

Agenda
Salem-Keizer Area Transportation Study (SKATS)

Policy Committee (PC)

This meeting is a ‘hybrid’ meeting: Staff and Committee members may choose to attend in person or remotely. The public may also attend in person or 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: 839 4733 4557

NOTE NEW ID!

Passcode: None

Direct link for this meeting: <https://us06web.zoom.us/j/83947334557>

Meetings are being recorded in compliance with Oregon Public Records regulations.

Meetings from April 2022 onward are available on the SKATS YouTube channel:

https://www.youtube.com/channel/UCtWMuelCK0nJzyZ5_cMGGng

(or in YouTube, search for “SKATS Salem”)

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

Date: Tuesday, January 23, 2024

Time: 12:00 Noon

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

Phone: (503) 588 6177

E-mail: mwvcog@mwvcog.org

Website: www.mwvcog.org

A. Call to Order Cathy Clark

B. Approval of PC Minutes November 28, 2023 Cathy Clark

The Mid-Willamette Valley Council of Governments is pleased to comply with the Americans with Disabilities Act (ADA). If you need special accommodations or translation services to attend this meeting, please contact Theresa Whisenhunt at (503) 540-1609 or send e-mail to twhisenhunt@mwvcog.org at least 72 hours prior to the meeting. *Hearing impaired please call Oregon Telecommunications Relay Service, 7-1-1.* Thank you.

C. Public Comment Cathy Clark

D. Election on Chair and Vice-Chair for 2024Cathy Clark

Background: At the beginning of each calendar year, the SKATS Policy Committee votes to select a Chair and Vice-Chair. The Chair runs the monthly Policy Committee meeting, works with staff on agendas and letters from SKATS, and represents SKATS on the Oregon Metropolitan Planning Organization Consortium (OMPOC) and other committees and meetings. The Vice-Chair assumes the duties of the Chair in their absence.

Action

Requested: Nominate and vote on officers for 2024 for SKATS Policy Committee Chair and Vice-Chair.

E. Amendments to the SKATS FFY 2024-2029 TIP Steve Dobrinich

Background: The purpose of this agenda item is to review the following amendment to the SKATS FFY 2024-29 Transportation Improvement Program (TIP):

- City of Salem South Signal Improvements (2027) (Key # 22697). Add \$780,034 (total cost) to the project (\$164,429.55 to the Preliminary Engineering phase; \$615,604.45 to the Construction phase) and add a 10% local match requirement. See **attachment** for additional information.

Action

Requested: Adopt **Resolution 24-1 (attached)** to add a total of \$780,034 to Project Key Number 22697 [City of Salem South Signal Improvements (2027)] including the addition of the required ten percent local match.

F. Draft SKATS 2024-2025 Unified Planning Work ProgramMike Jaffe

Background: Each year, SKATS is required to develop and adopt a Unified Planning Work Program (UPWP) that describes anticipated federally funded and regional transportation planning activities within the MPO. This UPWP covers the time period from July 1, 2024, through June 30, 2025

To prepare this draft, an outline of the activities was presented and discussed at the October 24, 2023 PC meeting. Staff then developed a draft UPWP which was reviewed by the Technical Advisory Committee (TAC) at its January 9, 2024 meeting. (In early January, the Policy Committee also received the draft UPWP version sent to the TAC, to give PC members additional time to review the UPWP's content). After discussion with the TAC, MPO staff made some additional changes to the version included in this agenda packet.

Following review and recommended modifications by the Policy Committee, the draft UPWP will be forwarded to ODOT, FHWA, and FTA for their comments including an interagency review to be held on February 20, 2024. A final version of the FY 2024-2025 UPWP will be provided for the Policy Committee's review and adoption at either their March or April meeting.

Action

Requested: Provide feedback to SKATS staff on the draft 2024-2025 UPWP.

G. SKATS FFY 2023 Annual List of Federal Obligations..... Steve Dobrinich

Background: Each Year, SKATS is required to publish a listing of projects for which federal funds were obligated in the preceding federal fiscal year (FFY). The FFY 2023 Annual Listing of Federal Obligations is available at: <https://www.mwvcog.org/media/4996>

Action

Requested: Informational item.

H. Summary of SKATS Funds Programmed in the TIP (2003 to 2027) Steve Dobrinich, Mike Jaffe

Background: Commissioner Mordhorst requested a summary of how SKATS has programmed federal funds to projects, from 2003 up to projects in the FY2024 – 2027 SKAT Transportation Improvement Program (TIP). A full list of projects receiving SKATS discretionary funds, as well as summary tables, can be found in the ***attached memo***.

The information outlined shows only the federal funds that the SKATS Policy Committee has discretion for allocating, which totals over **\$127 million** for this **24-year period**. The listing of project funding does not include the following:

- Local match dollars spent on projects in the summary table.
- Federal and state funds programmed towards ODOT projects within the SKATS planning area (e.g. I-5 widening; design and environmental work for the Highway 22 Safety Corridor in Polk County; Center Street bridge seismic upgrade, etc.)
- Other federal and state grants (e.g. ARTS safety grants, Safe Routes to School construction grants, RAISE grants, etc.) received by local jurisdictions and the transit district.
- Transit formula funds received by SAMTD.

Action

Requested: Informational item.

I. TIP Modifications Steve Dobrinich

Background: Staff-approved modifications made to the SKATS TIP since the November 2023 Policy Committee meeting are summarized in the ***attached*** table. PC approved amendments and adjustments are also included.

Action

Requested: Informational item.

J. Other Business.....SKATS Staff

- Letter from city of Aumsville about SKATS PC representation (***attached***)
- City of Salem’s request for letter of support for federal grant (Front Street NE)
- Oregon Transportation Plan Implementation (ODOT slides from 11/3/23 OMPOC meeting) (***attached***)
- Next Policy Committee Meeting – **February 27, 2024**
- Next TAC Meeting – **February 13, 2024**

K. Adjournment.....Cathy Clark

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)
Policy Committee
November 28, 2023
100 High St. SE, Suite 200, Salem, OR
Noon

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

Policy Committee Members Present

Anna Henson, ODOT Region 2 (Zoom)
Cathy Clark, 2023 Chair, Keizer Mayor
Lyle Mordhorst, 2023 Vice Chair, Polk County Board of Commissioners
Maria Hinojos Pressey, Salem-Keizer School District
Sadie Carney, SAMTD Board of Directors (Zoom)
Steve Horning, Turner Mayor (Zoom)
Trevor Phillips, Salem City Councilor (Zoom)

Policy Committee Members Absent

Kevin Cameron, Marion County Board of Commissioners

Others Present

Andrew Walker, ODOT Project Manager (Zoom)
Alvin Klausen, Marion County Government Relations (Zoom)
Ashley Bryers - FWHA
Brandon Williams, ODOT Region 2 (Zoom)
Della Seney, City of Aumsville (Zoom)
Julie Hanson, Salem Public Works
Jacqueline Green, NE Keizer Neighborhood Association (Zoom)
Janelle Shanahan, Marion County Public Works (Zoom)
Lani Radtke, Marion County
Laurie Dougherty, 350 Salem OR (Zoom)
Mark Bernard, ODOT (Zoom)
Mike Jaffe, MWVCOG-SKATS
Nick Fortey, West Salem Neighborhood Association (Zoom)
Sara Duncan, SAMTD Board of Directors
Shofi Ull-Azum, SAMTD (Zoom)
Steve Dobrinich, MWVCOG-SKATS
Tammy Kunz, Keizer Community Diversity Engagement Committee (Zoom)
Theresa Whisenhunt, MWVCOG-SKATS

Agenda Item A. Call to Order

Chair Cathy Clark called the meeting to order at 12:02 p.m. Introductions, in person and online, were made. *(note: Kevin Cameron had advised the committee in advance that he would be absent and unable to represent Marion County at today's meeting).*

Agenda Item B. Approval of Minutes of October 24, 2023

Motion was made by Trevor Phillips, seconded by Anna Hanson, to approve the minutes of the October 24, 2023, meeting. Those voting in favor of the motion were Anna Henson, Cathy Clark, Lyle Mordhorst, Maria Hinojos Pressey, Sadie Carney, Steve Horning, and Trevor Phillips. **The motion passed unanimously.**

Agenda Item C. Public Comment

Four letters of comment were submitted to the committee.¹

- Jodi Blackman, resident of Salem, submitted a letter dated November 27, 2023, regarding the representation on the MPO. Ms. Blackman believes "...it's crucial to reevaluate how decisions are made on the Policy Committee. It's come to my attention that the current voting system doesn't reflect the actual population the MPO is trying to serve."
- Therese Holmstrom, resident of the MPO, submitted a letter dated November 27, 2023, regarding the representation for the MPO. Ms. Holmstrom expressed her support for the reevaluation of the voting structure; "Our region has gone through many changes, and now with Aumsville joining the MPO, the Policy Committee's decision-making processes should align with the diverse needs of our community. I strongly believe in the importance of proportional representation to ensure that the community's voice is heard and considered fairly."
- Reyna Lopez, President / Executive Director of PCUN, submitted a letter dated November 24, 2023, regarding the representation for the MPO. As a representative of the "largest Latinx organization in the state", her concern is that "marginalized communities, particularly those of color, have disproportionately shouldered the burdens of disinvestment and unequal resource allocation" and "disparities persist, hindering accessibility, mobility, and economic opportunities for vulnerable populations". PCUN supports updating the Cooperative Agreement and believes "that this adjustment aligns with our ongoing commitment to empower communities, combat exploitation, and create a more just and inclusive society."
- Roger Kaye, President of Friends for Marion County (FMC) submitted a letter dated November 10, 2023, regarding representation for the MPO. Mr. Kaye voiced "concern regarding the current voting structure for the PC", feels it "falls short of being equitable or truly representative of the diverse population the MPO serves", and urges the PC "to consider the need for proportional and equitable representation on the committee."

¹ The letter from Friend for Marion County was included in the agenda packet, item C. All others were presented at the meeting to the committee.

Agenda Item D. Amendments to the 2024-2029 TIP

Steve Dobrinich presented four full amendments to the FFY 2024-29 Transportation Improvement Program (TIP) for the Policy Committee to adopt.

- Resolution 23-22 - Pringle Creek Path Connection (Salem) (Key # 23504) –Create a new project approved as part of the Oregon Community Paths program. Project funded through construction. \$6,686,727 total (\$6,000,000 federal; \$686,727 local match).²
- Resolution 23-23 - OR-22 Pedestrian Overcrossing (Salem) (Key # 23518) –Create a new project approved as part of the 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).³
- Resolution 23-24 - 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 the updated project scope.⁴
- Resolution 23-25 - Salem-Keizer Area MPO Planning SFY25 (Key # 21861) –Reduce total by \$390,058 (\$350,000 STBG; \$40,058 local match). The \$350,000 in federal funds will be used for a project in the TIP, to be determined later.⁵

Discussion and questions regarding Resolution 23-24 - OR22 Center St Bridge:

Chair Clark asked if the Z5 zone (East NB Ramp) circular pedestrian path coming off the bridge would be part of the project. Andrew Walker (ODOT) replied there is a pedestrian path connection, and it is not part of the project. The path is isolated; it will not affect the bridge in a seismic event in any significant way; it will not be retrofitted. Ms. Clark followed up by asking if the bike and pedestrian bridge (between Union Street and Wallace Marine Park) is anticipated to be the primary bike, pedestrian, and emergency vehicle access in a Cascadia Subduction Zone event. Mr. Walker responded that his understanding was that specific bridge would not survive the event and referred the question to Anna Henson. Ms. Henson responded that there is no plan that she is aware of for bike and pedestrian access in an emergency event.

Sadie Carney asked for clarification on the construction timeline. Mr. Dobrinich pointed to the presentation showing the Preliminary Engineering (PE) phase started in 2021, and the Right of Way (RoW) phase in 2024. The Construction phase is currently programmed for 2025. However, Ms. Henson noted that changes to the timeline are anticipated; a consultation with the National Marine Fisheries is pushing the Construction phase out to 2026, most likely. Mr. Walker added

² Project information represented in table format: Agenda packet, item D, beginning on page 5. Note, the funding amount for this project was subsequently updated to include local overmatch. Corrected total is \$8,240,000 (\$6,000,000 federal; \$2,240,000 local). A notice of correction was sent to the SKATS interested parties list and posted on the website.

³ Project information represented in table format: Agenda packet, item D, beginning on page 7.

⁴ Project information represented in table format: Agenda packet, item D, beginning on page 9.

⁵ Project information represented in table format: Agenda packet, item D, beginning on page 14.

there is additional work with the city of Salem for retrofitting the waterlines on the bridge that is impacting the original timeline. He clarified that would cause additional costs to PE and Construction that the city would be contributing to. Chair Clark summarized that this project has multiple moving pieces and partnerships, and there will be additions to the project as it moves along.

Ms. Henson informed members that part of the \$3 million that is being added to the PE is to fund the planning and design study of the west segments of the bridge. Only the center span and east segments of the bridge are being retrofitted; that is because the cost to retrofit the west ramp/approach was almost as much as a complete rebuild. The study will help develop an emergency plan for the west ramp/approach in the case of a Cascadia Subduction Zone event, plus options for a permanent fix to the west approach. Going forward, this project should be thought of as needing two phases: Phase one is retrofitting the river span and east side; phase two would be replacing the west ramp/approach at some future date.

Referring to the illustration of the bridge retrofit on the page of the TIP amendment form, Trevor Phillips asked for clarification on what bridge zones (segments) were **not** being retrofitted. ODOT staff responded: zones Z4 (West Ramp) and Z1 (West Approach Span). Councilor Phillips voiced further concern that we will have a bridge that survives the event, but will there be a way to get to the bridge from the west side? Mr. Walker pointed to the planning study, reiterating that part of that study would result in an emergency response plan for reconnecting to the center span of the bridge from West Salem. The objective of the emergency response plan is to develop the steps for building a connection in an emergency, so the reconnection could take weeks instead of years.

Mr. Phillips asked about the waterlines across the bridge and how that would be affected by not retrofitting the west side. Mr. Walker stated the waterlines come off the bridge before Z1; it will continue to function with the completion of phase one and will have higher capacity with that retrofit.

Director Carney asked if a retrofit of the Marion Street Bridge is in the planning. Ms. Henson responded not at this time. In a Cascadia Subduction Zone event, the Marion Street Bridge could be seriously damaged, and the Center Street Bridge will turn into a two-way bridge once the west end is connected. Commissioner Mordhorst informed the members that he was part of a strategic planning group for “the big one”. He shared that during a Cascadia Subduction Zone event, on the pedestrian bridge, the counterweights will move significantly, bringing that bridge down. Those weights were poured in place making it very expensive and difficult to replace or remove them from that bridge. Regarding other surviving bridges in the area; the newer span in Newberg is engineered to withstand the event. Going south - the bridge in Albany will collapse; in Corvallis, that bridge should hold, and there will hopefully be the ferries continuing to run. His main concern is restricting access from the west side of the river to the Salem Hospital and other medical facilities, which would make Corvallis or McMinnville the nearest hospital facilities for West Salem and surrounding area residents/emergency response units. Councilor Phillips noted that Dallas also has an emergency response hospital.

Maria Hinojos Pressey asked if there are any future plans for a third bridge or construction support to help connect the west and east sides of the Willamette River in a Cascadia Subduction Zone event. Chair Clark stated there was a 12-year process, spending \$8 million on studies ending in a “no build” record of decision⁶. Commissioner Mordhorst stated it would be 20 years from the date of the “no build” vote before the MPO could apply for federal funding to build a new bridge - if a plan is approved for design and construction. It is a complex process and plans for a third bridge have been attempted four times in the past.

Councilor Phillips asked if there are any plans to replace the Marion Street Bridge. Ms. Henson stated there are no plans to replace that bridge. Right now, the main focus is to retrofit the Center Street Bridge.

Steve Horning shared with the group his support of the retrofitting and has been part of the discussion on how the region will recover from a Cascadia Subduction Zone event. He said the area will be in a “survival mode” for a while. If we have one bridge that is retrofitted, we will be a step ahead whenever the earthquake event happens.

Mike Jaffe talked about a prior presentation about 10 years ago -- by the ODOT Bridge Engineer -- where it was shown that the states of Washington and California have invested substantially more than the state of Oregon into seismically retrofitting bridges, interchanges, and other infrastructure. He feels this is a big issue statewide, not just here in Salem. Chair Clark added that historically the Cascadia Subduction Zone event is a fairly new realization as opposed to historic and more frequent seismic activity in California; it was a common notion that Oregon was relatively safe from earthquakes. Now that Oregon is aware there is a “catch up” of sorts financially and in the perception of the reality of seismic risk. She feels that, as policymakers, it is good practice to keep this at the forefront of thinking and planning with our legislative delegations. This needs to factor into how resources are identified, and allocated, and our long-term planning.

Nick Fortey, chair of the West Salem Neighborhood Association, emailed staff asking “... does this mean some aspects of the seismic work will be more extensive/expensive (thus the shift of funds)? We are obviously interested in ensuring the seismic retrofit work proceeds and wanted to get a better sense of scope or schedule changes.” Staff noted that the meeting discussion should help answer this question and will forward a response to Mr. Fortey.⁷

Karen Sjogren, a West Salem resident, emailed staff voicing support for the projects encompassed in Resolutions 23-22, 23-23, and 23-24. The Pringle Creek Path project will allow her to walk to the main library from West Salem instead of driving, she supports a safer crossing for pedestrians over Highway 22 at Cordon Road, and as a West Salem Resident will be greatly affected by seismic activity in our area making the retrofitting of the bridge system personally important.⁸

⁶ This is in reference to the Willamette River Bridge Crossing Study EIS.

⁷ Agenda packet, item D, Page 12.

⁸ Agenda packet, item D, Page 13.

Regarding Resolution 23-25 to reduce FY 2025 MPO Planning support by \$350,000 (STBG federal funds), Chair Clark appreciated the thoughtfulness of staff to help with the funding needs of TIP projects. Director Carney moved Resolution 23-25 and asked where the cost savings came from and how will those funds be used moving forward. Mr. Jaffe stated the cost savings came from a greater amount of PL and 5303 funds provided by the state in prior years, plus some reduced expenses when COG staff worked on non-MPO tasks. The \$350,000 will be available in FY2025 for any project that needs additional funds, of which staff expects there to be several projects

Motion was made by Trevor Phillips, seconded by Steve Horning, to adopt Resolutions 23-22, 23-23, 23-24, and 23-25 as presented as a slate. Those voting in favor of the motion were Anna Henson, Cathy Clark, Lyle Mordhorst, Maria Hinojos Pressey, Sadie Carney, Steve Horning, and Trevor Phillips. **The motion passed unanimously.**

Agenda Item E. MPO Structure Discussion

This agenda item was tabled to a future SKATS meeting, due to Marion County Commissioner Kevin Cameron being unable to attend today's meeting.

Agenda Item F. TIP Modifications

Steve Dobrinich presented staff-approved modifications made to the SKATS TIP since the October Policy Committee meeting. PC-approved amendments and adjustments are also included.⁹

The first amendment (McGilchrist @ 22nd Street) was approved by the PC in the prior month. Amendments #2, 5, 6, and 7 are slipping project phases from 2024 to 2025; we are in the "window" of time to work with ODOT to move funds back a year that are not expected to obligate without penalizing obligation targets for the upcoming year. Amendment #3 is a reduction in the project cost to match the grant funding. Amendment #4 – SAMTD combined two projects and updated the project name and description to match the outcome more accurately. The total amount for each of the projects will remain the same, just be combined. This will also advance the project to 2025.

Councilor Phillips asked for the specific scope of work for the improvements on the *Commercial St SE: Vista St to Ratcliff Dr (Salem)* project. Julie Hanson responded that it would be a new traffic signal at the intersection (at Ratcliff Drive), filling in the sidewalk that is missing on the east side of Commercial Street from Ratcliff Drive going north towards Vista Street. This will create a new signaled intersection with improved pedestrian crossing in addition to the sidewalk improvements. Staff responded that construction funding could start in 2026 with possible completion in 2027. Amendment #3 is a correction to the project cost and Amendment #4 combines the funds for two bus replacement projects into one project for 2025, with no change in total funding.

⁹ "SKATS TIP Modifications (Since October 2023)" table may be found in agenda item F of the packet.

Agenda Item I. Other Business

- Next Policy Committee Meeting – **January 23, 2024** – Review draft UPWP document & MPO Discussion.
- Next TAC Meeting – **December 12, 2023** (*however it was later canceled*)
- OMPOC – November 3rd meeting – Chair Clark gave some highlights of the meeting. Discussed was upcoming legislation and transportation maintenance funding. ODOT has determined the funding allocation for the STIP; shrinking revenues will affect operations and maintenance on state highways. Discretionary modernization funds will be limited to \$70 million for the Great Streets Program. There was a presentation on the Oregon Transportation Plan which was recently adopted - Mr. Jaffe will send the committee members links to find the information. There was an update on tolls and additional discussion is expected. Chair Clark had an opportunity to share the work our MPO has been engaged in – Updating the MPO PC membership and inclusion of the city of Aumsville, the septic project with DEQ in the canyon, commuter rail service conversation, the Safe Routes to School program expansion in staffing, current infrastructure and maintenance projects in the Salem-Keizer area, and Cherriots' commuter options strategic plan and outreach.

Planning Status update:

Project	Status	Completion
SKATS Metropolitan Transportation Safety Action Plan (MTSAP)	October/November: Consultant memo on Safety Emphasis Areas and Engineering solutions, including case study solutions for each Emphasis Area.	2024
Oregon Travel Study (nee Oregon Household Activity Survey (OHAS))	Phase 3 (Implementation) – Fall data collection ran from September into November, sending invitations to over 300,000 households in Oregon. To continue in Spring 2024.	Spring 2024 (data collection), Summer/Fall 2024 (data available for use in reports, etc.)
Update to the Turner TSP	Virtual open house for the TSP is open until December 1 st allowing for viewing 'poster boards', leaving comments on a map, and participating in a survey. https://www.turneroregontsp.com/	Fall 2024
Safe Routes to School	Ruby Bridges walk-to-school events held at 8 elementary school in the area, coordinated by MWVCOG staff	NA
Social Determinants of Health	Information requested on this topic provided to Director Sadie Carney	NA

Chair Cathy Clark adjourned the meeting at 1:30 p.m.

Agenda Item E

Amendments to the SKATS FFY 2024-2029 TIP

SKATS Policy Committee

January 23, 2024

Action Requested:

Adopt Resolution 24-1 to add a total of \$780,034 to Project Key Number 22697 [City of Salem South Signal Improvements (2027)] including the addition of the required ten percent local match.

DRAFT Resolution 24-1

Resolution Amending the Adopted Salem-Keizer Area Transportation Study (SKATS) FY 2024-2029 Transportation Improvement Program (TIP)

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 Urbanized Area; and

WHEREAS, the Policy Committee is authorized by an intergovernmental Cooperative Agreement to adopt and adjust the Transportation Improvement Program; and

WHEREAS, it is the responsibility of the Policy Committee to identify transportation projects for inclusion in the SKATS Transportation Improvement Program; and

WHEREAS, the adopted SKATS Transportation Improvement Program needs to program federal transportation funds being spent in the urbanized area;

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

THAT the proposed activities are consistent with the adopted MTP and affected local plans;

THAT the proposed amendment is consistent with the financial constraint provisions of federal requirements;

THAT the proposed amendment does not negatively impact regional air quality emissions;

THAT the project will help achieve the Oregon Department of Transportation performance measure targets;

THAT the proposed changes to the TIP are consistent with the management process established in the adopted TIP; and

THAT a total of \$780,034, including required ten percent local match, be added to Project Key Number 22697 [City of Salem South Signal Improvements (2027)].

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 23rd day of January 2024.

Chair
Salem-Keizer Area Transportation Study
Policy Committee

SKATS FY 2024-2029 Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Proposed TIP Amendment

Project Name: City of Salem South Signal Improvements (2027)

The public review period for this project is January 8, 2024, through noon on January 23, 2024.

As a Formal Amendment to the TIP, additional details about the project will be available and presented to SKATS' Policy Committee for approval on **January 23, 2024**, at noon at 100 High Street SE, Suite 200, Salem, Oregon (*may be a hybrid meeting*).

Requests to submit comments or concerns about this amendment should be submitted to Steve Dobrinich, via email at sdobrinich@mwvcog.org

This amendment may be revised to address comments received during the public comment period. The most recently amended FFY 2024-2029 TIP is available at the MWVCOG website at:

<https://www.mwvcog.org/transportation/page/transportation-improvement-program>

Project Amendment Details

Amendment No.	24-1				
Project KN:	22697	Project Sponsor:	Salem	Total Proposed Project Cost:	\$2,317,032
Project Name:	City of Salem South Signal Improvements (2027)				
Purpose of amendment: Add \$780,034 (total cost) to project (\$164,429.55 to Preliminary Engineering phase; \$615,604.45 to Construction phase) and add 10% local match requirement.					
Project Description: Make signal improvements in South Salem to replace old substandard signal heads with new ones and replace outdated signal controllers to increase safety for both vehicles and pedestrians.					

SKATS FY 2024-2029 Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Project information before amendment:

Name: City of Salem South Signal Improvements (2027)										Key: 22697	
Description: Make signal improvements in South Salem to replace old substandard signal heads with new ones and replace outdated signal controllers to increase safety for both vehicles and pedestrians.										Region: 2	
MPO: Salem/Keizer Area MPO				Air Quality Status:		Work Type: SAFETY					
Applicant: CITY OF SALEM				Exempt		Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
						Commercial St., Liberty St.		MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2024						2027			
Total		\$323,996.00						\$1,213,002.00		\$1,536,998.00	
Fund 1		HSIP		\$323,996.00				HSIP		\$1,536,998.00	
Match										\$0.00	
Fund 2										\$0.00	
Match											
Footnote:											
Most Recent Approved Amendment											
Amendment No:						MTIP Approval Date:				STIP Approval Date:	
Requested Action:											

SKATS FY 2024-2029 Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Project Information after amendment:

Name: City of Salem South Signal Improvements (2027)										Key: 22697									
Description: Make signal improvements in South Salem to replace old substandard signal heads with new ones and replace outdated signal controllers to increase safety for both vehicles and pedestrians.															Region: 2				
MPO: Salem/Keizer Area MPO					Air Quality Status: Exempt					Work Type: SAFETY									
Applicant: CITY OF SALEM					Status: PROJECT SCHEDULED FOR CONSTRUCTION														
Location(s)-																			
Mileposts		Length		Route		Highway				ACT				County(s)					
						Commercial St., Liberty St.				MID-WILLAMETTE VALLEY ACT				MARION					
Current Project Estimate																			
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total							
Year		2024						2027											
Total		\$488,425.00						\$1,828,607.00				\$2,317,032.00							
Fund 1		HSIP		\$439,582.50				HSIP		\$1,645,746.30				\$2,085,328.80					
Match				\$48,842.50						\$182,860.70				\$231,703.20					
Fund 2																			
Match																			
Footnote:																			
Most Recent Approved Amendment																			
Amendment No:		24-1				MTIP Approval Date:		1/23/2024		STIP Approval Date:									
Requested Action:		Add \$780,034 (total cost) to project (\$164,429.55 to Preliminary Engineering phase; \$615,604.45 to Construction phase) and add 10% local match requirement.																	

Agenda Item F
Draft SKATS 2024-2025 Unified
Planning Work Program

SKATS Policy Committee

January 23, 2024

Action Requested:

Provide feedback to SKATS staff on the draft UPWP.

SKATS FY 2024-2025 Unified Planning Work Program

Draft for the SKATS Policy Committee

January 16, 2024

(SKATS Resolution 24-xx)

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Appendices – Note – these will be added in the final version of the UPWP

Appendix A – Cooperative Agreement

Appendix B – USDOT letter certifying the SKATS Planning Program, February 8, 2021

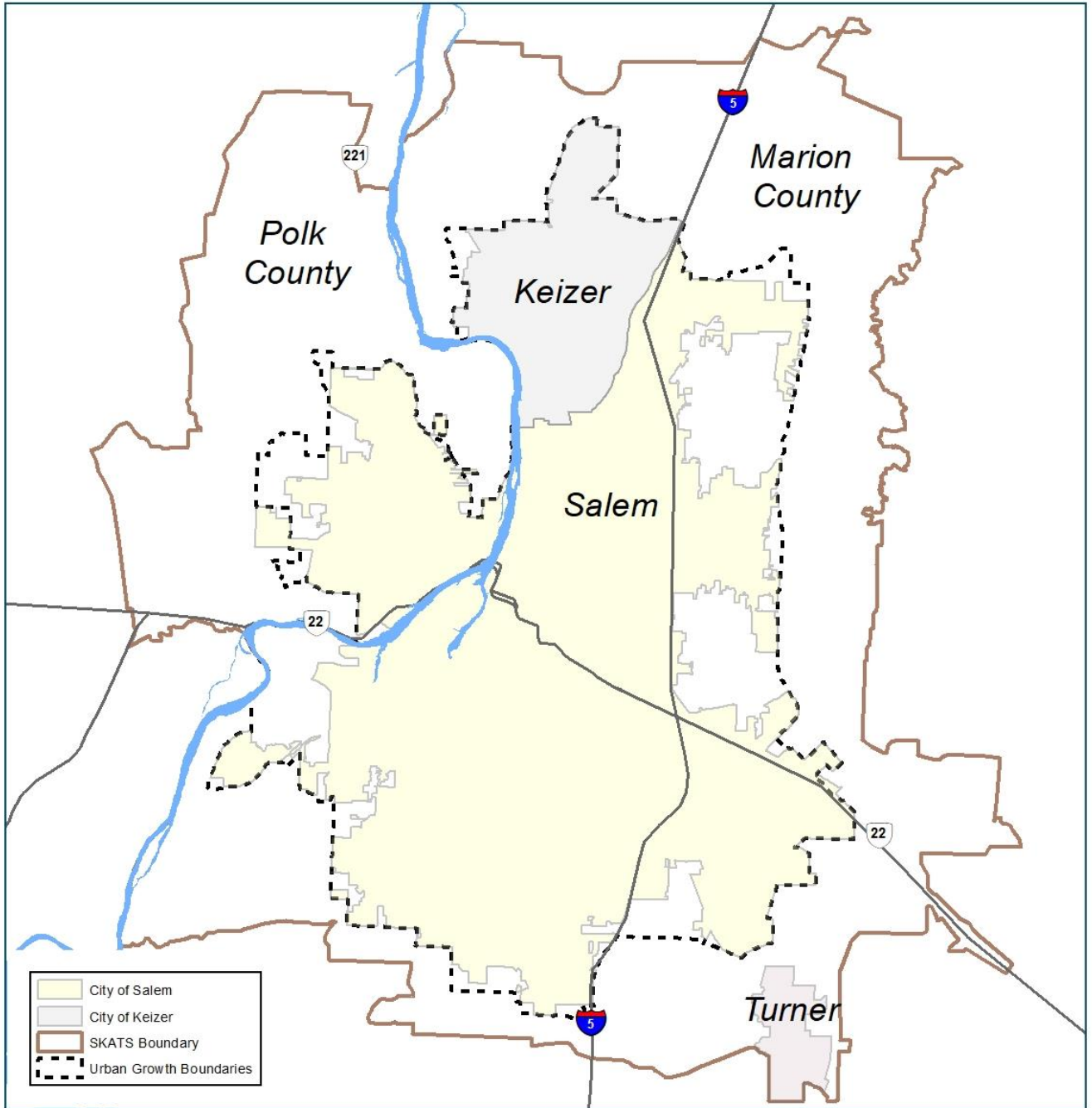
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Appendix G – Description of the SKATS Transportation Model



Map 1: SKATS Boundary and City Limits

Introduction

This document contains the State Fiscal Year 2024-2025 Unified Planning Work Program (UPWP) of metropolitan transportation planning activities for the Salem-Keizer Transportation Management Area ([Map 1](#)) coordinated and provided by the Salem-Keizer Area Transportation Study (SKATS). SKATS staff are employed by the Mid-Willamette Valley Council of Governments (MWVCOG).

All the products and activities programmed in the SKATS UPWP derive directly from products and processes prescribed for Metropolitan Planning Organizations (MPOs) by federal and state statutes and regulations for transportation and air quality. Federal statutes and regulations include:

- Title 23, United States Code as amended (12/3/2021);
- Joint FHWA/FTA Metropolitan and Statewide Planning Regulations (23 CFR Part 450 and 500, 49 CFR Part 613);
- EPA Transportation Plan Conformity Rule (40 CFR Parts 51 and 53); and
- Title VI of the 1964 Civil Rights Act; the President's Executive Order on Environmental Justice; and related statutes, executive orders, and federal regulations.

The purpose of the work program is to identify the major transportation planning activities to be carried out with federal and state funds within the SKATS Transportation Management Area (TMA) area during the program year. These include activities by the Oregon Department of Transportation (ODOT), the Mid-Willamette Valley Council of Governments (MWVCOG) staff acting for SKATS, the Salem Area Mass Transit District (SAMTD), and other state agency personnel, and local jurisdictional staffs (particularly on transportation planning work using federal funds such as Transportation and Growth Management (TGM) grants (through ODOT) or Surface Transportation Block Grant Program (STBGP) funds and affecting the regional transportation system.

This UPWP continues the approach between state, regional, and local transportation planning following the "3-C's of a "continuing, cooperative, and comprehensive" planning process. The figure below ([Figure 1](#)) shows the continuing planning process where the vision, goals, and objectives are used to identify problems on the system; to next seek alternatives that are analyzed and evaluated for inclusions in long-term plans; to next implement programs in those plans; and to then monitor changes on the system to see if they are meeting the vision and goals. By working together, the jurisdictions and agencies in the region aim to cooperate and share in the responsibility of improving the transportation system; carry out local, regional, and statewide transportation plans; minimize costs associated with regional transportation planning; address the significant transportation problems and "outstanding issues" identified in the adopted Metropolitan Transportation Plan (MTP) for the Salem-Keizer Urban Area; and to comply with federal, state, and local regulations and policies.



Figure 1 - Continuing Planning Process (Source: FHWA)

A recent change to Oregon Administrative Rules will influence this 3-C approach in the SKATS MPO area as well as other Oregon metropolitan areas. In July 2022, the Oregon Land Conservation and Development Commission adopted new rules and substantial changes to existing rules to address Governor Brown’s Executive Order 20-04 on addressing climate change and housing known collectively as Climate-Friendly and Equitable Communities (CFEC) Rulemaking. The changes were made to the rules covering transportation planning (Chapter 660, Division 12 – Transportation Planning), metropolitan Greenhouse Gas Reduction Targets (Division 44), and housing (Division 8). These transportation rule changes primarily impact how local agency transportation system plans (TSPs) are developed. The new Division 12 rules are the most significant changes in decades to local government transportation planning in Oregon.

The revised rules¹ update the purpose of Division 12 including more robust equity considerations during planning, emphasizes safety, supports planning for all transportation modes (particularly increased planning for non-driving modes), requires that local governments in metropolitan areas designate and zone climate friendly areas, and requires

¹ The rules are available at: <https://secure.sos.state.or.us/oard/displayChapterRules.action?selectedChapter=124> and will reflect the amendments and corrections adopted on November 2, 2023.

land use and transportation plans that reduce climate pollution from transportation to meet greenhouse gas emission reductions targets in 660-044-0025. Division 12 includes multiple new rules for local government TSPs on the topics of transportation funding projections and financing (including estimating the costs timing of major improvements, parking management, system inventories, public transportation system planning, estimating VMT per capita for TSP updates, and other requirements.

With regards to MPOs, the revisions to Chapter 660, Division 12 eliminated rules or parts of rules that had previously stipulated requirement of MPOs, including requirements that MPOs prepare a regional TSP (removed with changes to rule 660-012-0015, repealed rule 660-012-0016); and removed requirements that those regional TSPs reduce principal reliance on the use of the automobile by the adoption of standards for increasing transportation choices (formerly in 660-012-0035). Those reduced reliance requirements are now required as part of local government TSPs.

Other rules affecting local TSPs include development of a transportation prioritization framework (rule 660-012-0155), transportation performance standards (rule 660-012-0215), land use and transportation performance measures that support approved land use and transportation scenarios that reduce climate pollution (rule 660-012-0905), and other related rules.

The Division 12 rule changes principally affect how local governments will plan for, and manage, their transportation facilities as well as modify their land uses to meet the state planning rules. Federal transportation planning regulations require that MPOs use the latest planning assumptions from locally adopted land-use plans. Therefore, SKATS will continue to coordinate with the local jurisdictions to develop land-use forecasts (used in the MPO travel model) based on **adopted** changes to both local TSPs and comprehensive plans. For example, once Climate Friendly Areas (CFAs) are adopted as part of local government Comprehensive Plans, the SKATS Metropolitan Transportation Plan will use those CFAs when developing future year land use forecasts.

Designation of the SKATS MPO and SKATS Committees

According to the SKATS Cooperative Agreement (**Appendix A**) - approved on May 8, 1987, by Oregon Governor Neil Goldschmidt - the **SKATS Policy Committee** is the designated Metropolitan Planning Organization (MPO) for the Salem-Keizer area responsible for planning and air quality requirements. Based on the Amendment No. 1 to the Cooperative Agreement, the SKATS Policy Committee is composed of elected officials from the cities of Salem, Keizer, and Turner; Marion and Polk Counties; the Salem-Keizer School District; a board member from the Salem Area Mass Transit District (SAMTD), and a representative from the Oregon Department of Transportation (ODOT). Details on the structure and voting of the SKATS Policy Committee are contained in the Cooperative Agreement and the Policy Committee Bylaws. Staff employed by the Mid-Willamette Valley Council of Governments – under direction by the SKATS Policy Committee - perform the staff support for the SKATS program.

SKATS coordinates with ODOT and the local jurisdictions on plans, studies, transportation modeling, and other transportation planning work tasks described in the UPWP. A **SKATS Technical Advisory Committee** (TAC) composed of staff from the jurisdictions included in the SKATS area, as well as representatives from Department of Land Conservation and Development (DLCD), Department of Environmental Quality (DEQ), and the Federal Highway Administration (FHWA) provides a forum for discussing the technical aspects of projects and programs and sharing insight into local transportation needs.

Planning Process Responsibilities

The SKATS Policy Committee, through an intergovernmental Cooperative Agreement (**Appendix A**), is responsible for "... transportation plans, transportation improvement programs, and to take other actions necessary to carry out the transportation planning process."

The transportation planning process is dependent on continuous cooperation and the mutual support of all the SKATS participants. Therefore, while SKATS has the responsibility to carry out the metropolitan transportation planning process activities according to the most current federal regulations, SKATS depends on support and assistance from ODOT, SAMTD, and the local jurisdictions within the SKATS area to develop the regional 20+ year transportation plan and regional Transportation Improvement Program (TIP). In addition, SKATS' level of responsibility is related to the "transportation systems of regional significance" within the Salem-Keizer Transportation Management Area (TMA) including corridor and subarea studies. If needed, SKATS will participate in general corridor studies that extend beyond the SKATS study area boundaries; but SKATS staff would not generally take a lead role in those efforts. SKATS is also responsible for developing and maintaining the travel-demand forecasting model used to forecast future year travel demand in the region and used for corridor or area studies undertaken by our partners, which depends on ODOT and the local jurisdictions for collaboration (e.g., review of the land use inputs into the travel model).

As stated above, SKATS works cooperatively with its member jurisdictions and agencies on a variety of planning studies that impact the regional system. This includes the regional planning activities in section I, Corridor and Area Planning studies in section II, Interagency Coordination in section V, and Transit Planning in section VII. This UPWP provides a description of SKATS participation in these planning studies and activities as known at the time of this UPWP development. However, as these studies get underway, the roles and tasks of SKATS and its partner jurisdictions may change, as needed, by mutual consent of SKATS and the cooperating agency/jurisdiction to complete the planning work. SKATS may also enter into agreements (formal and informal) for varying degrees of cooperation and support with other agencies such as ODOT or the other Oregon MPOs, which mutually benefit both SKATS and our partners.

In 2019, SKATS, ODOT, and the SAMTD approved an intergovernmental agreement (No. 32,794) that updated the roles and responsibilities for transportation planning in the MPO area, which incorporate changes in the federal FAST Act. (**See Appendix E**)

Lobbying Activities

SKATS does not use federal or state funds to support lobbying activities, per 49 CFR § 20.100.

Organization of the UPWP Document and Agency Staffing

The UPWP is organized into eight programs. These are:

- I. Regional Plans and Planning Activities
- II. Corridor and Sub-Area Plans and Studies
- III. Regional Project Programming
- IV. Regional Data and Modeling Program
- V. Interagency Coordination
- VI. Program Management and Coordination
- VII. Metropolitan Transit Planning
- VIII. ODOT Planning

Each of these programs are described in more detail including the program's budget table; the purpose and description of the program; recent past activities related to that program; and the list of tasks, activities, and products. The UPWP appendices include the MPO Cooperative Agreement; the intergovernmental agreement between the MPO, ODOT, and Salem Area Mass Transit District (SAMTD); and FHWA's and FTA's joint certification of SKATS planning process.

SKATS staff are employees of the Mid-Willamette Valley Council of Governments located in downtown Salem, Oregon. SKATS staff are primarily responsible for the first six programs described in this UPWP. SAMTD staff are primarily responsible for transit planning in section VII of the UPWP with oversight by SKATS staff for the Federal Transit Administration (FTA) Section 5303 funds that are used. An ODOT Region 2 planner provides coordination on the intergovernmental agreement (IGA) between the MPO and ODOT that funds the UPWP.

Funding for the Unified Planning Work Program

The work described in this document is funded with a combination of federal, state, and local funds. From ODOT, SKATS receives an allocation of federal planning (PL and 5303) funds per the funding allocation arrangement between ODOT and the Oregon MPOs. Because the amount of annual federal planning (PL) funds is insufficient to fund all the necessary planning activities of the SKATS TMA, surface transportation block grant program urban funds (STBGP-U) from the SKATS Transportation Improvement Program are also used for the activities described in this UPWP.

Pages 48-xx and 49-yy of this document contains two funding tables: **Table 13** shows the source of funds (Federal, State match, Local match) and federal fund types (PL, STBGP-U,

5303). **Table 14** shows the allocation of funds to each of the eight programs by fund type (PL, STBGP-U, 5303).

PL, STBGP-U, and 5303 funds require a match of non-federal funds from local or state sources (10.27 percent of the total must be from non-federal funds). ODOT provides the match to the PL funds. Match for the STBGP-U funds is collected from the local jurisdictions and ODOT. About half of the 5303 funds that SKATS receives are passed through to SAMTD to do regional transit planning. SAMTD provides the required 10.27 percent local match to the 5303 funds. The amount of PL, STBGP-U, and 5303 funds budgeted for the eight program and sub-program tasks are illustrated in **Table 14 (pg. yy)**.

One change introduced by the Infrastructure Investment and Jobs Act of 2021 is a requirement that MPOs use at least 2.5 percent of their allotted federal PL funds on specific planning activities "... to increase safe and accessible options for multiple travel modes of people of all ages and abilities" [§ 11206(b)]. These funds are shown in **Tables 13 and 14** as "2.5% set-aside funds". SKATS will meet this requirement with staff work to develop the Metropolitan Transportation Safety Action Plan (MTSAP), for planning work to begin implementing actions in the MTSAP, as well as administrative and supporting activities for the Safe Routes to School program.

Some of the planning studies described in section II (Corridor and Area Plans and Studies) of this UPWP may be funded with STBGP-U funds from the SKATS TIP, grants from the state's Transportation Growth Management (TGM) program, or other ODOT state or federal funds. SKATS staff also use STBGP-U funds designated in this UPWP to support corridor and area planning studies, primarily through staff participation on project committees and modeling services.

Summary of Major Planning Activities and Products in the 2024-2025 UPWP

Many of the activities listed in the UPWP are part of the continuing, cooperative, and comprehensive nature of metropolitan transportation planning. These activities include monthly MPO Policy Committee and TAC meetings, other interagency and inter-jurisdictional meetings, TIP development and monitoring (adjustments, coordination with ODOT's STIP, and project tracking), transportation data collection, model development and refinements, program administration and management, and other activities that are on a regular cycle (such as this annual UPWP development or updates of the SKATS MTP and TIP on four-year and three-year cycles, respectively). See the end of this summary for a list of these reoccurring activities. In addition, some regional or corridor studies often take more than one year of work to complete and therefore will span more than one UPWP. As part of this UPWP, the lead agency for studies is listed and expected deliverables and their dates are provided (as applicable).

Major Planning Activities and Products

The major planning activities and products in the upcoming year are highlighted in the summary below. Details of this work are provided in later sections of this UPWP.

- Starting in 2018, SKATS integrated federally required **Performance-Based Planning** in the updates of the SKATS MTP and SKATS TIP, and into other documents as appropriate. SKATS has a webpage on its website that tracks the federal Performance Measures and adopted targets.² Staff will continue to update and refine its use of performance-based planning in the updates to the MTP and TIP. The Road Safety, Transit Safety, and Transit State of Good Repair targets will also be reviewed and updated, as necessary, as they are set yearly. (See **Table 5** ~~Table 4~~ **tables 4 and 5** for dates when targets need to be updated). A new performance rule requiring states and MPOs to establish declining targets for greenhouse gas emissions was finalized on 12/7/2023.
- The **Metropolitan Transportation Plan (MTP)** is updated on a four-year cycle, last adopted on May 23, 2023. Tasks for this UPWP include identifying issues and work items for the 2027 MTP update such as data collection, inventory updates, public input on issues, coordinating the MPO plan with the Oregon Transportation Plan, Oregon Highway Plan, local comprehensive plans, etc.
- **FY 2024-2029 Transportation Improvement Program (TIP)**– is updated every three years, last adopted by the SKATS Policy Committee on May 23, 2023, and subsequently sent to ODOT for inclusion in the State TIP (STIP) and the Governor’s approval of every MPO TIP. Amendments to projects in the adopted SKATS TIP occur frequently. UPWP Section III describes the work for monitoring projects and processing amendments of the TIP and STIP, as well as TIP project tracking to help ensure funds are obligated on time, plus CMAQ program administration, and other TIP management tasks. Work Initial coordination with the SKATS Policy Committee and TAC to develop the on the FY 2027-2032 TIP will begin in late fall 2024 ~~after this UPWP~~. Preliminary work such as reviewing the application process and forms may take place during this UPWP to address any new federal regulations.
- **Safety Planning** – Starting in 2009, staff began summarizing crash data received from ODOT posted crash data summaries on the SKATS section of the MWVCOG website. ODOT developed their Transportation Safety Action Plan (TSAP) in 2016 and updated it in 2021. As of December 2023, SKATS is developing a **Metropolitan Transportation Safety Action Plan (MTSAP)** that is scheduled for review and adoption in mid-2024. Actions from this plan will be considered for implementation. The city of Salem received a federal Safe Streets for All grant in 2024 that includes funding for updating the Salem Safety Action Plan. SKATS staff will assist by participating in the advisory committee for the plan update.
- **Climate Change Planning** – The State of Oregon continues to focus its efforts on the reduction of greenhouse gases, through actions of both the legislative and executive

² See <https://www.mwvcog.org/transportation/page/performance-measures>

branches.³ Changes to Oregon’s Administrative Rules – specifically Division 44 (Metropolitan Greenhouse Gas reduction targets) and Division 12 (Transportation Planning Rules) –were approved in 2022. These changes will directly affect the requirements for local government transportation planning (*See discussion on page 6*). In addition, ODOT, ODOE, DLCD and DEQ (and the commissions they report to) have been mandated to incorporate climate planning in their work and rulemaking.⁴ Staff will continue to monitor these efforts to see how they affect the MPO planning process and the “3C” coordination.

At the local level, the city of Salem finished developing a local Climate Action Plan (accepted by council in February 2022), and the Salem Area Mass Transit District adopted their Climate Action Plan (2022)⁵. Both have been working on developing inventories and implementing strategies.

At the federal level, there is a final performance management rule⁶ for reducing greenhouse gas pollution associated with transportation, which require states and MPOs to establish declining targets of carbon dioxide pollution from vehicles. Related to this topic, the SKATS MPO started receiving new federal Carbon Reduction funds (approximately \$500,000-600,000 per year, as part of IIJA) and has programmed most of those funds to projects in the SKATS TIP.

- **Corridor and Sub-Area Planning –**

- **Highway 22 and Highway 51 Interchange area** - ODOT and its consultant continue work on environmental assessment and design options. Updates of the project will be provided to the SKATS Policy Committee and the Mid-Willamette Valley Area Commission on Transportation (MWACT).

Continuing Activities and Recurring Products

In addition to the plans and studies described above, there are multiple activities that are completed each year or are done on a regular schedule (weekly, monthly, quarterly) or are continually performed as part of the MPOs function for transportation planning and coordination. Many of these activities are described in more detail in the sections following this summary.

³ <https://afdc.energy.gov/laws/all?state=OR#Laws%20and%20Regulations>

⁴ <https://www.kbb.com/car-news/oregon-becomes-fifth-ev-only-state-by-2035/>

⁵ SAMTD is currently (December 2023) in the process to retain a consultant to develop a more comprehensive Climate Action Plan.

⁶ [National Performance Management Measures: Assessing Performance of the National Highway System. Greenhouse Gas Emissions Measure](#). The rule requires state DOTs and MPOs to establish declining targets for GHG emissions on the National Highway System relative to the reference year (2022); MPOs have the option to support the State DOT target rather than set their own targets for the MPO. The final rule was published on December 7, 2023.

- **Public Participation (for TIP, MTP, other planning activities)**
 - Public participation activities including in-person and virtual public events over the internet, online maps, and Zoom meetings.
 - Updates to the SKATS section of the MWVCOG website.
 - Update to the SKATS **Public Participation Plan** (To be adopted by November 2025) and the **Consultation Process** document.
 - Title VI activities, and the annual Title VI and Public Participation Accomplishment Report
- **TIP Development and Maintenance**
 - Use of the new e-TIP (a new cloud-based database system co-developed for the SKATS, Central Lane, and Metro MPOs in 2022 and 2023 for better tracking of TIP projects).
 - Coordination with ODOT on STIP amendments and ODOT's Financial Plan.
 - “Annual Listing of Federally Obligated Transportation Projects” (federally required report by SKATS posted on the MWVCOG website).
- **Modeling and Data**
 - **Oregon Travel Study (OTS)** – A travel survey of households in Oregon will complete data collection in Spring 2024. This is a collaboration between ODOT, Oregon MPOs, and the consultant. Cleaned and processed data will be available in Fall 2024 for use in reports and to estimate new travel demand models.
 - **Travel Demand Forecasting Model improvements** - Using ODOT's contract with travel model consultant teams, begin work on an ActivitySim travel model for SKATS with estimation using the data from the 2023 Oregon Travel Study. Tasks include implementing ActivitySim using a “donor” model to provide information needed in the estimation stages. A SKATS-specific implementation will follow after estimation for all the MPO areas within Oregon is completed.
 - Sharing and support of the travel model and population and employment forecasts to agencies/consultants, as needed.
 - On-going collection and analysis of data related to the **Congestion Management Process (CMP)**, including updating corridor reports to reflect the past year.
 - Upkeep and sharing of the regional land use database and land use forecasts.
 - Collecting traffic count (motorized and non-motorized) data for use in the travel demand model as well as for planning studies.
 - Updates of the regional inventories, as needed.
 - Updates of the geodatabase of transportation projects, as needed.
 - Crash Information updates on the website.
- **Interagency Coordination**
 - Coordination with local jurisdictions, the Salem Area Mass Transit District, and Salem-Keizer School District, and other agencies on regionally significant planning issues

- Coordination with state agencies (primarily ODOT and DLCD)
 - Consultation with tribal governments, as needed.
 - Transportation issues shared with MWVCOG members (“COG Connections”)
 - Participation in the Oregon Modeling Statewide Collaborative (OMSC) and its subcommittees
 - Participate and attend meetings of MPO/Transit Managers and OMPOC (Oregon MPO Consortium)
 - AQCD interagency coordination with ODOT, DEQ, EPA, FHWA, and FTA, as needed.
- **Program Management and SKATS Committees**
 - Preparation of annual MWVCOG/SKATS budgets
 - Coordinate annual funding agreements with ODOT
 - Development of the annual SKATS UPWP
 - Review and process IGA(s) with ODOT
 - Monthly agenda packet, minutes, and meeting notices of the SKATS Policy Committee (PC) and SKATS Technical Advisory Committee (TAC)
 - Semi-annual and annual reports and monthly invoices to ODOT for UPWP work
 - Annual and quarterly reports to the MWVCOG Board
 - Coordination and participation with other MPOs – quarterly MPO/Transit meetings and OMPOC meetings.
 - Self-certification of the metropolitan planning process with submission of a newly adopted TIP (about every three years)
 - Coordination with FHWA, FTA, ODOT on quadrennial planning reviews and addressing corrective actions (as needed based on the anticipated Quadrennial Review in mid-2024, subject to change).
 - Consultation using the SKATS adopted Consultation Process
 - Staff development and training
 - **Transit – ~~This are~~ tasks/activities primarily led by SAMTD staff, using share of 5303 funds**
 - Cherriots Regional service planning
 - Cherriots Local service planning
 - Comprehensive Operational Analysis – Consultant assisted work to help the district examine and evaluate the transit system as a whole to determine potential improvements to make operations more effective and efficient.
 - South Salem Transit Center site design work (based on a site selected in May 2022)
 - STIF service plan
 - Accessible Paths to Transit Stops
 - TIP development and planning for Cherriots projects.
 - Title VI related to service changes and changes in fares
 - Transit Signal Priority Green Light extension
 - Coordination with local jurisdictions
 - Intelligent Transportation System (ITS) – Support planning efforts around technology on transit vehicles

Table 1: UPWP Program Cost Estimates, Federal Funds, and Match Rates

UPWP Program Cost Estimates (consistent with 23 CFR 420.111)							
Program Section and Name	Federal Funds, PL*	Federal Funds, STBG	Federal Funds 5303	State and Local Match Rate	State Match to PL funds	Local Match	Total
I. Regional Transportation Planning Program	212,069	17,946	0	10.27	24,272	2,054	256,341
II. Corridor and Area Plans & Studies ⁷	1,795	0	0	10.27	205	0	2,000
III. Regional Project Programming	170,487	0	0	10.27	19,513	0	190,000
IV. Regional Modeling and Data Program	309,569	363,407	0	10.27	35,432	41,594	750,000
V. Interagency Coordination	64,818	166,291	0	10.27	5,548	19,033	255,690
VI. Program Management and Coordination	201,893	40,379	138,671	10.27	23,108	20,493	424,543
VII. Metropolitan Transit Planning	0	0	120,000	10.27	0	13,735	133,735
Fund Source Total	960,629*	588,022	258,672		108,078	96,908	2,012,309
	* Includes the 2.5% PL set-aside (of at least \$16,341 or more)						

⁷ Corridor and Sub-area plans also receive federal funds and local match as part of the SKATS Metropolitan Transportation Improvement Program. See Section II that shows the federal funds, local match, local match rate, and total funds for these planning activities.

Table 2: Local Jurisdictions within SKATS – Transportation System Plan Status

Jurisdiction	Transportation System Plan	TSP's next update & notes
City of Salem	Last amended January 13, 2020	Salem In Motion coordinated with "Our Salem" project (likely adopted in 2025 or 2026).
City of Keizer	Major update: 2009. Revised June 2014	2026 is identified as part of the CFEC-related TSP updates.
City of Turner	Section 9.700 of Comprehensive Plan updated in 2011	A TGM grant was awarded in fall 2021. TSP update began in 2023. Adoption is scheduled for late 2024.
Marion County	Last adopted 2005 Partially updated 2012	Future update and re-adoption, TBD, per CFEC rules.
Polk County	Last adopted in 2009 Partially updated in 2004	No current schedule for an update

Table 3: Status of MPO Documents

	Plan Name	Last Update	Next Update & Date of Adoption by Policy Committee
Yearly	Annual Listing of Obligated Projects Report	FY2023 Obligation Report – December 2023.	FY2024 Obligation Report in <u>December 2024</u> .
Yearly	Unified Planning Work Program (UPWP)	2024-2025 UPWP will be adopted in April 2024.	2025-2026 UPWP to be adopted in <u>April 2025</u> .
Three Years	Metropolitan Transportation Improvement Program (MTIP)	FY 2024-2029 MTIP adopted May 23, 2023.	To be adopted <u>May 2026</u> : FY 2027-2032 MTIP adoption.
Three Years	Air Quality Conformity Determination for MTIP	Adopted May 2023 for the 2024-2029 MTIP. Approved by FHWA/FTA on September 25, 2023 for the FY 2024-2029 MTIP.	To be adopted <u>May 2026</u> as part of 2027-2032 MTIP update.
Three Years	Title VI Plan	Approved by SKATS Policy Committee in November 2023.	To be updated in <u>October 2026</u> .
Four Years	Metropolitan Transportation Plan (MTP) (formerly the “RTSP”)	2023-2050 MTP adopted May 23, 2023.	To be adopted in <u>May 2027</u> : 2027-205x MTP.
Four Years	Air Quality Conformity Determination for MTP	Adopted May 2023 for the 2023-2050 MTP. Approved by FHWA/FTA on September 25, 2023 for the 2023-2050 MTP update	To be adopted <u>May 2027</u> at the same time as the 2027-205x MTP.
Four Years	TMA Planning Certification Review (USDOT)	Certification Report Issued February 8, 2021.	Scheduled for <u>April 2024</u> (tentatively).

Four Years	Public Participation Plan	Adopted November 23, 2021	To be adopted <u>November 2025</u> .
Four Years	Consultation Process for use During the Development of the SKATS MTP and TIP	Adopted June 2021.	To be reviewed, updated, and adopted by <u>November 2025</u> .
Four Years	Congestion Management Process (CMP)	Adopted September 27, 2022.	Review, updated, and adopted by <u>October 2026</u> .
As needed	Metropolitan Intelligent Transportation System Plan	Adopted August 2005.	Project list is reviewed and updated before each MTP update. The ITS Plan is updated as necessary.
TBD	Metropolitan Transportation Safety Action Plan	Scheduled for Summer 2024.	Update cycle to be determined during the development of the initial Plan.

SKATS Planning Certification Review and Resolution of Corrective Actions

As an MPO with a population of over 200,000 persons, the MPO is classified as a **Transportation Management Agency (TMA)**. Every four years⁸, a team from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct a Certification Review of the Transportation Planning Process for the SKATS TMA.

The most recent certification review took place in June 2020 among FHWA, FTA, staff from the SKATS TMA, as well as staff from ODOT and Salem Area Mass Transit District Transit (Cherriots). FHWA and FTA issued the final Certification Report on February 8, 2021. This 2021 Certification Review Report included six corrective actions (with due dates), six recommendations, and three commendations (see **Appendix C**).

On March 10, 2021, FHWA and FTA reviewed the findings in the final report with staff from SKATS, ODOT, and Cherriots (the public transportation provider in the Salem Metropolitan Area) to ensure understanding of the findings and federal actions, deadlines, and expectations. FHWA and FTA presented the findings to the SKATS Policy Committee on March 23, 2021. Since 2021, SKATS has worked to address each of the corrective actions, as discussed below.

Corrective Actions 1 & 2: Metropolitan Transportation Plan (MTP). These two corrective actions required SKATS by May 31, 2023 to:

- a) Prepare a system performance report that evaluates the condition and performance of the transportation system.
- b) To document the consultation undertaken during the MTP update.

The MTP was updated and adopted by the SKATS Policy Committee on May 23, 2023. An email was sent to ODOT staff detailing the work completed as part of the update to address these corrective actions. ODOT staff reviewed the work and on December 20, 2023 submitted a letter (dated December 19, 2023) to FHWA/FTA, stating their agreement that the corrective actions for the MTP had been addressed by SKATS.

Corrective Actions 3, 4, and 5: Congestion Management Process (CMP). The three corrective actions for the CMP directed SKATS to:

- a) Implement a congestion management process that provides greater emphasis on multimodal performance measures, includes effective management and operation, and is based on a cooperatively developed and implemented metropolitan-wide strategy.
- b) Establish a coordinated program for data collection and system performance

⁸ [The next FHWA/FTA Certification Review of SKATS is scheduled for November 2024.](#)

monitoring.

- c) Document methods to identify an implementation schedule, implementation responsibilities, and assessment of the effectiveness of implemented strategies.

The CMP was updated and adopted by the SKATS Policy Committee on September 27, 2022. A memo was prepared outlining how each Finding of the Corrective Actions were addressed and sent to ODOT for review. ODOT concurred that the revisions addressed the corrective actions and sent a letter to FHWA and FTA on March 10, 2023, recommending the close out of Corrective Action 3.

Subsequently, on December 20, 2023 ODOT submitted a letter (dated December 19, 2023) to FHWA/FTA, detailing how the three corrective actions for the SKATS CMP had been addressed by SKATSs. In this letter, ODOT is recommending that FHWA and FTA close out the two corrective actions associated with the MTP and the three corrective actions associated with the CMP.

Corrective Action 6: Consultation Process. This corrective action directed SKATS to complete their guiding document for consultation (*Consultation Process for use During Development of the SKATS RTSP and TIP*) by May 31, 2022, and to include “more explicit information on procedures for Tribal government consultation ...”. The document was revised as requested and adopted by the SKATS Policy Committee on July 27, 2021. A memo was prepared for ODOT, FHWA, and FTA detailing the Finding of the Corrective Action was addressed. ODOT staff reviewed the work and submitted a letter to FHWA and FTA on August 26, 2021, recommending that this corrective action had been addressed. FHWA and FTA agreed that the corrective action had been sufficiently addressed in their letter to ODOT and SKATS dated May 5, 2022.

I. Regional Plans and Planning Activities in SKATS

Table 34: Regional Plans and Planning Activities Funding Table

Work Items	PL funds Includes match	PL 2.5% set aside Fed amount only, no match required	STBGP-U funds Includes match	5303 funds Includes match	Total Budget Estimate
Public Participation Program	20,000		0	0	20,000
Performance -Based Planning	50,000		0	0	50,000
Metropolitan Transportation Plan (MTP)	5,000		0	0	5,000
Congestion Management Process	50,000		0	0	50,000
Metropolitan Safety Planning	40,000	16,341	20,000	0	76,341
Transportation Conformity Determinations	3,000			0	3,000
Safe Routes to School Planning	10,000	42,000	0	0	52,000
Total	178,000	58,341	20,000	0	256,341
	Total PL = 236,341				

Purpose:

Described in this section are the core activities and products for addressing regional transportation planning in the Salem-Keizer area. Since federal regulations were issued in 2016, SKATS staff has integrated **performance-based planning** into the existing planning activities and plans, as required by MAP-21 and FAST Act (and in 23 CFR §450.300). The two main products that are reviewed by the public – ***the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP)*** – represent the long-range and short-term guiding documents for transportation investments, respectively. Recent updates of the MTP and TIP in 2023 were developed to comply with **performance-based planning** regulations and the latest FHWA/FTA guidance documents. Public participation is a required activity for all of SKATS’

planning work, particularly for the update of the MTP and TIP and SKATS develops public engagement plans for each update.

PL 2.5% Set-Aside funds – the Infrastructure Investment and Jobs Act of 2021 added the requirement that MPOs use at least 2.5 percent of their allotted federal (Planning) PL funds on specific planning activities “... to increase safe and accessible options for multiple travel modes of people of all ages and abilities” [§ 11206(b)]. These funds are shown in **Table 4** as “PL 2.5% set-aside”. SKATS will meet this requirement with staff work to complete and adopt the Metropolitan Transportation Safety Action Plan (MTSAP), for planning work to begin implementing actions in the MTSAP, as well as administrative and supporting activities for the Safe Routes to School program. Other uses may include updating sidewalk and bikeway inventories to identify where complete streets exist or do not exist.

Previous Work in Regional Planning:

- **2020 Census and Expansion of the MPA** – the Salem urban area was modified as a result of the 2020 U.S. Decennial Census, principally to add areas to the east of the 2010 Metropolitan Planning Area (MPA), including the city of Aumsville. In 2023, staff worked with the SKATS committees and local jurisdictions to define the Federal Aid Urban Boundary (FAUB) and the SKATS Metropolitan Planning Area boundary. Discussions have been ongoing about potential changes to the MPO Policy Committee (PC), regarding adding the city of Aumsville to the PC and whether city of Salem should get an additional member on the PC.
- **Congestion Management Process (CMP)** – Data on travel times and delays for the CMP corridors in 2023 were collected using the RITIS platform and added to the corridor reports available on the SKATS Transportation Hub. The draft CMP is still awaiting review by FHWA/FTA on whether the document addresses the corrective actions identified in 2020.
- SKATS staff and the contracted consultant worked on the draft **Metropolitan Transportation Safety Action Plan (MTSAP)**. Completed tasks include a survey of the public (over 800 people) to get their concerns about traffic safety in the SKATS area, reviewing crash data, identifying crash trends and contributing factors, determining Emphasis Areas for the MTSAP, identifying a High Injury Network, and beginning to select strategies and performance measures for the MTSAP. Work on the MTSAP began in September 2022 and is scheduled for adoption in mid-2024.
- The **Transportation Improvement Program (TIP)** was adopted on May 23, 2023 by the SKATS Policy Committee. Work since adoption includes numerous amendments to reflect changing cost estimates for the projects underway.
- The **Metropolitan Transportation Plan (MTP)** was updated and adopted on May 23, 2023 by the SKATS Policy Committee. The MTP is awaiting review by FHWA/FTA on whether the document addresses the correction actions identified in 2020.
- The **Safe Routes to School program** was started for the Salem-Keizer School District area in 2020. In 2023-2024 a new SRTS Assistant was hired, pedestrian

safety classes were being offered to elementary schools, and walk to school events (including walking school buses) were coordinated.

Tasks for 2024-2025:

1. Public Participation Program (PPP)

- a) Develop and conduct public participation activities and materials for MTP and TIP updates or amendments, as needed, following the process documented in the ***adopted SKATS Public Participation Plan***, as per 23 CFR §450.316.
- b) Identify innovative public outreach and engagement techniques for consideration to be included in the 2025 update to the Public Participation Plan.
- c) Document PPP activities and use the PPP's Measures of Effectiveness (MOE) for public participation.
- d) Use the MWVCOG website to post SKATS committee agendas and minutes, post updates of documents, and provide other SKATS-related information.
- e) Use the MWVCOG Facebook page for notifications and postings of activities.
- f) Use the SKATS Transportation Hub to provide information and background material.
- g) Continue to post monthly PC meeting videos to YouTube.
- h) PPP informational materials, participation activities, media placements, internet postings, etc., will be documented during the year and provided to ODOT in a **SKATS Annual Accomplishment Report on Title VI and public participation activities** for the year (delivered to ODOT by October 2024).

2. Performance-Based Planning (PBP)

- a) Discuss potential targets for the federal performance measures, as appropriate, for Road Safety, Transit Safety, and Transit State of Good Repair with ODOT and SAMTD. Adoption by the Policy Committee is scheduled for within six-months after ODOT and SAMTD adopt their targets. Note that SAMTD targets are only updated/adopted by SKATS on years when the MTP or the TIP is updated. The proposed rule for including a performance measure for CO₂ (carbon dioxide) tailpipe emissions has been enacted by FHWA, and SKATS will work with ODOT and others (as necessary) to develop the required targets and document the process by July 2024 (180 days after ODOT submits their GHG targets).
- b) Amendments and updates to the MTP and TIP will document how projects added to those plans help to achieve SKATS' Performance Targets.

MAP-21 introduced important changes to how federally funded transportation planning will be conducted. It mandated a **performance-based planning (PBP) paradigm**, which specifies data-driven project selection and tracking of the performance of the regional system for better accountability and transparency of how federal funds are spent. All MTP/TIP plans or amendments adopted after May 27, 2018, need to be compliant with PBP

requirements. As part of PBP, **a set of national goals** were defined with the associated performance measures to track progress toward meeting these goals.

There are three highway/road-related groups of performance measures and two transit-related groups of performance measures (*see tables below*). The rules and measures were finalized in 2016 and 2017 by FHWA and FTA. SKATS established the initial performance measure targets in consultation with ODOT or SAMTD and chose to support the targets either ODOT or SAMTD selected (*see table below*). The TIP was updated to include the adopted targets and included a discussion of how the projects in the TIP are helping to achieve the targets. Deadlines for setting SKATS targets and how frequently they need to be updated are illustrated in [Table 4](#)[Table 5](#) below.

The second performance reporting period for the Pavement, Bridge, and System Performance measures began in 2022. During the 2022-2023 fiscal year, SKATS coordinated with both ODOT and SAMTD, as appropriate, to either establish the targets for use within SKATS during the second reporting period (2022-2026) and to report on the targets that have been previously defined. During this UPWP period (2024-2025), SKATS staff will continue the process to inform and work with the Policy Committee, the TAC, and the public about the change to performance-based planning and how that will change the development of the MTP and TIP. Setting yearly targets will be coordinated with ODOT and SAMTD during this fiscal year as well as required. This work will continue into subsequent years.

The following information illustrates a summary of the Performance Measures applicable to the SKATS TMA; when ODOT, SAMTD, and SKATS targets are due; and how often the target is required to be updated.

Table 45: Road-related Federal Performance Measures

Performance Measure	Performance Measure Information	ODOT or SAMTD Initial Targets due	SKATS Initial Targets due	MPO update frequency; next update due date	SKATS is supporting target specified by:
PM 1: Road Safety	Five required measures with targets	Aug 31, 2017	Feb 27, 2018	Every year	ODOT
PM 2: Pavement & Bridge	4-year targets for: Interstate pavement, non-interstate NHS pavement, NHS bridge	May 20, 2018	Nov 16, 2018	Every 4 years – 2022, 2026, 2030 ...	ODOT

PM 3: System Performance	4-year targets for: NHS travel time reliability, Freight reliability, CMAQ Traffic Congestion and On-Road Mobile Source Emissions, Peak Hour Excessive Delay, and Percent Non-SOV travel. Greenhouse gases (GHG).	May 20, 2018	Nov 16, 2018; 2022 for Peak Hour Excessive Delay and Percent Non-SOV Travel. July 2024 for GHG (or 180 days after ODOT submits their targets).	Every 4 years - 2022, 2026, 2030 ...	<p>ODOT for all but the PHED and Non-SOV measures.</p> <p>SKATS developed targets for the Peak Hour Excessive Delay and Percent Non-SOV Travel measures.</p> <p>SKATS will adopt GHG targets by July 2024 (or 180 days after ODOT submits their targets).</p>
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Table 56: Transit-related Federal Performance Measures

Performance Measure	Performance Measure Information	ODOT or SAMTD Initial Targets due	SKATS Initial Targets due	MPO update frequency; next update year	SKATS is supporting target specified by:
Transit Related Safety	Three required measures with targets	July 20, 2020	January 16, 2021	Every TIP or MTP update	SAMTD
Transit State of Good Repair	Conditions of buses and facilities/capital equipment	January 1, 2017	June 30, 2017	Every TIP or MTP update	SAMTD

3. Metropolitan Transportation Plan (MTP) Update

- a) The next update of the plan will be due by May 2027.
- b) Tasks for the 2024-25 UPWP include identifying issues and work items for the 2027 plan update (e.g., data collection, inventory updates, public input on issues, coordinating the MPO plan with the Oregon Transportation Plan and other modal plans, local comprehensive plans, etc.)
- c) Coordination between agencies (ODOT, Transit) about updating the SKATS ITS Architecture and ITS plan.

4. Congestion Management Process

- a) In September 2022, the SKATS Policy Committee adopted the revised Congestion Management Process document. The CMP was revised based on input from the FHWA/FTA/ODOT Corrective Action Team. As of January 2023, that version of the CMP has been reviewed by ODOT and submitted to FHWA and FTA for a final determination.
- b) For 2024-25, SKATS staff continue to use the RITIS data collection platform for collecting travel times, bottlenecks, and other information along CMP corridors. *(See also section IV on data and reporting.)*
- c) Work with the SAMTD to devise means of capturing, analyzing, and presenting transit ridership and other collected data to support analysis of the CMP corridors.
- d) Continue to collect traffic volumes via traffic video cameras on the major regional arterials.
- e) Schedule meetings of the local jurisdictions and SKATS Committees to review congestion data and discuss potential strategies, following the steps in the CMP.

5. Metropolitan Safety Planning

- a) Work with regional agencies on final completion of the **Metropolitan Transportation Safety Action Plan** and coordination for implementing recommendations from the MTSAP.
- b) Work with ODOT and SAMTD to update the data needed to determine the targets for the federal safety performance measures; present to the SKATS Policy Committee.
- c) Update the crash data dashboards on the MWVCOG website.
- d) Update the maps showing locations of safety projects implemented within SKATS.
- e) Attend safety training workshops, webinars, etc.
- ~~f)~~ Discuss collaborations with ODOT, SAMTD, and local jurisdictions on safety education and messaging initiatives.
- ~~f)g)~~ Coordinate with city of Salem on their safety planning work associated with a federal Safe Streets for All grant.

6. Transportation Conformity Determinations

- a) Prepare Air Quality Conformity Determinations for updates of the TIP and MTP, as needed.
- b) Continue interagency conformity consultation discussions with federal, state, and local agencies (as necessary).
- c) Monitor EPA changes to the federal transportation conformity regulations, National Ambient Air Quality Standards (NAAQS) (including possible new ozone standards) and MOVES model.

7. Safe Routes to School

- ~~a)~~ The Salem-Keizer Safe Routes to School (SRTS) program is funded through a separate IGA with ODOT, using federal funds primarily from the SKATS TIP for the SRTS program. UPWP funds will be used for administrative, ~~and~~ management ~~and~~ support activities associated with the program.

II. Corridor and Sub-Area Plans and Studies

Table 62: Corridor and Sub-Area Planning Funding Table

	PL Funds (includes match)	STPBG-U Funds (includes match)	5303 funds (includes match)	Total Budget
Total	2,000	-	-	2,000

Purpose:

This program includes corridor and area studies within SKATS that use federal funds and/or receive assistance from SKATS staff (providing data, running the travel model, serving on project management teams or other committees, etc.). These studies are undertaken to identify land use and/or transportation issues, develop and evaluate alternatives, and determine (as warranted) recommended infrastructure projects that should be included in state and local transportation plans and the SKATS MTP. Some of these corridors and sub-areas were identified in previous versions of the SKATS MTP as “outstanding issues,” while others were more recently identified for study by the local jurisdiction or region.

23 CFR 450.318 states that “an MPO(s), State(s), or public transportation operator(s) may undertake a multimodal, systems-level corridor or subarea planning study as part of the metropolitan transportation planning process.” Planning studies are meant to provide the analysis, public discussion, and agency review that is necessary to identify a preferred solution. Some of the following planning studies require work over several years or in separate phases.

Previous Work in Corridor and Sub-Area Plans and Studies:

- Cordon / Kuebler Corridor Study and Management Plan – completed in 2023

1. OR 22W / OR 51 Interchange and Corridor Study/Project

- Lead: Oregon DOT
- Starts: On-going
- Completion: 2025
- Funding: Provided by ODOT in STIP (includes funds from SKATS)
- Tasks: Over the next 12 months and beyond **ODOT** will be working on;
- putting together a 15% design package (now until May 2024)
 - undertaking a value engineering study (May 2024 through to September 2024)

- undertaking an Environmental Assessment to comply with NEPA (this is the major activity from September 2024 through September 2025)
- SKATS to provide model info (as requested) and keep the SKATS Policy Committee updated on progress.

III. Regional Project Programming

Table 78: Regional Project Programming Funding Table

Work Items	PL funds (includes match)	STBGP-U funds (includes match)	5303 funds (includes match)	Total (includes match)
TIP Development, Amendments, and Adjustments	60,000			60,000
TIP Project Development Tracking	60,000			60,000
TIP Management System	60,000			60,000
CMAQ Program and Carbon Reduction Program	10,000			10,000
Subtotal	190,000			190,000

Purpose:

To develop a program of regionally significant transportation investments over a 6-year period (with the last two years as illustrative). The Transportation Improvement Program (**TIP**) is prepared following federal regulations for TIPs (23 CFR 450.326) and includes a financial plan. Revenue projections are coordinated with ODOT.

Transportation projects within SKATS that receive federal funding during the first four years of the TIP are required to be listed, as well as other regionally significant projects that use non-Federal funds.

The SKATS TIP is usually updated every three years to correspond with the update of the Oregon Statewide Transportation Improvement Plan (STIP). In the Salem-Keizer area, updates and amendments to the TIP are prepared by SKATS staff -- in cooperation with FHWA, FTA, ODOT, SAMTD, and the local jurisdictions – under the review and approval of the SKATS Policy Committee. Updates and amendments to the TIP follow the procedures for public review as described in the **SKATS Public Participation Plan**. According to the Cooperative Agreement (**Appendix A**), the TIP must be unanimously approved by the SKATS Policy Committee.

Amendments to the TIP are processed on a frequent basis. The TIP's ***Management Procedures*** - including the timing for public review of amendments - are described in the TIP. SKATS staff work with staff from local jurisdictions and ODOT to track the progress of projects funded in the TIP.

In coordination with ODOT, Oregon's three Transportation Management Areas (TMAs) – Portland Metro, SKATS, and Central Lane – are required to meet obligation targets. Rewards (from any redistribution funds received by ODOT) will be provided to TMAs that meet or exceed the targets, while penalties are imposed for not meeting the targets.

As a Carbon Monoxide Maintenance Area, SKATS is a recipient of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds. Projects in the SKATS TIP that are proposed to use CMAQ funds must show how the project will reduce carbon monoxide (CO). The process used to calculate the CO reduction must be submitted to ODOT and sent to FHWA or FTA for their concurrence.

Previous Work in Regional Project Programming:

- In February 2023, a **draft FFY 2024-2029 SKATS TIP** was completed for final public review. Responses from the public were shared with the SKATS Policy Committee.
- The Policy Committee adopted the SKATS FFY 2024-2029 Transportation Improvement Program and associated Air Quality Conformity Determination (AQCD) on May 23, 2023.
- Continued coordination with ODOT and other TMAs in order to improve the obligation rate of federal funds.
- Processed 64 TIP modifications (including full amendments requiring public participation, no amendments required an AQCD) from October 1, 2022, to September 30, 2023.
- Participated in a consultation group with ODOT's Climate Office staff on development of Oregon's Carbon Reduction Strategy Plan (federally required by IJJA), which included policies and projects for using Carbon Reduction funds in the TIP and STIP.
- Coordinated with ODOT staff on development of the FY 2024-2027 STIP (particularly for ODOT projects within the SKATS area), including public review of the STIP. Incorporated performance-based planning in project selection and evaluation.
- Due to cost escalation of projects (reflected in recent bids being substantially higher than programmed funds) the SKATS Policy Committee adopted a policy to commit available funds in the TIP to complete projects before adding funding to any new projects in the FFY 2024-2027 timeframe until a time when the financial picture changes.
- SKATS, Central Lane MPO, and Portland Metro continued development and implementation of the electronic TIP (e-TIP), using Eco Interactive's Project Tracker system.

Tasks:

1. TIP Development, Amendments, and Adjustments

a. Maintenance Activities for the Adopted FFY 2024-2029 TIP

- Coordinate with the ODOT Region 2 STIP Coordinator on TIP and STIP changes for projects within the SKATS MPO area.
- Check that projects in the adopted TIP match the adopted STIP.
- Check that projects in the adopted TIP are correctly specified in ODOT's Financial Plan (updated regularly).
- Revise, when necessary, the adopted SKATS TIP (via amendments, adjustments, or administrative modifications) based on new federal or non-federal funding availability and/or changes in projects as they proceed with their development, which happens frequently.
- Follow the TIP's *Management Process* for all TIP revisions.
- Follow SKATS PPP (Public Participation Plan) for any TIP Amendments.
- Attend quarterly STIP/TIP meetings.
- Work with ODOT and SAMTD to organize data for the required *Annual List of Obligated Projects Report* (per 23 CFR 450.334) which shows which projects (or project phases) have been obligated by FHWA or have received an FTA grant.

b. Begin development of SKATS FFY 2027-2032 TIP

- Work with ODOT on Revenue Estimates for the upcoming TIP timeframe including scenarios where the current appropriations bill is either extended or replaced.
- Monitor impacts of cost escalations on currently funded projects and subsequent availability of future funds.
- Outline and discuss next steps in TIP development process with SKATS TAC and Policy Committee.
- Revisit project applications submitted during FFY 2024-2029 TIP call for projects that have not yet been funded.
- ~~Outline and discuss next steps in TIP development process with SKATS TAC and Policy Committee.~~
- Adopt approach for selecting new projects while ensuring sufficient funds to cover the costs of current projects.
- Based on the decisions in the steps noted above, prepare a schedule for new project proposals (pre-applications and full applications), updated and resubmittal of previous project applications, review by TAC and Policy Committee, project scoring process and criteria, public review and comment of projects, and developing the final 2027-2032 TIP.

2. TIP Project Development and Tracking

- a. Regularly meet with ODOT's Local Area Liaisons (LALs) and staff from the local jurisdictions and agencies to help with any coordination work needed to move projects forward.
- b. Act as a liaison between federal agencies, ODOT, SAMTD, and local jurisdictions to resolve delays in project development.
- c. Assist with Intergovernmental Agreements (IGAs), as necessary.
- d. Track project status and funding in ODOT's Financial Plan.
- e. Track the obligation status of projects and project phases. Coordinate with local jurisdictions, ODOT, and others to meet obligation targets.

3. TIP Management System Enhancements

- a. Move from soft-launch to full utilization of the e-TIP Management System in Eco-Interactive's Project Tracker.
- b. Work with Central Lane MPO, Portland Metro and Eco-Interactive to make ongoing refinements to the Project Tracker e-TIP Management System.

4. CMAQ Program Administration

- a. Work with local project sponsors and ODOT staff on documenting the selection and emission reduction benefits of proposed CMAQ projects.
- b. As with other TIP projects, keep tabs on CMAQ projects as far as TIP and STIP entries and obligation of funds.
- c. Develop targets for CMAQ specific performance measures (***See section I.2, Performance-Based Planning***).

5. Carbon Reduction Program Administration

- a. As part of the Infrastructure Investment and Jobs Act (IIJA) of 2021, SKATS received federal funds associated with the Carbon Reduction Program of the IIJA. In 2022 and 2023, SKATS staff participated in a consultation group with ODOT's Climate Office staff on development of Oregon's *Carbon Reduction Strategy Plan* (federally required by IIJA), which includes policies and strategies for using Carbon Reduction funds in the TIP and STIP. Carbon Reduction funds for 2022-2025 have been programmed in the SKATS TIP. Staff will continue to coordinate with ODOT and USDOT on this topic to comply with the requirements of this program.

IV. Regional Modeling and Data Program

Table 89: Regional Modeling and Data Program Funding Table

Work Items	PL funds (includes match)	STBGP-U funds (includes match)	5303 funds (includes match)	Total (includes match)
Regional Population and Employment Data and Forecasts	10,000	10,000		20,000
Census Data and Forecasts	10,000	10,000		20,000
Travel Demand Model Data, Forecasts, Refinement	170,000	315,000	-	485,000
Household Travel and Activity Surveys	85,000	-		85,000
Use of RITIS System	30,000	30,000		60,000
Systems Monitoring and Reporting	40,000	40,000	-	80,000
Subtotal	345,000	405,000	-	750,000

Purpose:

This work element provides for the collection of data, model development and refinements, and use of the travel model to support planning processes in the region. It includes: development of population and employment forecasts and allocations (for the MTP and travel model); transportation demand modeling; data collection (e.g., traffic counts, the crash database), system monitoring and reporting (e.g., Transportation Disadvantage report); the planning and implementation of a coordinated household travel survey; and data collection associated with performance-based planning, regional indicators, and performance measures associated with the Congestion Management Process. This work element also includes activities to refine the sources of data; methods of collection, storage, and analysis; and methods for reporting.

Previous Work in Modeling and Data:

- Coordination with other Oregon MPOs and ODOT on a new Household Activity Survey. Phase 1 ran from October 2021 until December 2021 to define the *scoping* of the project. Phase 2 which started in January 2022 ran through June 2022 and was dedicated to the *design* of the survey instrument, the methods to be used and testing. Phase 3, Implementation, takes place from Spring 2023 to Summer 2024.
- Meetings with ODOT and other partners to prepare for development of an activity-based travel demand model.

- Use of the Regional Travel Demand Model for planning studies, including the Cordon Road Corridor Study and City of Salem’s “Our Salem” study. In 2022, the model was used in the development of the MTP and the Cherriots Long Range Transit Plan.
- Validated the model to reflect post-COVID transit ridership and align with the T-BEST model used by SAMTD as part of their Long Range Transit Plan.
- Developed online presentation of transportation systems and potential generators of vehicular congestion.
- Updated the crash database and the online presentation of the data.
- SKATS updated a GIS inventory of sidewalks along regional corridors and collectors in 2023. A similar inventory was completed in 2021 and updated in 2023 for regional bike facilities. The Regional Sidewalk Report shows facilities and gaps by jurisdiction, by road types, and the summary of the construction of new sidewalks between 2005 and 2023.
- Used RITIS to produce new tables, figures, and maps for use in the Regional Operational Characteristics Report (ROCR).
- Updated the base year GIS land use data (to 2021), include Comprehensive Plan Designations.
- Developed the SKATS long-range (20+ year) forecast and allocated to TAZs (Transportation Analysis Zones) in coordination with the local jurisdictions, using a Land Use Working Group.
- Presented forecasts to SKATS Committees for approval and use in the MTP update.
- Developed a PostgreSQL database to hold the traffic counts collected through Salem’s Regional Traffic Control Center.

Tasks for 2024 - 2025

Beginning in the fall of 2023 and continuing into 2024 is the task of revising the workflows and products of this work element to reflect the revised MPA boundary and inclusion of Aumsville into SKATS. This provides an opportunity to examine and revise existing workflows to use newer methods and better align the products with the needs of SKATS and the member jurisdictions. Some workflows, such as the travel demand model, will require more effort and it needs to be determined whether it is feasible and appropriate to update the existing model *and* develop the new Activity-based Model. Level of effort estimates for many of these tasks is still being developed.

1. Regional Population and Employment Forecasts

- a. When the SKATS Metropolitan Planning Area (MPA) boundary is adopted, SKATS will update its modeling area to include the changes to the boundary, collect data in the new areas to use for the travel model, and develop forecasts for the new areas.
- b. Analysis of state, county, and regional forecasts, particularly those developed by Portland State University’s Population Research Center (PRC) for the shared Salem-Keizer UGB. The next PRC update cycle is Fall 2024, with final forecast by June of 2025.

- c. Gather and summarize building permit data and state QCEW (Quarterly Census Employment and Wages) data (formerly known as ES-202 employment data).
- d. Create the household (HIAs) and employment data for use as input to the travel model.
- e. Share population, employment, and TAZ forecasts with ODOT and local jurisdictions for planning studies, as needed.

2. Census Data

- a. Evaluate ACS 5-year or similar products as they are released (*as needed*).

3. Travel Demand Forecasts and Refinements

- a. Refinement, calibration, and update of the regional travel demand code (modules).
- b. Develop current and future year networks for the regional travel demand forecasting model (*as needed*, typically as part of the update of the MTP).
- c. Forecasts for regional, area, and corridor planning studies (*see section II*)
- d. Coordination with the Oregon Modeling Steering Committee and its Modeling Program Coordination subcommittee on improvements to MPO models and coordination between statewide and MPO models.
- e. Work with ODOT to use the consultants available to estimate and implement an instance of ActivitySim for use in SKATS. This work will build on the previous work to develop a design for ActivitySim that will be consistent statewide and use the OHAS/OTS data for estimation. Actual tasks for 2024-2025 will depend on consultant availability and when the OHAS/OTS data will be ready for use in estimation. This will be a multi-year project.
- f. Produce maps and tables of models results (*as needed*).
- g. To be determined is whether, and how, SKATS staff will be involved with Salem, Keizer, and Marion County in their Regional Scenario Planning work and specifically the use and upkeep of the VisionEval strategic model used for that work.

4. Household Activity and Travel Survey

- a. Coordinate with ODOT, other MPOs, and the OMSC Travel Survey Subcommittee and the project consultant on data analysis from the Oregon Travel Study. Prepare the data for use in estimating new travel demand models. Prepare reports of travel within SKATS and the surrounding area for public and committee use.

5. Use of RITIS System

- a. Collection of data to support the SKATS Congestion Management Process (CMP) using the RITIS tool (which uses INRIX data) as provided through ODOT's contract with the CATT Lab at the University of Maryland.

- b. Use RITIS data to describe the current operation of CMP corridors.
- c. Use RITIS data for reporting on federal performance measures.
- d. Include RITIS data on the Congestion Management webpage in reports for each corridor as appropriate.

6. System Monitoring, Inventories, and Reporting

- a. Update and maintain regional systems inventories required by MAP-21/FAST, including regional streets, sidewalks, bike facilities, transit, and other transportation-related infrastructure inventories, as appropriate, in GIS format.
- b. Update and maintain the Access database of future transportation projects (committed, included, and illustrative) proposed for the SKATS regional road system and used in preparing updates to the MTP.
- c. Maintain the geodatabase and map (on the MWVCOG website) of completed transportation projects on the regional system, including projects funded over the years through the SKATS TIP.
- d. Traffic counts: continue to collect counts via Salem's video cameras.
- e. Maintain and update the Regional Sidewalk inventory.
- f. Maintain the database of crash locations and crash related information within the SKATS study area. Update the crash data in the online maps and tables (using Tableau or similar software) on the MWVCOG website.
- g. Update the table of the indicators and performance measures defined in Chapter 3 of the SKATS 2023-2050 MTP. Refine the indicators, as needed. Update the reporting of the federal performance measure targets on the webpage as appropriate to reflect targets that are updated yearly (e.g., Roadway Safety).
- h. Update the ***Regional Operational Characteristics Report (ROCR)*** that describes travel conditions on the region's roadways based on travel time data, traffic counts, transit ridership, and collision information.
- i. Evaluate techniques for visualization of data and research best practices and test for applicability with SKATS data sources and customers.
- j. Continue to work with Cherriots on methods to collect transit ridership from the ITS equipment installed on buses. Data will be useful for model calibration and for the performance measure for the Congestion Management Process (CMP).
- k. Continue to investigate additional methods of data collection, storage, and analysis regarding characteristics of all travel in and through the region, whether located on the regional system or not. This may include the purchase, and use, of new tools and data sources from private providers, as appropriate.
- l. Continue to monitor data sources identifying disadvantaged populations with both internal and external maps and indices for continued work in equity and environmental justice analysis.

V. Interagency Coordination

Table 940: *Interagency Coordination Funding Table*

Work Items	PL funds (includes match)	PL 2.5% set aside Fed amount only, no match required	STBGP-U funds (includes match)	5303 funds (includes match)	Total (includes match)
Interagency Coordination	54,025	16,341	185,324		255,690

Purpose

In order to ensure that SKATS maintains a continuing, cooperative, and comprehensive (“3C”) planning process it is necessary to coordinate and/or participate (both SKATS staff and/or SKATS Policy Committee members) in various transportation planning committees, transportation plan updates, transportation studies, and other meetings with other agencies. This includes coordination with ODOT and other state agencies, federal agencies (FHWA, FTA), state and area commissions (Oregon Transportation Commissions, MWACT) and the local jurisdictions and districts within SKATS. In addition, staff participate in other local or statewide committees and groups on either a regular or as-needed basis.

The tasks in this section lists the interagency coordination that SKATS staff expects to engage in during the 2024-2025 UPWP. However, during the year additional studies, planning issues, and other committees may require the participation by SKATS staff or the SKATS Policy Committee.

Lastly, Federal regulations (23 CFR 450.314) require the development of an agreement between SKATS, ODOT, and the Salem Area Mass Transit District (SAMTD) on roles and responsibilities for each agency to carry out metropolitan transportation planning and metropolitan financial planning processes. This agreement (IGA #32794) was updated and executed on February 7, 2019, and is included as an appendix (**Appendix E**) to this UPWP.

Tasks

1. Corridor plans, facility plans and other planning projects and activities within SKATS, particularly work as listed in Section II Corridor and Area Plans.

2. ODOT's Planning Section: coordinating and/or comment on the updates to statewide Policy Plans, including the following (date shows anticipated year of completion):
 - Oregon Freight Plan (small update in December 2022, comprehensive policy update in 2026)
 - Oregon Highway Plan (2024 and 2025)
 - Oregon's Carbon Reduction Strategy Plan (finalized fall 2023) – MPOs are a major section in this plan
3. Coordination and assistance on local transportation planning studies and transportation system plan updates, transportation committees, and coordination groups. Includes **Complete Streets planning work**⁹ to develop a network of active transportation facilities and improving access to public transportation
 - Salem Transportation System Plan update
 - Turner Transportation System Plan update
 - Salem Safety Action Plan update
 - Regional Planning to comply with Transportation Planning Rule requirements
 - First mile/last mile planning work with SAMTD¹⁰
 - Salem area STP funding committee (5311 funds for the Salem MSA area)
 - Oregon Safe Route to School Network
 - MTIP/STIP Quarterly meetings
4. Collaboration with other MPOs and Transit agencies in Oregon
 - Oregon Metropolitan Planning Organization Consortium (OMPOC)
 - Quarterly meetings of Oregon MPO/Transit agencies
 - Monthly meetings with Salem-Keizer Transit staff
5. Modeling and Surveys
 - Participate in the Oregon Modeling Statewide Collaborative (OMSC) and their related transportation modeling, research, and ad-hoc subcommittees.
 - Participate with ODOT and other MPOs in the Oregon Household Activity Survey / Oregon Travel Study (**See section IV**) and any follow-on surveys and/or data processing tasks.
6. Air Quality
 - Interagency coordination with EPA, DEQ, ODOT, etc. for consultation on Air Quality Conformity Determinations (AQCDs) for updates to the TIP and/or MTP,

¹⁰ See section VII (Metropolitan Transit Planning) and the task Accessible Paths to Transit Stops

as needed.

7. Changes to State and Federal Legislation or Regulations

- Coordination with ODOT, FHWA, and FTA on potential changes in federal regulations or legislation and their impacts to MPOs, including any that may arise with a new surface transportation act.
- Work with agencies and jurisdictions on impact of state legislation and regulations (particularly the update of Oregon's Transportation Planning Rule) that impact transportation planning within SKATS.

VI. Regional Program Management & Coordination

Table 1041: Regional Program Management and Coordination Funding Table

Work Items	PL funds (includes match)	STBGP-U funds (includes match)	5303 funds (includes match)	Total (includes match)
Admin, Program Management, Personnel	175,000	20,000	154,543	349,543
Unified Planning Work Program	15,000	15,000	-	30,000
Required Reporting	10,000	10,000	-	20,000
Staff Development and Training	25,000	-		25,000
Subtotal	225,000	45,000	154,543	424,543

Purpose:

This work element provides for the overall program management and coordination for the MPO planning program. It also includes administration support, technology support, UPWP development, required reporting, and professional development and training.

Tasks:

1. Administration of MPO Program (On-going)

- Perform general program management and supervisory functions
- Develop budget and staffing needs for the SKATS MPO program.
- Coordinate on annual MWVCOG budget.
- Monitor MPO expenses and invoices to ODOT.
- Participate in annual MWVCOG audit including Transportation Program.

2. Program Support and Maintenance (On-going)

- Provide staff support to the SKATS MPO Policy Committee, SKATS Technical Advisory Committees, and other planning committees and work groups.
- Scheduling and arrangements of meetings of the SKATS Policy Committee, Technical Advisory Committee, inter-agency meetings and others.
- Create and distribute materials (meeting minutes, notifications, agendas, packets, schedules, documents, etc.) for meetings.
- Review and update agreements including UPWP IGA with ODOT and the 5303 Pass-Through agreement with the Salem Area Mass Transit District.
- Orientation of new Policy Committee members, including Title VI orientation

- (training or presentations).
- f. Have in place a Title VI Plan and Assurances including discrimination complaint forms and procedures for handling discrimination complaints (last updated in November 2023 and endorsed by the SKATS Policy Committee).
 - g. Review and update technology software, including those for enhancing public participation/attendance consistent with the strategies identified in the Public Participation Plan (PPP).
 - h. Supervise the purchase/lease of equipment to ensure efficiency in MPO activities.
 - i. Purchase new and update existing software to maximize staff productivity and allow a multitude of capabilities.
 - j. Maintaining and updating the MPO section of the MWVCOG's website.

3. Personnel Management

- a. Manage transportation personnel (*on-going*)
- b. Recruit and train staff (*as needed*)

4. UPWP Development and Management

- a. Implement the FY 2024-2025 UPWP
- b. Coordinate the closeout of the FY 2023-24 UPWP (per ODOT-MPO protocols)
- c. Starting in October 2024, begin development of the FY2025-2026 UPWP, submit draft documents to review agencies and incorporate comments into final UPWP (per ODOT-MPO protocols)
- d. Process amendments to the adopted UPWP (*as necessary*)
- e. Process budget revisions to the adopted UPWP (*as necessary*)

5. Required Reporting

- a. Participate in the process for resolution of corrective actions associated with the Federal Planning Review Certification, including work of the Certification Action Team (*as necessary, see discussion on page 15*).
- b. Prepare UPWP semi-annual and annual Progress Reports and monthly invoices and submit to ODOT.
- c. Prepare annual Title VI and Public Participation Accomplishment Report and submit to ODOT's Office of Civil Rights (November, annually).
- d. Maintain and update Title VI complaint process and report to ODOT of any Title VI complaints.

6. Professional Development and Training

- a. MPO Transportation Director and Policy Committee member attendance at meetings of the Oregon MPO Consortium (OMPOC) (approximately 3 times per year) and other regional or statewide planning and transportation forums.

- b. Attend workshops, conferences, and training sessions to facilitate the planning process and provide staff with the necessary education to maintain and acquire professional certifications; including geographic information systems, transportation planning, congestion management, public participation, modeling, community livability/sustainability and other relevant subjects.

VII. Metropolitan Transit Planning (49 USC 5303 and 23 CFR 450)

Table 1142: Metropolitan Transit Planning Funding Table

Work Items	PL funds (includes match)	STBGP-U funds (includes match)	5303 funds (includes match)	Total (includes match)
Regional Transit System Planning	-	-	75,000	75,000
Regionally Significant Project Planning	-	-	46,735	46,735
Transportation Improvement Program	-	-	2,000	2,000
General Regional Planning Coordination & TSP	-	-	10,000	10,000
Subtotal	0	0	133,735	133,735

49 USC Section 5305(d) provides the authority to use federal funds to support the development of the metropolitan transportation system plan, metropolitan TIP, and in designated TMAs (like SKATS), addressing congestion management. The general and specific requirements for these activities are described in 49 USC Section 5303.

Under MAP-21, the State is the designated recipient of 5303 funds; and the State is required by law to distribute these funds to urbanized areas (SKATS is the subrecipient) for transportation planning in the metropolitan planning areas. By separate contract, SKATS passes-through the majority of these 5303 funds to Salem Area Mass Transit District (SAMTD) to assist SKATS with metropolitan planning issues, particularly areas involving public transit planning. Specific guidance on eligible activities, metropolitan planning requirements, and roles and responsibilities are found in FTA Circular 8100.1C “Program Guidance for Metropolitan Planning and State Planning and Research Grants” (dated September 1, 2008). The joint FTA/FHWA Metropolitan Planning regulations are found at 23 CFR Part 450.

Metropolitan planning includes development of the long-range system planning and shorter-range planning studies that support the integrated management of a multi-modal transportation system and facilities. Transit planning plays a key role as part of this multi-modal system, including:

- Development and implementation activities of the 2043 Long-Range Transit Plan (completed December 2022);
- Coordination and review of transit projects and programs included in the SKATS TIP;
- Coordinating transit planning with other transportation planning studies and land use studies serving the SKATS metropolitan area or connecting to the SKATS area;

- Coordination and review of the transit components of the SKATS regional travel demand model, including modeling with the Transit Boardings Estimation Simulation Tool (TBEST), which is maintained by the SAMTD Planning Department;
- Designing transit services and Transportation Demand Management (TDM) programs to better meet the mobility needs of the community;
- Financial planning;
- Coordination of emissions benefit estimates for any transit-supported CMAQ funds; and
- Designing 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 (part of the congestion management process (CMP)).

The 5303 Planning Work Program activities comprise only a portion of SAMTD's overall planning work. SAMTD uses other federal, state, and district funds for planning and management of their programs. For many years, SKATS has provided a portion of their federal surface transportation block grant program funds (STBGP) in the SKATS TIP for the TDM activities that are provided by SAMTD. In addition, STBGP funds in the TIP are currently programmed for transit project development.

Each year SAMTD staff identifies specific Section 5303 public transportation planning tasks that they will accomplish.

Previous Work in Transit System Planning:

- Completed and adopted the district's first **Long-range Transit Plan project (LRTP)** in December 2022.
- Continued planning and development work for the South Salem Transit Center.
- Activities related to establishing a new electronic fare card program (E-Fare) for the District, including Title VI analysis for this project.
- Work on signal prioritization to provide green light extension and queue-jump signal control.
- Work on the 2024-2025 Statewide Transportation Improvement Fund (STIF) project selection.

Summary of Major Planning Activities and Products for FY 2023-2024

- **Metropolitan Transit Planning**
 - **Regional Transit System Planning**
 - **Cherriots Local Service Planning** – new text coming
 - **Cherriots Regional Service planning** – new text coming
 - **Comprehensive Operational Analysis** – Work with consultant group to complete an analysis to help the District examine and evaluate our

transit system as a whole to determine where improvements can be made to make our operations more effective and efficient.

- **Regional Significant Project Planning**

- **South Salem Transit Center** – Support the planning process for property acquisition and design phase of the project. Planning will also support future planning effort for funding for building the center.
- **STIF service plan** – Developed service plan for the 2026-27 biennium funding source for all of the District’s service area.
- **Accessible Paths to Transit Stops** – Evaluate District transit stops throughout the Salem Area Mass Transit District service area in order to create a priority list of stops that have accessibility issues. The evaluation will look at what barriers exist at the transit stops as well as any barriers to navigating (e.g., walking, rolling, biking) to and from the transit stops. This priority list will then be used to help inform funding opportunities to improve overall access to transit. It will also help inform other jurisdictions on transit access needs.

- **Transportation Improvement Program (TIP)**

- Develop and help with planning efforts for Cherriots projects that will be included in the TIP.

- **General Regional Planning Coordination**

- **Title VI** – Monitor Transit-Related Title VI Civil Rights, Limited English Proficiency (LEP), and Environmental Justice Data Related to Service Changes and Changes in Fares. Support the development of Justice 40 document for grant applications using planning process develop in the Cherriots planning department.
- **Transit Signal Priority Green light extension** – Coordination with City of Salem on implementing our first corridor for signal priority for transit buses on Lancaster Drive. Plan the second phase corridor for deployment.
- Coordination with local organizations / agencies on projects affecting transit service in Cherriots service area.

VIII. ODOT Planning Assistance

ODOT staff provide support to SKATS and other jurisdictions and agencies in the region on coordination of their transportation planning processes. Specific activities include:

1. Coordination of MPO planning activities within all departments in ODOT;
2. Policy and technical coordination with SKATS; the cities of Salem, Keizer, and Turner; and Polk and Marion Counties in the development of land use and transportation plans and planning studies;
3. Support for the SKATS MTP amendment and refinement process;
4. Participate in the development and coordination of SKATS TIP and ODOT STIP;
5. Assistance in development of Unified Planning Work Program;
6. Review of SKATS documents in order to determine if they meet the corrective actions identified in FHWA/FTA's 2021 Certification Review of the SKATS Transportation Planning Process;
7. Development and execution of agreements and scopes of work for funding and specific planning projects.

Table 13 SKATS Planning Funds by Source

Salem-Kelzer-Turner MPO Agreement No. PR26(202)				
FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
Total PL (not including 2.5% setaside)	944,288.39	108,078.03	0.00	1,062,386.42
Total 2.5% PL Set Aside Complete Streets Planning Activities: Bill. § 11206(a)	16,340.82	0.00	0.00	16,340.82
Total STBG funds	588,022.17	0.00	67,301.77	666,323.94
Total 5303 funds	258,672.02	0.00	29,606.17	288,278.19
Salem-Kelzer-Turner Total	1,807,323.40	108,078.03	96,907.84	2,012,309.37

Sharing of the 5303 funds Between SAMTD and SKATS			
Federal 5303 provided from ODOT	\$ 258,672		89.73%
Local match required	\$ 29,606		10.27%
total (fed + match)	\$ 288,278		100.00%
how 5303 funds are split between SKATS and SAMTD			
federal 5303 to SAMTD	\$ 120,000	46%	89.73%
match (provided by SAMTD)	\$ 13,735		10.27%
total available to SAMTD	\$ 133,735		
federal 5303 to SKATS	\$ 138,671	54%	89.73%
match (provided by SAMTD)	\$ 15,872		10.27%
total available to SKATS	\$ 154,543		

FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S URBANIZED AREAS
FEDERAL FISCAL YEAR 2024 (State Fiscal Year 2025)

FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
Salem-Kelzer-Turner MPO Agreement No. PR24(202)				
FY 2025 PL (#21861)	611,085.13	69,941.43	0	681,026.56
FY 2023 PL Savings (Move from #21840 to #21861)	351,247.65	40,201.87	0	391,449.52
ODOT - subtracts Year 3 payment for e-TIP from FY2024 PL funds (to #22674 for e-tip payments)	-18,044.39	-2,065.26		-20,109.65
total PL	944,288.39	108,078.03	0.00	1,062,386.42
FY 2025 PL 2.5% set aside for Safe & Access Transportation Options (#21861)	16,340.82		0	16,340.82
FY 2025 STBG (#21861)	400,000.00		45,781.79	445,781.79
FY 2023 STBG Savings (Move from #21840 to #21861)	188,022.17		21,519.98	209,542.15
total STBG	688,022.17		67,301.77	666,323.94
FY 2025 5303 Funding (#21861)	208,658.01		23,881.84	232,539.85
FY 2023 5303 Saving (Move from #21840 to #21861)	50,014.01		5,724.33	55,738.34
total 5303	258,672.02		29,606.17	288,278.19
Salem-Kelzer-Turner Total	1,807,323.40	108,078.03	96,907.84	2,012,309.37

Table 14: UPWP Program Budget by Fund Source

July 2024 - June 2025		UPWP Table 14					SAMTD		MWVCOG + SAMTD	
UPWP Budget By Tasks and Fund Source		PL	PL 2.5%	STBGP-U +	MWVCOG		5303		All Funds	
(Updated: Jan 12, 2024)		+ match	set aside + match	+ match	5303 + match	Total	+ match		Total	
I	Regional Transportation Planning Program									
1	Public Participation Program	20,000				20,000				
2	Performance -Based Planning	50,000	-	-	-	50,000				
3	Metropolitan Transportation Plan (MTP)	5,000				5,000				
4	Congestion Management Process	50,000				50,000				
5	Regional Safety Planning	40,000	16,341	20,000		76,341				
6	Transportation Conformity Determinations	3,000				3,000				
7	Safe Routes to School Planning & Administration	10,000	42,000			52,000				
	Subtotal	178,000	58,341	20,000	-	256,341			256,341	
II	Corridor and Area Plans & Studies									
1	Cordon Road Corridor Study and Management Plan	2,000		-		2,000				
	Subtotal	2,000		-	-	2,000			2,000	
III	Regional Project Programming									
1	TIP Development, Amendments, and Adjustments	60,000				60,000				
2	TIP Project Development Tracking	60,000			-	60,000				
3	TIP Management System	60,000				60,000				
4	CMAQ Program and Carbon Reduction	10,000				10,000				
	Subtotal	190,000		-	-	190,000			190,000	
IV	Regional Modeling and Data Program									
1	Regional Population & Employment Data & Forecasts	10,000		10,000		20,000				
2	Census Data and Forecasts	10,000		10,000		20,000				
3	Travel Demand Model Data, Forecasts, Refinement	170,000		315,000	-	485,000				
4	Household Travel and Activity Surveys	85,000		-		85,000				
5	Use of RITIS System	30,000		30,000		60,000				
6	Systems Monitoring and Reporting	40,000		40,000	-	80,000				
	Subtotal	345,000		405,000	-	750,000			750,000	
V	Interagency Coordination									
	Interagency Coordination	54,025	16,341	185,324		255,690			255,690	
VI	Regional Program Management									
1,2,3	Admin, Program Management and Personnel Management	175,000		20,000	154,543	349,543				
4	Unified Planning Work Program	15,000		15,000	-	30,000				
5	Required Reporting	10,000		10,000	-	20,000				
6	Professional Development and Training	25,000		-		25,000				
	Subtotal	225,000		45,000	154,543	424,543			424,543	
VII	Metropolitan Transit Planning									
1	Regional Transit System Planning					56%	75,000		75,000	
2	Regionally Significant Project Planning					35%	46,735		46,735	
3	Transportation Improvement Program					1%	2,000		2,000	
4	General Regional Planning Coordination & TSP					7%	10,000		10,000	
	Subtotal						133,735		133,735	
TOTAL (federal + match)		994,025	74,682	655,324	154,543	1,878,574	133,735		2,012,309	

Agenda Item H

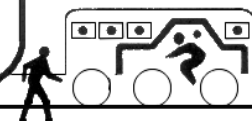
Summary of SKATS Funds Programmed in the TIP (2003 to 2027)

SKATS Policy Committee

January 23, 2024

Action Requested:

Informational Item



Memorandum

Date: January 16, 2024
To: SKATS Policy Committee
From: Steve Dobrinich, Transportation Planner
Re: **SKATS Discretionary Funds Obligated or Programmed Between 2003 and 2027**

Purpose

The purpose of this memorandum is to provide an overview of how SKATS discretionary funds have been programmed to be spent between 2003 and 2027.

Background

The information outlined shows only the federal funds that the SKATS Policy Committee has discretion for allocating, which totals over **\$127 million** during this **24-year period**. The SKATS Policy Committee has discretion over the following funding programs:

- Surface Transportation Block Grant-Urban (STBG-U)
- Transportation Alternatives Program-Urban (TA-U)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Carbon Reduction Program (CRP)
- Highway Improvement Program (HIP)

This listing of project funding does not include the following:

- Local match dollars spent on projects in the summary table.
- Federal and state funds programmed towards ODOT projects within the SKATS planning area (e.g. I-5 widening; design and environmental work for the Highway 22 Safety Corridor in Polk County; Center Street bridge seismic upgrade, etc.)
- Other federal and state grants (e.g. ARTS safety grants, Safe Routes to School construction grants, RAISE grants, etc.) received by local jurisdictions and the transit district.
- Transit formula funds received by SAMTD.

Summary of SKATS Discretionary Funds

A full list of projects that have received SKATS discretionary funds can be found in **Appendix A**.

Table 1 provides a breakdown of SKATS discretionary funds received by each jurisdiction in the MPO planning area. Population data from the latest Census and total regional road miles maintained by each jurisdiction (Major Collector and higher, excluding ODOT) are included as well.

Table 1: SKATS Discretionary Funds by Jurisdiction (Population and Road Miles)

Jurisdiction	2020 Census Population		Regional Road System *		Funds Obligated or Programmed **		Number of Projects
	Population	Percent	Miles	Percent	Amount	Percent	
Keizer City Limit	39,309	14%	14	8%	\$11,370,054	8.9%	7
Salem City Limit	175,535	65%	116	70%	\$38,573,290	30.3%	18
Turner City Limit	2,454	0.9%	2	1%	\$844,666	0.7%	2
Marion Co. (outside City Limit to SKATS Boundary)	50,594	19%	32	19%	\$30,482,246	24.0%	13
Polk Co. (outside City Limit to SKATS Boundary)	3,845	1.4%	2	1%	\$500,000	0.4%	1
Salem Area Mass Transit District	--	--	--	--	\$22,378,360	17.6%	10
Region-wide projects	--	--	--	--	\$22,807,353	17.9%	12
ODOT	--	--	--	--	\$179,460	0.1%	1
Total SKATS Area	271,737	100%	166	100%	\$127,135,429	100%	64

* Functional Classification of Major Collector and higher, excluding ODOT

**Includes STBG-U, TA-U, CMAQ, CRP, and HIP funds. Excludes local match, federal and state funds programmed to ODOT projects in the MPO area, transit formula funds, and other grants received (ARTS, SRTS infrastructure, DEQ, RAISE, etc.)

Table 2 combines the cities and counties within the SKATS planning area into one group to compare the total amount of discretionary funds received against regional spending captured in the SAMTD, Region-wide, and ODOT categories. Together, the cities of Keizer, Salem, and Turner; along with Marion and Polk counties received **\$81.7 million** in SKATS discretionary funds.

Table 2: SKATS Discretionary Funds (Funds Received by Cities and Counties Combined)

	Amount	Percent	# of Projs.
All Cities and Counties Within SKATS Area	\$81,770,256	64.3%	41
Salem Area Mass Transit District	\$22,378,360	17.6%	10
Region-wide Projects	\$22,807,353	17.9%	12
ODOT	\$179,460	0.1%	1
Total SKATS Area	\$127,135,429	100%	64

Table 3 looks at funds received by cities and counties without other categories included. As noted above a total of \$81.7 million was received by these five jurisdictions.

Table 3: SKATS Discretionary Funds (Funds Received by Cities and Counties Only)

Jurisdiction	2020 Census Population		Regional Road System *		Funds Obligated or Programmed **		Number of Projects
	Population	Percent	Miles	Percent	Amount	Percent	
Keizer City Limit	39,309	14%	14	8%	\$11,370,054	13.9%	7
Salem City Limit	175,535	65%	116	70%	\$38,573,290	47.2%	18
Turner City Limit	2,454	0.9%	2	1%	\$844,666	1.0%	2
Marion Co. (outside City Limit to SKATS Boundary)	50,594	19%	32	19%	\$30,482,246	37.3%	13
Polk Co. (outside City Limit to SKATS Boundary)	3,845	1.4%	2	1%	\$500,000	0.6%	1
Total SKATS Area	271,737	100%	166	100%	\$ 81,770,256	100%	41

* Functional Classification of Major Collector and higher, excluding ODOT

**Includes STBG-U, TA-U, CMAQ, CRP, and HIP funds. Excludes local match, federal and state funds programmed to ODOT projects in the MPO area, transit formula funds, and other grants received (ARTS, SRTS infrastructure, DEQ, RAISE, etc.)

Action Requested

Information only. No action requested.

SD:

H:\transport\Financial Plan\1_Historic TIP Spending

Appendix A: Full List of Projects Receiving SKATS Discretionary Funds

Table 4 is a full list of projects that have received SKATS discretionary funds between 2003 and 2027. As noted above, the information outlined shows federal funds only and is limited to funding programs the SKATS Policy Committee has discretion over (STBG-U, TA-U, CMAQ, CRP, and HIP).

Table 4: Projects Receiving SKATS Discretionary Funds (page 1 of 2)

Jurisdiction	KN	Project Name	Year	Federal Amount Obligated or Programmed	Project Type	Percent of Total	RTSP Category
Salem	21879	Pedestrian Safety Improved Crossings (Salem)	2021-2024	\$ 1,227,684			Bike/Ped
Salem	16197	Minto Brown Bike/Ped Bridge (Salem)	2014	\$ 500,000	Construction		Bike/Ped
Salem	16585	Union St RR to Glen Creek Bike Path (Wallace Marine Park)	2010-2014	\$ 225,000	Construction		Bike/Ped
Marion Co.	21304	Connecticut Av: Macleay Rd. to Rickey St.	2020-2024	\$ 1,556,064			Bike/Ped
Salem	20737	Union St NE: Commercial St NE to 12th St NE (Family Friendly Bikeway)	2018-2020	\$ 2,300,000			Bike/Ped
Salem	21890	Commercial St SE: Vista St to Ratcliff Dr (Salem)	2022-2026	\$ 4,986,408			Bike/Ped
				\$ 10,795,156		8.5%	Bike/Ped Total
Keizer	20740	River Road: Shangri-La to Wheatland (Traffic Signal Interconnect)	2019-2021	\$ 2,153,520			ITS/Signal
Marion Co.	19740	Lancaster Dr/Macleay Rd Traffic Signal Upgrade	2016-2019	\$ 706,000	Construction/Signal		ITS/Signal
Marion Co.	17312	Traffic Signal Interconnects	2016-2020	\$ 1,945,710	ITS		ITS/Signal
Region	12595	Regional Traffic Count/Congestion Management Program	2004	\$ 199,200	ITS		ITS/Signal
Region	12609	Regional Traffic Count/Congestion Management Program	2008	\$ 50,248	ITS		ITS/Signal
Region	17311	Regional Traffic Count/Congestion Management Program	2018	\$ 53,500	ITS		ITS/Signal
Region	Several	Regional Traffic Control Center	2003-2024	\$ 5,470,467	ITS		ITS/Signal
Salem	18265	Signal Controller Updates (Salem)	2014-2015	\$ 146,500	ITS		ITS/Signal
Salem	19236	Liberty St: Cherry Av-Market St, Fiber Optic Interconnect	2015	\$ 320,000			ITS/Signal
				\$ 11,045,145		8.7%	ITS/Signal Total
Region	Several	MPO Support	2003-2016	\$ 5,773,194	Planning		Planning
Region	Several	MPO Support	2017-2021	\$ 2,579,000	Planning		Planning
Region	Several	MPO Support	2022-2024	\$ 1,930,296	Planning		Planning
Region	Several	MPO Support	2025-2027	\$ 2,550,000	Planning		Planning
Marion Co.	20744	Cordon/Kuebler Corridor Study and Management Plan	2020	\$ 262,552			Planning
ODOT	20046	OR 22: Center St Bridge (Seismic Retrofit Study)	2017	\$ 179,460			Planning
Region	13622	Salem River Crossing EIS	2006/2010	\$ 3,401,448	Planning		Planning
Region	17317	Salem River Crossing EIS	2017	\$ 500,000	Planning		Planning
Region	17132	Salem Parkway / Kroc Center Access Study	2011	\$ 100,000	Planning		Planning
Region	15376	Travel Behavior Survey	2010	\$ 200,000	Planning		Planning
Keizer	20742	Keizer Growth Impacts Study	2018	\$ 170,487			Planning
Keizer	21303	Wheatland Road Multimodal Corridor Plan	2020	\$ 191,000			Planning
				\$ 17,837,437		14.0%	Planning Total

Table 5: Projects Receiving SKATS Discretionary Funds (page 2 of 2)

Jurisdiction	KN	Project Name	Year	Federal Amount Obligated or Programmed	Project Type	Percent of Total	RTSP Category
Polk Co.	18322	OR 22: Doaks Ferry Rd-Riggs Ave (Salem) (combined into KN13188)	2021	\$ 500,000	Access Management		Road/Bridge
Keizer	12116	Chemawa Road Upgrade & Bridge replacement (Sidewalks and Bikelanes)	2007	\$ 1,108,000	Construction		Road/Bridge
Keizer	14316	Chemawa Rd. (River Rd. to Keizer Rapids Park) Bikelanes and Sidewalks	2010-2015	\$ 1,680,694	Construction		Road/Bridge
Keizer	20741	Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bikelanes)*	2021-24	\$ 4,144,653	Construction/PE		Road/Bridge
Marion Co.	14333	Ward Drive Urban Upgrade & Intersection Improvements (Sidewalks and Bikelanes)	2005-2012	\$ 2,192,210	Construction		Road/Bridge
Marion Co.	18750	Hayesville Dr: (Happy to Fuhrer) Sidewalks and Bikelanes (PE only)	2016-2021	\$ 3,502,933	Construction/PE/Match		Road/Bridge
Marion Co.	19237	45th Ave NE (Ward to Silverton) Bicycle and Pedestrian Improvements	2016-2018	\$ 3,087,496	Construction		Road/Bridge
Marion Co.	20743	Hollywood Dr: Silverton Rd to Greenfield Ln (Signal and Urban Upgrade)	2018-2020	\$ 3,702,501			Road/Bridge
Marion Co.	20745	Lancaster Dr: Center St to Monroe Ave (Reconstruction)	2018-2020	\$ 3,006,154	Transit		Road/Bridge
Marion Co.	21301	Center St.: Lancaster Dr. to 45th Pl. NE*	2019-2022	\$ 2,354,541			Road/Bridge
Marion Co.	21895	State St: 4106 State St to 46th Ave	2022-2027	\$ 6,967,840			Road/Bridge
Salem	14764	Kuebler Blvd Widening (I-5 to Commercial, Westbound) (Sidewalks and Bikelanes)	2009	\$ 1,065,000	Construction		Road/Bridge
Salem	18123	Brown Road (Arizona to San Fransisco): Sidewalks and Bikelanes	2014-2015	\$ 284,400	Construction		Road/Bridge
Salem	19234	Brown Rd NE (San Fransisco to Sunnyview) Sidewalks and Bikelanes	2016-2019	\$ 3,178,700	Construction		Road/Bridge
Salem	20739	McGilchrist St SE: 12th St SE to 25th St SE (ROW Acquisition Only)	2018	\$ 4,576,230			Road/Bridge
Salem	21883	Orchard Heights Rd NW: Snowbird to Westhaven (Salem)	2022-2024	\$ 1,682,438			Road/Bridge
Turner	14922	City of Turner: 3rd Ave Improvements, Denver Realignment (Sidewalks and Bikelanes)	2005-2008	\$ 619,328	Construction		Road/Bridge
Turner	16587	Delaney Road (3rd to 7th) Urban Upgrade : Sidewalks and Bikelanes	2011-2017	\$ 225,338	Construction		Road/Bridge
Salem	21887	McGilchrist Street SE at 22nd Ave SE	2021-2023	\$ 7,284,608			Road/Bridge
Marion Co.	21896	Delaney Rd: Battle Creek Bridge (More phases in 2028, 29)	2021	\$ 417,245			Road/Bridge
Keizer	17313	Verda @ Chemawa Roundabout	2015-2016	\$ 1,921,700	Construction		Road/Bridge
Salem	13057	Cordon Rd @ Gaffin and Cordon Rd @ Macleay	2007	\$ 640,000	Construction		Road/Bridge
Salem	14870	Wallace Rd @ Glen Creek Improvements (ROW Phase)	2013	\$ 3,236,000	Construction		Road/Bridge
Salem	19233	Union St NE/Commercial St NE Intersection Improvement	2016	\$ 618,500	Construction		Road/Bridge
Salem	20738	Hilfiker Ln SE at Commercial St SE (Intersection and Signal Upgrade)	2019-2021	\$ 3,038,822			Road/Bridge
Marion Co.	17316	Cordon Road: Left Turn Pockets at Carolina Ave & Indiana Ave	2013-2015	\$ 781,000	Construction		Road/Bridge
Salem	17994	12th Street SE SB Widening (McGilchrist to Fairview)	2016-2018	\$ 3,263,000	Construction		Road/Bridge
				\$ 65,079,331		51.2%	Road/Bridge Total
Transit	14854	Keizer Transit Station	2006	\$ 249,000	Transit		Transit
Transit	19595	South Salem Transit Center	2015	\$ 350,000	Transit/Match		Transit
Transit	14329	Enhanced Bus Shelters	2008-2011	\$ 695,380	Transit		Transit
Transit	Several	Bus Replacement Purchases	2003-2016	\$ 7,931,000	Transit		Transit
Transit	20755	Bus Replacement Purchases	2018	\$ 3,948,120			Transit
Transit	22730	Bus Replacement Purchases	2025	\$ 3,230,280	Transit		Transit
Transit	19245	Cherriots Bus Compressed Natural Gas (CNG) Tank Replacement	2016	\$ 232,000	Transit		Transit
Transit	19741	CAD/AVL (Computer Aided Dispatch/Automated Vehicle Location System)	2016	\$ 224,325	Transit		Transit
Transit	20756	SAMTD ITS Replacement and Upgrade	2018	\$ 659,516			Transit
Transit	Several	Transportation Options (TDM/Rideshare)	2003-2027	\$ 4,858,739	Transit		Transit
				\$ 22,378,360		17.6%	Transit Total
				\$ 127,135,429	\$ -	100%	Grand Total

Agenda Item I

TIP Modifications

SKATS Policy Committee

January 23, 2024

Action Requested:

Informational Item

2024-2029 SKATS TIP Modifications (Since November 2023)										
	Date	Key Number	Project Name	Project Sponsor	MTIP Modification Number	Total Project Cost Before	Total Project Cost After	SKATS Discretionary Funds Before	SKATS Discretionary Funds After	Description of Modification
1	11/27/2023	23370	McGilchrist St SE: 12th St SE to 25th St SE	Salem	23-AA51	\$32,948,674	\$32,948,674	\$0	\$0	Move all discretionary RAISE grant funds from Preliminary Engineering to Construction and move equal amount of local funds from Construction to Preliminary Engineering to make Preliminary Engineering fully local funded. Total phase and project cost remains unchanged.
2	11/28/2023	23504	Pringle Creek Path Connection (Salem)	Salem	23-22	\$0	\$8,240,000	\$0	\$0	Create new Oregon Community Paths project. Approved by Oregon Transportation Commission in July 2023.
3	11/28/2023	23518	OR-22 Pedestrian Overcrossing (Salem)	Salem	23-23	\$0	\$300,000	\$0	\$0	Create new Oregon Community Paths project. Approved by Oregon Transportation Commission in July 2023.
4	11/28/2023	21705	OR22: Center St Bridge (Salem)	ODOT	23-24	\$100,000,000	\$100,000,000	\$0	\$0	Move \$3 million of HB2017 discretionary funds from the construction phase to preliminary engineering phase. Add three bridge locations to reflect full project scope.
5	11/28/2023	21861	Salem-Keizer area MPO planning SFY25	SKATS	23-25	\$1,633,078	\$1,243,020	\$750,000	\$400,000	Reduce total by \$390,058 (350,000 STBG; \$40,058 local match). The \$350,000 in federal funds will be applied to a project in the TIP to be determined at a later.
6	12/14/2023	21301	Center St.: Lancaster Dr. to 45th Pl. NE	Marion Co.	23-AA52	\$3,483,449	\$3,483,449	\$2,354,541	\$2,354,541	Slip construction to 2025 to better meet schedule
7	12/21/2023	13188	OR22: Rickreall Rd to Doaks Ferry Rd NW	ODOT/ Polk	23-AA53	\$10,969,916	\$10,969,916	\$408,065	\$408,065	Slip the Right of Way phase to begin in FFY27. Right of Way work needs to wait until NEPA closeout.
8	1/9/2024	21883	Orchard Heights Rd NW: Snowbird to Westhaven (Salem)	Salem	24-AA1	\$2,375,000	\$2,375,000	\$1,682,438	\$1,682,438	Update project description to include more specifics on project work.
9	1/9/2024	21104	Salem Industrial Drive Northeast Rail Crossing	ODOT	24-AA2	\$1,743,771	\$1,743,771	\$0	\$0	Slip construction phase to begin in FFY25. Construction on hold due to a high estimate and funding is determined by rail crossing funds.

Agenda Item J

Other Business

SKATS Policy Committee

January 23, 2024

Action Requested:

Informational Item



595 Main St. Aumsville, Oregon 97325
(503) 749-2030 • TTY 711 • Fax (503) 749-1852
www.aumsville.us

MWVCOG
Attn. SKATS Policy Committee
100 High St. SE Suite 200
Salem, OR 97301

Dear SKATS Policy Committee,

I am writing this letter to vocalize Aumsville's concern over the current effort to change the SKATS Policy Committee representation from each entity receiving an equal vote to a weighted population-represented voting system in the name of "equity." As a federally mandated and funded body, SKATS is required to exist and grow to accommodate larger populations as US Census data updates. However, as you are aware, small rural cities in proximity to the Salem/Keizer area are drawn in from time to time with these expansions. A change to a population-represented voting system would completely undermine the SKATS regional transportation goals, as well as silence cities with small populations within the metropolitan planning organization.

If the committee became population weighted, Aumsville's ability to advocate for its population with any potential concerns or ideas for improvement would largely be ignored by the larger city's wants. Focusing on only the wants and needs of bigger populations isn't equitable as those populations don't always have the biggest needs or disparities. If the goal of SKATS is to improve public transportation in the region, all cities in the region must have a voice to ensure that regional needs are being met. What benefits the largest city in the area doesn't always benefit all stakeholders.

Shifting the Policy Committee to be based on city populations would make it difficult to accomplish the MTP goal of meeting user needs with a system where "the benefits and burdens are not disproportionately distributed." The combined populations of Salem, Keizer, Turner, and Aumsville is 219,811.^[1] Salem holds most of the population. However, out of the four cities, Aumsville has the highest poverty rate at 17.4%.^[1] Turner has the highest ratio of women in poverty with women making up 66.77% of their population experiencing poverty.^[1] While Salem has the most diverse population, Keizer has the highest ratio of marginalized groups in poverty.^[1] I mention these statistics not because I advocate for a change based on marginalized demographics, but simply to counter the argument that somehow a larger cities marginalized demographics are prioritized over another regardless of populations.

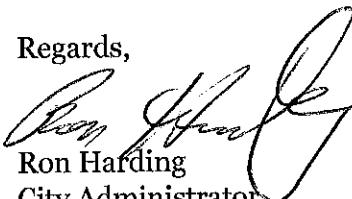
As it is, SKATS is comprised of eight seats. When Aumsville joins it will be nine. Each city and county have a seat. Oregon Department of Transportation, Salem-Keizer School District, and Cherriots also have seats. If it were populationally based, not only would the city of Salem have a majority advantage, but with Cherriots and Salem-Keizer School District, the city of Salem's population is represented by more than one entity. This does not seem equitable.

We are not advocating for an advantage; we are advocating keeping the current voting system. Our representatives know that we must work regionally through a process to use the available funds to support needs in all these communities, not just a select few.

As a small community in SKATS, Aumsville loses eligibility for other funding opportunities that are targeted to fill the disadvantages small communities face like Rural development funding. Simply by being part of the MPO, we lose opportunity funding. To suggest that somehow our community and residents are now less important, less marginalized, or less deserving of a funding opportunity by a weighted voting system is simply insulting and discriminatory on its face.

If the SKATS Policy Committee truly wants to focus on equity, it needs to consider areas of disadvantage rather than simply population numbers. What may benefit the greatest number of people does not mean it will benefit those most in need. The intent is to provide equitable regional solutions and receive meaningful input, it needs to give each city an equal voice on the Policy Committee.

Regards,



Ron Harding
City Administrator
City of Aumsville

¹ Population and demographic information obtained from Census.gov and DATAUSA.



Oregon Transportation Plan: Moving Forward on OTP Implementation

Briefing to OMPOC

November 3, 2023

Adam Argo AICP, ODOT Principal Planner

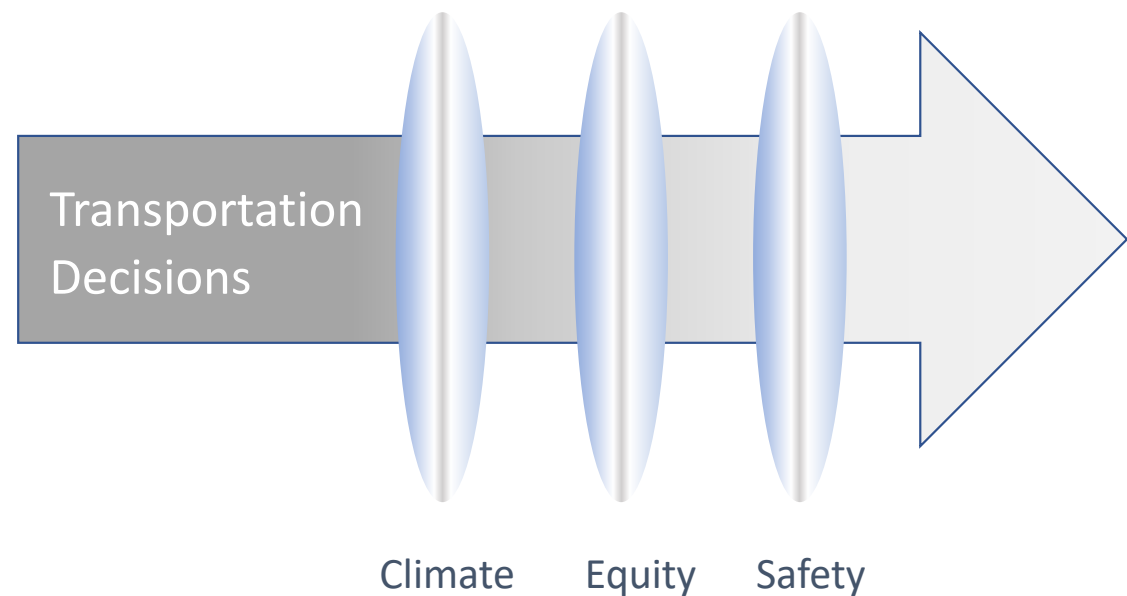


OTP Vision

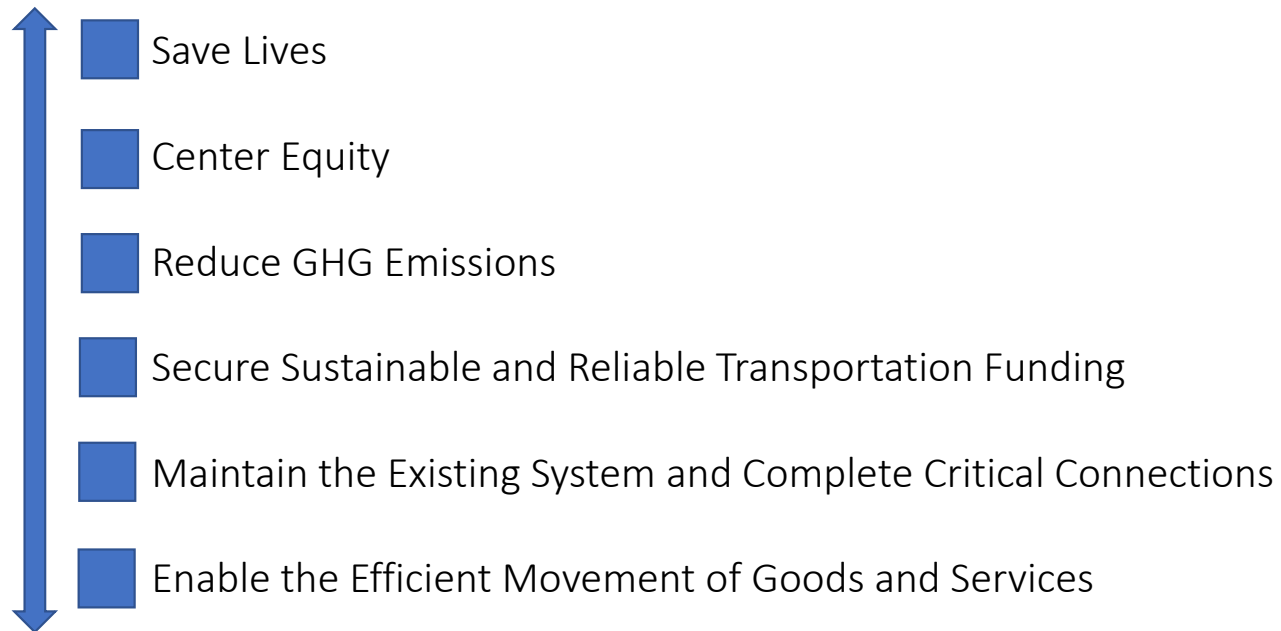
“Oregon’s transportation system supports all Oregonians by connecting people and goods to places in the most climate-friendly, equitable, and safe way.”

OTP Goals

- Economic and Community Vitality
- Social Equity
- Mobility
- Stewardship of Public Resources
- Safety
- Sustainability and Climate Action



Policy Framework



OTP Top 10 Implementation Actions

**Secure sustainable, resilient,
and reliable transportation
funding streams**

**Focus on reducing
fatalities and serious
injuries**

**Maximize the life cycle of
existing assets**

**Support compact development
and reduce trip lengths**

**Electrify the multimodal
transportation system**

OTP Top 10 Implementation Actions

**Invest in resilient, efficient,
and sustainable movement of
commodities and people**

**Create and practice equitable
processes**

**Reduce GHG emissions and
passenger VMT per capita**

**Leverage emerging data and
technology**

**Complete and maintain data
and mapping of crashes,
social equity indices,
multimodal networks, and
environmental risks**

Strategic Action Plan (2024-28)

- **Separate but connecting element of OTP implementation**
- **5-year Plan**
- **Outcomes include focus on ODOT workforce and customer service (there are policies addressing workforce in the OTP not specific to ODOT)**



Oregon Highway Plan Update (2023 kick-off)

OHP Objectives:

- **Define state highway system**
- **Long-range vision and policy framework for the state system to align with new OTP**
- **Framework for prioritizing investments, monitoring, reporting**
- **Inform tactical-level planning and management decisions**



What else ties to OTP implementation?

- **Getting the word out!**
 - **OTP Executive Summary, “Translation Documents”, FAQs → What ODOT staff/practitioners need to know and have**
- **Other statewide plan updates (in addition to OHP)**
 - **Oregon Rail Plan**
 - **Oregon Freight Plan – “light update” recently completed, major update in 4 years**
- **2025 Legislative Session**
 - **Major transportation bill (?)**

What else ties to OTP implementation? (continued)

- **Partner agency coordination**
 - **MPO's (e.g. Portland Metro RTP Update)**
 - **CFEC Implementation**
- **2027-30 STIP development**
- **Other policy/guidance documents e.g. Climate Adaptation and Resilience Roadmap, ODOT Broadband Strategy**

OTP Key Performance Targets

Safety



- Eliminate fatalities and serious injuries.

Equity



- Establish targets by 2025.
- In the meantime, lower transportation household costs for disproportionately burdened and reduce economic, safety, and sustainability disparities.

Climate



- Reduce passenger VMT per capita by 20%.
- Transition to cleaner vehicles and fuels, reducing CO₂e per mile by 77%.

- Tracks to the OTP Vision - three decision-making lenses: *safety, equity, climate*
- Set for the year 2050
- Establishing Equity targets by 2025 is a specific near-term implementing action



Thank You.

OTP Project Website: tinyurl.com/OTP-update

Adam Argo AICP, Statewide Transportation Planning Unit
Email: Adam.ARGO@odot.oregon.gov