Day.<sup>5</sup>
- Last-minute Federal Functional Classifications changes need to be submitted to Ray Jackson.
- Updating bike map printed by Cherriots: Staff is compiling comments for the next SAMTD meeting; the map will be printed in early 2024 for distribution.
- Next month: demo on the High Injury Network developed by SKATS staff; SKATS work on updating the metropolitan planning area (MPA) boundary, and FAUB updates.

Chair Julie Warncke adjourned the meeting at 2:12 p.m.

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<sup>5</sup> More information may be found on the Salem-Keizer Safe Routes to School website:  
<https://www.sksaferoutes.org/>



## **Agenda Item C**

### **High Injury Crash Corridors**

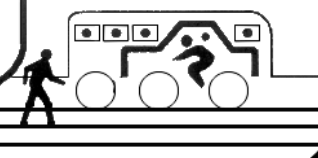
SKATS Technical Advisory Committee

November 14, 2023

Action Requested:      Review and provide feedback on the High Injury Network.

# SALEM-KEIZER AREA TRANSPORTATION STUDY

SKATS



100 High St. SE, Suite 200 Salem, OR 97301 Phone (503) 588-6177 FAX (503) 588-6094

## Memorandum

**Date:** November 6th, 2023  
**To:** SKATS Technical Advisory Committee  
**From:** Kindra Martinenko, Associate Transportation Planner  
**Re:** 2017-2021 Top 20 High-Injury Crash Corridors

For the SKATS Metropolitan Transportation Safety Action Plan (MTSAP), SKATS staff recently completed a [High-Injury Corridor \(HIC\)<sup>1</sup>](#) crash analysis, evaluating 2017-2021 crash data provided by ODOT. The purpose of this analysis was to identify the most dangerous corridors in the Salem-Keizer area, based on fatal, serious injury, and non-motorist (pedestrian and bicyclists) injury crashes.

The methodology and approach applied to obtain the High-Injury corridors closely replicates the methodology developed by Oregon Metro to create their [2015-2019 High-Injury Network<sup>2</sup>](#).

The first step in this process was to create corridors based on a detailed “all-streets network” (dissolving street segments using the street name as the primary attribute). Next, all crashes that had at least one fatal, serious injury, and/or were non-motorist injury-related were selected, and then scored using a weight value based on injury severity (a score of 10 was applied for fatal or serious injury crash and a score of 3 was applied to each non-motorist non-serious injury crash).

Using ArcGIS software, the crash locations were snapped to the nearest intersection if intersection-related, or nearest midpoint along the segment if not intersection-related.

Finally, the crash locations were spatially joined to the street network to obtain a count of scored crashes on each corridor, and then each corridor’s normalized scores were calculated based on the total severity score and segment length (in feet)<sup>3</sup>.

**Table 1** shows the top 20 highest ranked corridors based on the total severity score (all modes, including non-motorists).

<sup>1</sup> <https://www.arcgis.com/home/item.html?id=4173ed025b4a4e1897887c483ba85efb>

<sup>2</sup> <https://experience.arcgis.com/experience/6b5ae16aad814e6e81546bcc4ffdf964>

<sup>3</sup> Corridors with lengths greater than 5 miles were split into multiple segments to accurately reflect the differences in severity along the corridor evaluated. Corridors less than one-half mile in length were excluded from the analysis.

**Table 1: Top 20 SKATS High-Injury Crash Corridors (2017-2021) – All Modes**

Rank Overall	Corridor Name	Severity Score for All Modes	Fatal & SI per Mile	Avg. Annual Daily Traffic	Corridor Length (Miles)
1	Commercial St Se - Division St to Mission St	321	9.9	25,460	1
2	Commercial St Se - Madrona Ave to Kuebler Blvd	249	10.1	33,240	1.7
3	Lancaster Dr - Sunnyview Rd to Kuebler Blvd	246	8.9	30,860	3.9
4	Wallace Rd - Bridge to Taybin Rd	229	5.7	42,380	0.5
5	Marion St Ne - Bridge to 13th St	224	5.8	13,260	0.9
6	Silverton Rd Ne - Portland Rd to W. of I-5	203	7.5	23,180	1.3
7	River Rd N - S. of Lockhaven Dr to Commercial St Ne	194	5.9	27,400	2.6
8	Market St Ne - E. of Hawthorne Ave to 45th Ave	186	4.3	26,600	0.9
9	Lancaster Dr - Sunnyview Rd to Portland Rd	151	4.3	23,670	2.8
10	Sunnyview Rd Ne - E. of Hawthorne Ave to Cordon Rd	150	5.6	14,570	1.6
11	Center St Ne - Bridge to W. of I-5	146	4.8	19,350	2.5
12	Mission St/Hwy 22e From 23rd St to Lancaster Dr	144	6.9	53,200	1.7
13	Market St Ne - Front St Ne to W. of I-5	139	4.5	23,480	2.2
14	Union St Ne - Multi-Use Bridge to Capitol St	130	4.1	21,230	1
15	Liberty St - Front St Couplet to Commercial St S	129	4	20,640	2
16	Hawthorne Av - Market St to Mission St	123	5.7	14,110	2.3
17	Highway 22w - E. of Doaks Ferry Rd to MPO Boundary	118	5.8	43,450	1.9
18	Pine St Ne - Front St Ne to Portland Rd	117	4.1	15,810	1
19	Broadway St Ne - Liberty St to River Rd N	117	4.6	11,750	1.7
20	High St- N. of Mission St to Broadway St	115	2.5	8,060	1.2

## **Agenda Item D**

### **Draft SKATS Metropolitan Planning Area Boundary**

SKATS Technical Advisory Committee

November 14, 2023

Action Requested:      Review the draft maps and provide feedback.



## Memorandum

**Date:** November 7, 2023  
**To:** SKATS Technical Advisory Committee  
**From:** Ray Jackson, Senior Transportation Planner  
**Re:** **SKATS Metropolitan Planning Area: 2023 Adjustment**

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The Metropolitan Planning Area (MPA) defines the boundary where the SKATS Metropolitan Planning Organization (MPO) has authority for cooperative, comprehensive, and continuing transportation planning. The federal transportation funds that SKATS receives and has discretion over may only be used within the MPA.

The MPA is adjusted every ten years after the U.S. Census Bureau delineates the urban areas in the country using results from the U.S. Decennial Census. In a separate process, the MPO used the new urban area to propose a revised Federal Aid Urban Boundary (FAUB) that determines whether a road is “urban” or “rural” (and thus the design standards that would be used for any project located on the road)<sup>1</sup>.

Federal regulations state that the minimum MPA will include the Census defined urban area along with any area that is expected to be urbanized within 20-years<sup>2</sup>. SKATS has been designated by the U.S. Environmental Protection Agency as in nonattainment for Carbon Monoxide, and thus the MPA must also include the air quality conformity boundary<sup>3</sup>. These requirements are taken into consideration in the MPA options presented below.

As a comparison to the options, the existing SKATS MPA is shown in **Map 1**. While there is not a requirement to use the existing MPA as a base for future MPA adjustments, for the

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<sup>1</sup> The proposed FAUB was discussed and adopted by the Policy Committee at their August 2023 meeting. It has been submitted to ODOT for review and possible revision. ODOT will submit the FAUB to the Federal Highway Administration by December 29, 2023.

<sup>2</sup> 23 CFR 450.312 (a) (1)

<sup>3</sup> 23 CFR 450.312 (b)

most part the two MPAs are quite similar. The proposed adjustments to the SKATS MPA focus on adding in the new Census delineated urban areas in three locations:

- 1) Brooks
- 2) South of Delaney Road along I-5
- 3) Aumsville and areas to the southeast of Salem.

For the first two areas, it is proposed to add only the Census delineated urban area (which is now part of the FAUB) to the MPA. For the area around Aumsville there are options on how much additional land to add to the MPA.

Option 1 (Map 2 – Proposed SKATS MPA 1): This option includes the most area between Turner and Aumsville and includes the area between Aumsville and Golf Club Road.

Option 2 (Map 3 – Proposed SKATS MPA 2): This option is similar to Option 1 but excludes the land from Aumsville to Golf Club Road to the north of Mill Creek Road.

Option 3 (Map 4 – Proposed SKATS MPA 3): This option excludes the area between Turner and Aumsville but includes the area between Aumsville and Golf Club Road.

Option 4 (Map 5 – Proposed SKATS MPA 4): This option excludes the area between Turner and Aumsville and excludes the land between Aumsville and Golf Club Road to the north of Mill Creek Road (as in Option 2).

### **Further Considerations**

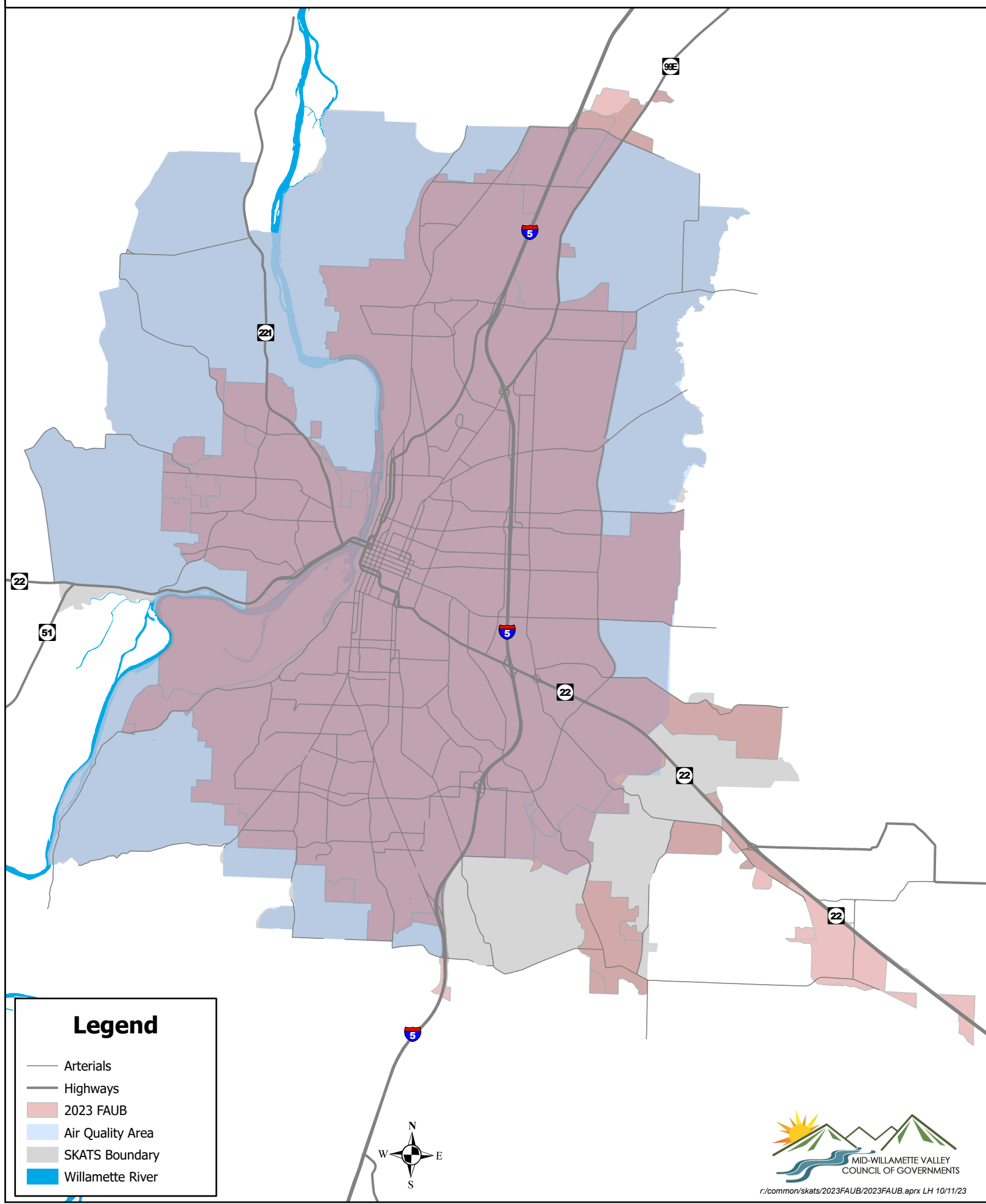
Note that the MPA does not affect federal funding distribution, that is based on the urban area defined by the U.S. Census Bureau.

At the time of this memo (November 6, 2023) the FAUB that was adopted by the SKATS Policy Committee has not been accepted (or revised) by ODOT, nor submitted to the Federal Highway Administration (FHWA). It is possible that the final FAUB will differ after review by either ODOT or the FHWA. This could have repercussions for the proposed MPA.

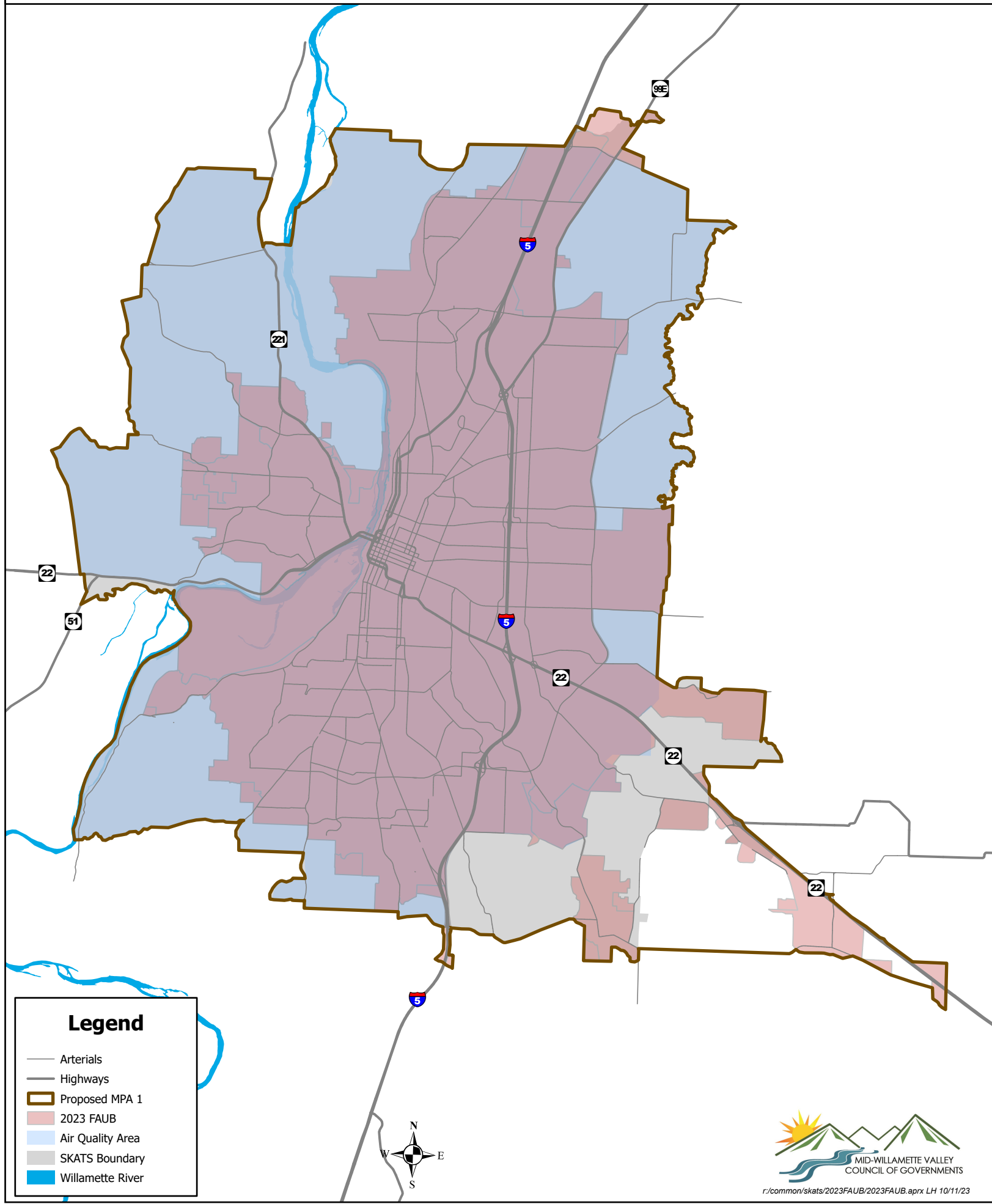
The maps are also available online at:

<https://experience.arcgis.com/experience/81021a70fbb1458985596d4c531d553f/>

# Current SKATS MPA

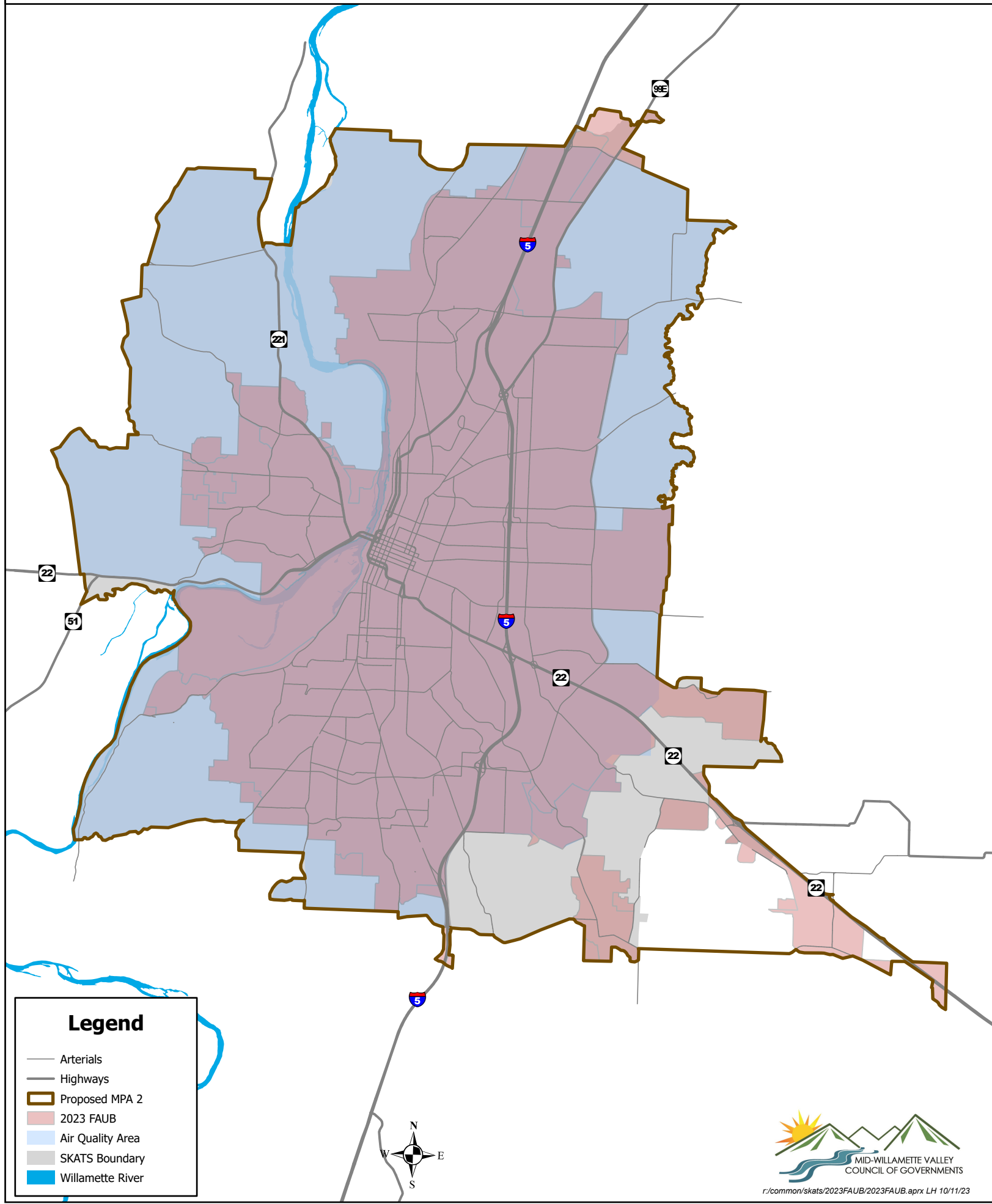


# Proposed SKATS MPA 1





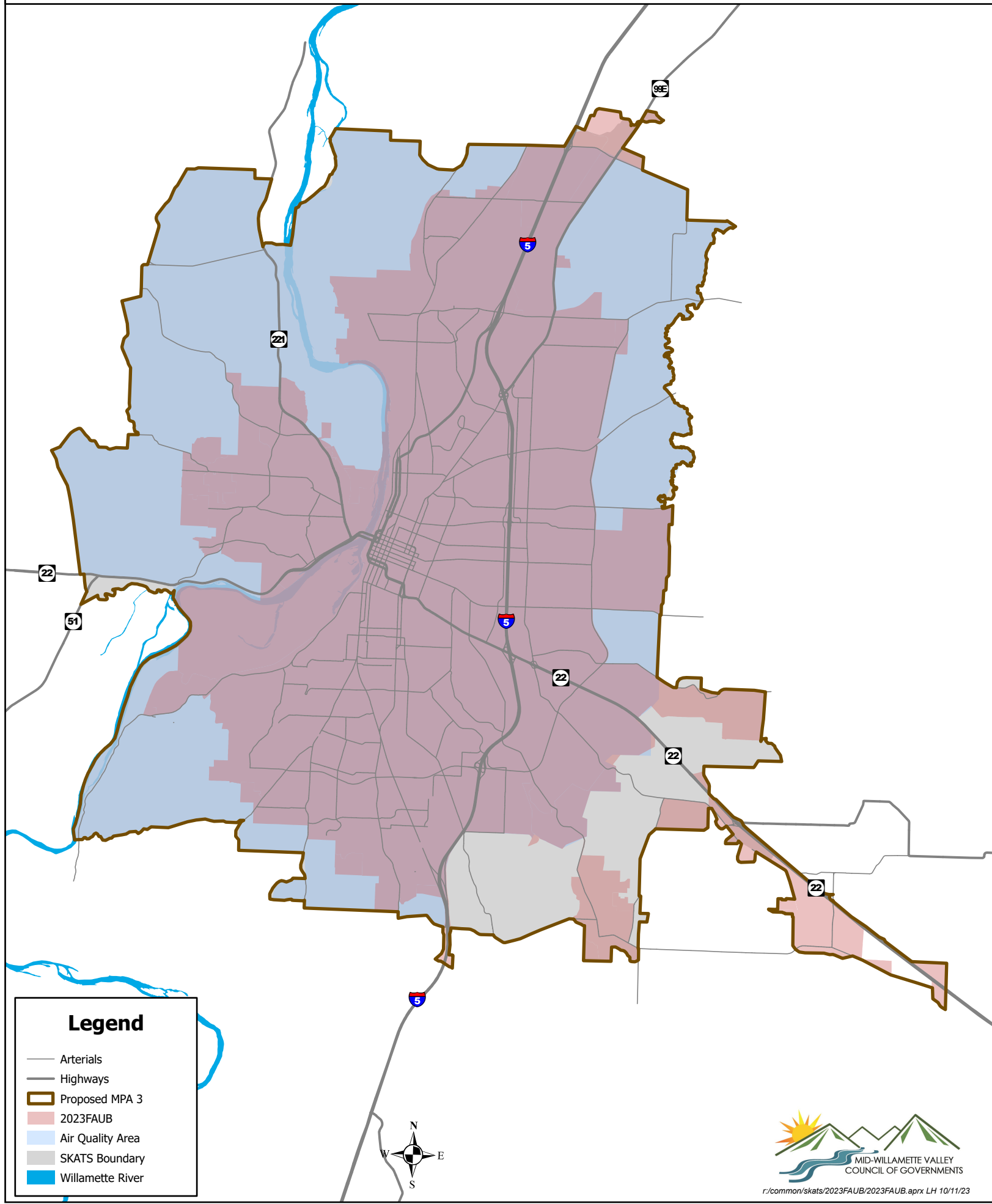
# Proposed SKATS MPA 2



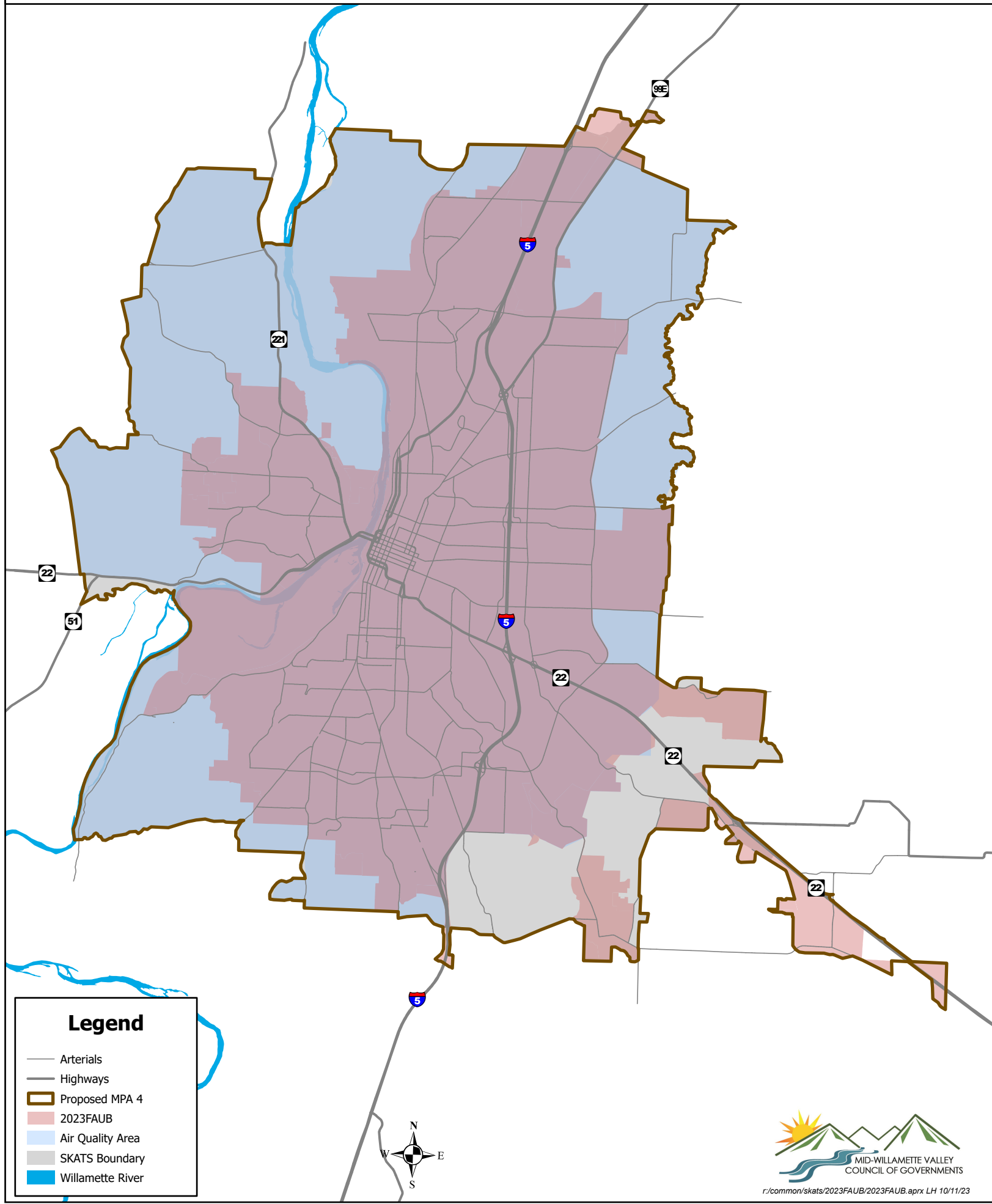
## Legend

- Arterials
- Highways
- Proposed MPA 2
- 2023 FAUB
- Air Quality Area
- SKATS Boundary
- Willamette River

# Proposed SKATS MPA 3



# Proposed SKATS MPA 4



## **Agenda Item E**

### **Amendments to the 2024-2029 TIP**

SKATS Technical Advisory Committee

November 14, 2023

Action Requested: Recommendation to the Policy Committee to adopt the proposed amendments.

## SKATS Transportation Improvement Program (TIP)

### Public Notification of Pending Amendment



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#### Proposed TIP Amendment

**Project Name: Pringle Creek Path Connection (Salem)**

**The public review period for this project is November 1, 2023, through noon on November 15, 2023.**

As a Formal Amendment to the TIP, additional details about the project will be presented to SKATS' Policy Committee for approval on **November 28, 2023**, at noon at 100 High Street SE, Suite 200, Salem, Oregon (*hybrid meeting with virtual option available*).

Comments or concerns about this amendment should be submitted to Steve Dobrinich, via email at [sdobrinich@mwvcog.org](mailto:sdobrinich@mwvcog.org)

This amendment may be revised to address comments received during the public comment period. The most recently amended TIP is available at the MWVCOG website at: <https://www.mwvcog.org/transportation/page/transportation-improvement-program>

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#### Project Amendment Details

Amendment No.	23-22				
Project KN:	23504	Project Sponsor:	Salem	Total Project Cost:	\$6,686,727
Project Name:	Pringle Creek Path Connection (Salem)				
Purpose of amendment: Create new project approved as part of Oregon Community Paths program.					
Project Description: Construct missing segment of Pringle Creek Path along the north bank of Pringle Creek connecting existing Pringle Creek paths and Salem Civic Center to Riverfront Park and to paths that extend from there to Minto Island and west Salem. The path will improve access and safety for people walking and biking.					

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information after amendment:

Name: <b>Pringle Creek Path Connection (Salem)</b>										Key: <b>23504</b>	
Description		Construct missing segment of Pringle Creek Path along the north bank of Pringle Creek connecting existing Pringle Creek paths and Salem Civic Center to Riverfront Park and to paths that extend from there to Minto Island and west Salem. The path will improve access and safety for people walking and biking.								Region: <b>2</b>	
MPO: <b>Salem/Keizer Area MPO</b>		Air Quality Status:		Work Type: <b>BIKPED</b>							
Applicant: <b>CITY OF SALEM</b>		<b>Exempt</b>		Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>							
<b>Location(s)-</b>											
Mileposts		Length		Route		Highway		ACT		County(s)	
								<b>MID-WILLAMETTE VALLEY ACT</b>		<b>MARION</b>	
<b>Current Project Estimate</b>											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2024		2025				2026			
Total		\$2,061,741		\$111,445				\$4,513,541		\$6,686,727	
Fund 1		TAP \$1,850,000		TAP \$100,000				TAP \$4,050,000		\$6,000,000	
Match		\$211,741		\$11,445				\$463,541		\$686,727	
Fund 2											
Match											
Fund 3											
Match											
<b>Footnote:</b> Oregon Community Paths project, non-MPO TAP funds											
<b>Most Recent Approved Amendment</b>											
Amendment No:		23-22		MTIP Approval Date:		11/28/2023		STIP Approval Date:			
Requested Action:		Create new project. This project is funded by the Oregon Community Paths Program as approved by the Oregon Transportation Commission in July 2023.									

## SKATS Transportation Improvement Program (TIP)

### Public Notification of Pending Amendment



#### Proposed TIP Amendment

**Project Name: OR-22 Pedestrian Overcrossing (Salem)**

**The public review period for this project is November 1, 2023, through noon on November 15, 2023.**

As a Formal Amendment to the TIP, additional details about the project will be presented to SKATS' Policy Committee for approval on **November 28, 2023**, at noon at 100 High Street SE, Suite 200, Salem, Oregon (*hybrid meeting with virtual option available*).

Comments or concerns about this amendment should be submitted to Steve Dobrinich, via email at [sdobrinich@mwvcog.org](mailto:sdobrinich@mwvcog.org)

This amendment may be revised to address comments received during the public comment period. The most recently amended TIP is available at the MWVCOG website at: <https://www.mwvcog.org/transportation/page/transportation-improvement-program>

#### Project Amendment Details

Amendment No.	23-23				
Project KN:	23518	Project Sponsor:	Salem	Total Project Cost:	\$300,000
Project Name:	OR-22 Pedestrian Overcrossing (Salem)				
Purpose of amendment: Create new project approved as part of Oregon Community Paths program.					
Project Description: Refinement planning for an approximately 500 foot pedestrian overcrossing over OR-22 between Lancaster Dr. SE and Cordon Rd. Overcrossing will improve access and safety for people walking and biking.					

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information after amendment:

Name: <b>OR-22 Pedestrian Overcrossing (Salem)</b>										Key: <b>23518</b>	
Description: <b>Refinement planning for an approximately 500 foot pedestrian overcrossing over OR-22 between Lancaster Dr. SE and Cordon Rd. Overcrossing will improve access and safety for people walking and biking.</b>										Region: <b>2</b>	
MPO: <b>Salem/Keizer Area MPO</b>				Air Quality Status: <b>Exempt</b>		Work Type: <b>BIKPED</b>					
Applicant: <b>CITY OF SALEM</b>						Status: <b>FUNDED THROUGH PRELIMINARY ENGINEERING ONLY</b>					
<b>Location(s)-</b>											
Mileposts		Length		Route		Highway		ACT		County(s)	
								MID-WILLAMETTE VALLEY ACT		MARION	
<b>Current Project Estimate</b>											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
		2024									
Year											
Total											
Fund 1		TAP									
Match											
Fund 2											
Match											
Fund 3											
Match											
<b>Footnote: Oregon Community Paths project, non-MPO TAP funds</b>											
<b>Most Recent Approved Amendment</b>											
Amendment No:		23-23		MTIP Approval Date:		11/28/2023		STIP Approval Date:			
Requested Action:		Create new project. This project is funded by the Oregon Community Paths Program as approved by the Oregon Transportation Commission in July 2023.									



## SKATS Transportation Improvement Program (TIP)

### Public Notification of Pending Amendment



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#### Proposed TIP Amendment

**Project Name: OR22: Center St Bridge (Salem)**

**The public review period for this project is November 1, 2023, through noon on November 15, 2023.**

As a Formal Amendment to the TIP, additional details about the project will be presented to SKATS' Policy Committee for approval on **November 28, 2023**, at noon at 100 High Street SE, Suite 200, Salem, Oregon (*hybrid meeting with virtual option available*).

Comments or concerns about this amendment should be submitted to Steve Dobrinich, via email at [sdobrinich@mwvcog.org](mailto:sdobrinich@mwvcog.org)

This amendment may be revised to address comments received during the public comment period. The most recently amended TIP is available at the MWVCOG website at: <https://www.mwvcog.org/transportation/page/transportation-improvement-program>

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#### Project Amendment Details

Amendment No.	23-24				
Project KN:	21705	Project Sponsor:	ODOT	Total Project Cost:	\$100,000,000
Project Name:	OR22: Center St Bridge (Salem)				
<b>Purpose of amendment:</b> Move \$3 million of HB2017 discretionary funds from the construction phase to the preliminary engineering phase. Add three bridge locations to reflect updated project scope.					
<b>Project Description:</b> Design and construct seismic retrofit improvements such that the bridge could survive a major seismic event and continue to provide a functioning crossing of the Willamette River.					

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information before amendment:

Name: <b>OR22: Center St Bridge (Salem)</b>										Key: <b>21705</b>	
Description		Design and construct seismic retrofit improvements such that the bridge could survive a major seismic event and continue to provide a functioning crossing of the Willamette River								Region: <b>2</b>	
MPO:		Salem/Keizer Area MPO		Air Quality Status:				Work Type:		BRIDGE	
Applicant:		ODOT		Exempt				Status:		PROJECT FUNDED THROUGH FINAL PLANS	
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
25.90 to 25.90		0		OR-22		WILLAMINA-SALEM		MID-WILLAMETTE VALLEY ACT		POLK, MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2021		2024				2025			
Total		\$10,000,000		\$3,242,600				\$86,757,400		\$100,000,000	
Fund 1		NHPF \$8,973,000		NHPF \$2,909,585						\$11,882,585	
Match		\$1,027,000		\$333,015				\$86,757,400		\$88,117,415	
Footnote:											
Most Recent Approved Amendments											
Amendment No:		22-AA21		MTIP Approval Date:		12/22/2022		STIP Approval Date:			
Requested Action:		Slip right of way to begin in 2024.									

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information after amendment:

Name: <b>OR22: Center St Bridge (Salem)</b>											Key: <b>21705</b>									
Description		<b>Design and construct seismic retrofit improvements such that the bridge could survive a major seismic event and continue to provide a functioning crossing of the Willamette River.</b>											Region: <b>2</b>							
MPO:		<b>Salem/Keizer Area MPO</b>					Air Quality Status:					Work Type:		<b>BRIDGE</b>						
Applicant:		<b>ODOT</b>					<b>Exempt</b>					Status:		<b>PROJECT FUNDED THROUGH FINAL PLANS</b>						
<b>Location(s)-</b>																				
Mileposts		Length		Route		Highway					ACT				County(s)					
<b>25.90 to 25.90</b>		<b>0</b>		<b>OR-22</b>		<b>WILLAMINA-SALEM</b>					<b>MID-WILLAMETTE VALLEY ACT</b>				<b>POLK, MARION</b>					
<b>Current Project Estimate</b>																				
Planning			Prelim. Engineering			Right of Way			Utility Relocation			Construction			Other			Project Total		
Year				<b>2021</b>		<b>2024</b>				<b>2025</b>										
Total				<b>\$13,000,000</b>		<b>\$3,242,600</b>				<b>\$83,757,400</b>				<b>\$100,000,000</b>						
Fund 1				NHPF	\$11,664,900	NHPF	\$2,909,585			AC	\$75,155,515			\$89,730,000						
Match					\$1,335,100		\$333,015				\$8,601,885			\$10,270,000						
<b>Footnote:</b>																				
<b>Most Recent Approved Amendments</b>																				
Amendment No:		<b>23-24</b>				MTIP Approval Date:		<b>11/28/2023</b>		STIP Approval Date:										
Requested Action:		<b>Move \$3 million of HB2017 discretionary funds from the construction phase to the preliminary engineering phase. Add three bridge locations to reflect updated project scope.</b>																		
Amendment No:		<b>22-AA21</b>				MTIP Approval Date:		<b>12/22/2022</b>		STIP Approval Date:										
Requested Action:		<b>Slip right of way to begin in 2024.</b>																		

### Bridge Locations Added:

- Z4: West Ramp BR 22523
- Z5: East NB Ramp BR 22519
- Z6: East SB Ramp BR 00123G



**From:** [Karen Sjogren](#)  
**To:** [Steve Dobrinich](#)  
**Subject:** Proposed amendments  
**Date:** Thursday, November 2, 2023 3:50:01 PM

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**External:** Please report suspicious email to [security@wesd.org](mailto:security@wesd.org)

As a public comment I would like to voice my support for all three of these projects. I live in West Salem and travel over the Center Street bridge almost daily by car; obviously the seismic retrofit is personally important to me! I walk in Riverfront Park and over to Minto Brown frequently and drive to the main library; I am very excited about the Pringle Creek path which will allow me to walk to the library from Riverfront rather than driving. It will also afford a better look at the creek and I like the development plans for the pathway. I also support the pedestrian bridge over Highway 22 in an area that needs to be safer for pedestrians (maybe a few critters will use it too). I'm glad the local agencies have been able to get considerable federal funding for these very worthwhile projects. Please acknowledge your receipt of my comments.