

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

**Technical Advisory Committee (TAC)**

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

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

or call: 1 253 215 8782

Meeting ID: 824 1482 2400

**NOTE NEW LINK & ID!**

Passcode: None

Direct link for this meeting: <https://us06web.zoom.us/j/82414822400>

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)

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**Date: Tuesday, February 13, 2024**

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

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

**Phone: (503) 588 6177**

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

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

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**A. Call to Order ..... Eunice Kim**

**B. Approval of TAC Minutes January 9, 2024 ..... Eunice Kim**

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

Background: The purpose of this agenda item is to review three full amendments to the SKATS FFY 2024-2029 Transportation Improvement Program (TIP):

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) 540-1630 or send e-mail to [twhisenhunt@mwvcog.org](mailto:twhisenhunt@mwvcog.org) at least 72 hours prior to the meeting. *Hearing impaired please call Oregon Telecommunications Relay Service, 7-1-1.* Thank you.

- Pringle Creek Path Connection (Salem) (Key # 23504): Increase total project cost by \$1,553,274 to include local overmatch. Remove Oregon Community Paths funds from Right of Way phase.
- Oregon Transportation Network – SAMTD FFY22 (Key # 22029): Increase project estimate by \$402,236 to match FTA grant allocation amount.
- Transit Urban (5339) Formula Program 2023 SKT (Key # 21912): Decrease project cost by \$481,105 to match actual apportionment. Funding amount listed is out of date.

Action

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

**D. Federal GHG Performance Measure .....Ray Jackson**

Background: The Federal Highway Administration (FHWA) published the final rule adding a performance measure for on-road greenhouse gas emissions on December 7, 2023. This performance measure applies only to roads on the National Highway System (NHS). State Department of Transportation and Metropolitan Planning Organizations are required to set a decreasing target.

ODOT will submit their target to FHWA on or after February 1, 2024. The target (which is for the 2022 to 2026 reporting period) is -5.8 percent.

SKATS has the option to either agree to support the ODOT target or to develop a specific target for the MPO. The **attached** memorandum provides background information on the performance measure and options. SKATS needs to adopt a target within 180 days of ODOT's submittal, i.e., by July 30, 2024.

Action

Requested: Discussion on possible target options.

**E. SKATS FFY 2027-32 TIP Development Process .....Steve Dobrinich**

Background: SKATS staff is in the beginning stages of developing the FFY 2027-32 TIP. The TIP development process relies on building consensus among federal, state, and local agencies on funding priorities of near-term transportation projects.

Due to multiple factors (e.g. supply issues, inflation), project development costs rose dramatically during the previous TIP application process. As a result, the SKATS Policy Committee chose to fully fund

existing projects and programs experiencing cost overruns prior to funding new projects. Unfunded project applications were maintained for reexamination at a future date.

The purpose of this agenda item is to discuss priorities for developing the FFY 2027-32 TIP including whether to accept new applications. TAC members will be asked to review a list of previously submitted applications and provide an update on their status. A discussion of upcoming dates in the TIP development process will take place. See *attached* memorandum for additional information.

Action  
Requested: Discussion

**F. MTSAP Update ..... Mike Jaffe**

Background: SKATS staff and the consultant are developing the draft list of strategies for the Metropolitan Transportation Safety Action Plan (MTSAP). Other tasks and documents are being completed and added to the MWVCOG website.

Action  
Requested: Informational

**G. MPO Structure Discussion ..... Mike Jaffe**

Background: The Policy Committee will take up the topic at their February meeting. This topic was last discussed in August and has been postponed twice since then.

Action  
Requested: Informational

**H. Other Business.....SKATS Staff**

- Next Policy Committee Meeting – **February 27, 2024**
- Next TAC Meeting – **March 12, 2024**
- [Notice of Proposed Rule Making: Corrections and Modifications to Federal Performance Measures on Safety, Pavement, and Freight](#). Comments due February 26, 2024.

**I. Adjournment..... Eunice Kim**

# DRAFT

## Minutes

Salem-Keizer Area Transportation Study (SKATS)  
Technical Advisory Committee (TAC)  
January 9, 2024, @1:30pm  
100 High St. SE, Suite 200  
Salem, OR

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

### **TAC Members in Attendance**

Ashley Bryers, FHWA (Zoom)  
Austin Barnes, Marion County Planning (Zoom)  
Austin McGuigan, Polk County Planning Dept. (Zoom)  
Bill Lawyer, Keizer Public Works  
Brandon Williams, ODOT Region 2 (Zoom)  
Eunice Kim, Salem Community Planning and Development, 2024 Chair  
Janelle Shanahan, Marion County Public Works  
Julie Hanson, Salem Public Works, 2023 Chair  
Melissa Ahrens, DLCD (Zoom)  
Scott McClure, City of Turner (Zoom)  
Shofi Ull Azum, SAMTD/Cherriots, 2024 Vice Chair  
Victor Lippert, Salem-Keizer Schools (Zoom)

### **TAC Members Absent**

Shane Witham, Keizer Community Development  
Todd Whitaker, Polk County Planning  
Rachel Sakata DEQ, as needed  
ODOT Trans. Planning Analysis Unit, as needed

### **Others in Attendance**

Carl Lund, Marion County Public Works  
Chris French, SAMTD/Cherriots  
Kim Sapunar, MWVCOG-SKATS  
Kindra Martinenko, MWVCOG-SKATS  
Matt Etzel, Aumsville Public Works  
Mike Jaffe, MWVCOG-SKATS  
Stephen Dobrinich, MWVCOG-SKATS  
Theresa Whisenhunt, MWVCOG-SKATS

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

Chair Julie Hanson called the meeting to order at 1:33 p.m.

## **Agenda Item B. Approval of Minutes of November 11, 2023**

**Motion was made by Bill Lawyer, seconded by Chris French, to approve the minutes of the November 11, 2023, meeting as presented.** Those voting in favor of the motion were Ashley Bryers, Austin Barnes, Bill Lawyer, Brandon Williams, Eunice Kim, Julie Hanson, Scott McClure, and Chris French.<sup>1</sup> **The motion passed unanimously. (Chris French yielded his seat to Shofi Ull Azum during this meeting.)**

## **Agenda Item C. Election of Officers**

Each year, a new Chair and Vice-Chair are elected by members of the Technical Advisory Committee (TAC). The selection pool is not limited to those in attendance at this meeting. Traditionally the Vice-Chair of the previous year is elected as Chair for the upcoming year.

**Julie Hanson nominated Eunice Kim to be elected Chair for 2024, and Austin McGuigan seconded. There were no further nominations.** Those in favor were Ashley Bryers, Austin Barnes, Austin McGuigan, Bill Lawyer, Brandon Williams, Eunice Kim, Janelle Shanahan, Julie Hanson, Melissa Ahrens, Scott McClure, and Shofi Ull Azum. **There were no objections.**

**Chris French nominated Shofi Ull Azum to be elected Vice Chair for 2024, and Bill Lawyer seconded. There were no further nominations.** Those in favor were Ashley Bryers, Austin Barnes, Austin McGuigan, Bill Lawyer, Brandon Williams, Eunice Kim, Janelle Shanahan, Julie Hanson, Melissa Ahrens, Scott McClure, and Shofi Ull Azum. **There were no objections.**<sup>2</sup>

Eunice Kim assumed the Chair and conducted the rest of the meeting.

## **Agenda Item D. Amendment to the SKATS FFY 2024-2029 TIP**

The purpose of this agenda item is to review the following amendment to the SKATS FFY 2024-2029 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.<sup>3</sup>

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<sup>1</sup> Melissa Ahrens (DLCD), Janelle Shanahan (Marion County), and Austin McGuigan (Polk County) arrived following the vote on the minutes of November 11, 2023.

<sup>2</sup> Victor Lippert (SKSP) arrived following the election of the 2024 Chair and Vice Chair.

<sup>3</sup> Amendment shown in table format; Agenda item D of the packet.

This is a funding increase. Julie Hanson stated that this is part of the application for ARTS Funding. During the review process, the city of Salem was asked if they would accept a partial award due to the amount of funding available; because this project is “scale-able” in the number of intersections included in the project, the initial answer was “yes”. More funds became available resulting in the city being offered an increase in award funding.

Mike Jaffe asked how this project was making it safer for pedestrians. Ms. Hanson responded that upgrading the controllers at the intersections allows the city to do additional programming, changing the capabilities for traffic control at those intersections. For example, a change may be made to the flashing yellow lights; i.e. no flashing yellow if the pedestrian button is pushed. The upgrade will also add a protected phase to those currently without.

**Motion was made by Julie Hanson, seconded by Janelle Shanahan, to recommend the Policy Committee adopt the proposed amendment as presented.** Those voting in favor of the motion were Ashley Bryers, Austin Barnes, Austin McGuigan, Bill Lawyer, Brandon Williams, Eunice Kim, Janelle Shanahan, Julie Hanson, Melissa Ahrens, Scott McClure, Shofi Ull Azum, and Victor Lippert. **The motion passed unanimously.**

#### **Agenda Item E. DRAFT SKATS FY 2024-2025 Unified Planning Work Program**

SKATS staff has developed the initial draft of the Unified Planning Work Program (UPWP) for Fiscal Year 2024 – 2025 (July 1, 2024, to June 30, 2025).<sup>4</sup> The UPWP describes the annual regional transportation planning work to be done within the SKATS Metropolitan Planning Area using federal and state funds.

This initial draft was sent to both the SKATS TAC and Policy Committee (PC), to give PC members additional time to review the document. After this meeting, staff will make additional revisions to the draft UPWP and provide that version to the Policy Committee in their January meeting packet. A draft UPWP is due to ODOT, FHWA, and FTA in late January, and a review meeting with those agencies on February 20, 2024. After additional edits, the Policy Committee will review and adopt the final draft of the UPWP at their April 23, 2024, meeting.

Mr. Jaffe presented a high-level review of the draft document answering questions.

Steve Dobrinich gave more details on the new e-TIP software development and maintenance. Ms. Hanson asked if ODOT was going to use the software for their STIP. Mr. Dobrinich responded that no, ODOT has a custom-built database called STIP-FP and there have been ongoing discussions on how the two systems will communicate data. Future updates to the transfer process are planned to connect the platforms.

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<sup>4</sup> Redlined draft of the UPWP may be found as agenda item E of the packet.

Shofi Ull Azum asked what the goals are for the Travel Demand Forecasting Model Improvements. Mr. Jaffe stated that the staff has been doing a four-step model and variations of that model for over twenty years. The state is making the move to activity-based modeling and collecting survey data to estimate those kinds of models. Kindra Martinenko put into more simplistic terms what the key differences are. A four-step trip-based travel demand model can be seen as a static, two-dimensional representation of trips made in a transportation network (“point a to point b”). It uses the household as the main unit for generating trips to be simulated. Whereas an ABM is more three-dimensional. As we do not live in a static environment, but rather a dynamic one, an ABM uses the individual as the main unit and can capture trip-chaining (tour-based) activity. Therefore, an ABM is able to capture an individual’s movements and the choices they make throughout the day. Additionally, activity-based models are more sensitive to factors that influence which mode a person may take for a particular trip. This will allow better representation of investments in infrastructure for non-motorist activities, for example. Kim Sapunar added in reference to future year model representation, that the model will always have a base year representation of population and employment, and always reflects the forecast horizon year of the MTP. Modeling is years in the making, and we are still in the beginning phases.

Carl Lund asked Ashley Bryers, “Do any MPOs skip the state advisory and work directly with FHWA?” Ms. Bryers responded that she was not aware of that happening; she has always seen a collaborative effort with ODOT to meet all the requirements. Mr. Lund asked if that was something seen in other states. Ms. Bryers stated she had not and that it makes sense moving forward to have conversations with the MPO, ODOT, FHWA, and FTA to make adjustments that come out of the certification review. Mr. Lund asked if there is precedent for an MPO working directly with FHWA and keeping the state out of it.” Ms. Bryers stated she would need to look into it.

Ms. Bryers said FHWA is looking at doing the site review in early November of 2024. Brandon Williams commented that the Corrective Action 6: Consultation Process was approved earlier by ODOT and then FHWA approved.

Mr. Jaffe went on to discuss the TIP Development, Amendments, and Adjustments. Mr. Dobrinich expects to continue processing TIP amendments. Mr. Jaffe also said SKATS will begin to schedule our work for the draft FFY 2027-2032 TIP and will that to the UPWP. He then moved on to discuss work under the Regional Program Management & Coordination and Metropolitan Transit Planning.

Chris French spoke briefly regarding SAMTD’s work item of a survey of accessible paths to transit stops, the barriers the public faces, and developing a priority list. The transit district has a project they are completing this year that is a full inventory of their stops for ADA compliance and future improvements. SAMTD staff will be visiting all stops to confirm any sidewalk and stop upgrades done by the city of Salem. Carl Lund suggested collaboration between the agencies in applying for Safe Routes to School grants for these projects.

Ms. Hanson suggested that the discussion on the MPO boundary and membership structure be drafted into the UPWP in case this subject is not resolved before the adoption of the final draft. She also pointed out that the table of contents needs to be updated.

### **Agenda Item F. SKATS 2023 Obligation Report**

The SKATS Federal Fiscal Year (FFY) 2023 Obligation Report was posted on our website on January 5, 2024.<sup>5</sup> All MPOs are required to publish a listing of projects for which federal funds were obligated in the previous fiscal year. The purpose is to have a public document that shows how federal transportation funds are being spent in an MPO area. This report covers October 1, 2022, through September 30, 2023.

Mr. Dobrinich highlighted the three project categories with the most obligated funds for FFY 2023:

- Road-Bridge (Resurfacing) 41.0% of FFY 2023 obligation; \$16,664,765
- Transit 30.9% of FFY 2023 obligation; \$12,586,123
- Road-Bridge (Intersection) 10.0% of FFY 2023 obligation; \$4,082,715

Mr. Dobrinich explained that there is overlap in the projects; i.e. the Bicycle-Pedestrian category may seem very low at 0.5% but bicycle and pedestrian improvements are frequently incorporated in the Road-Bridge projects as well.

Mr. Dobrinich moved on to point out that SKATS has discretion over five federal funding programs<sup>6</sup> that resulted in \$8,089,754 in SKATS discretionary funds obligated in this FFY. Obligation rates and targets tracked by SKATS apply specifically to the SKATS discretionary funds. For the FFY 2023-25, the minimum target is 65% with an ideal target of 100%; incentives include rewards for meeting or exceeding the target and penalties if not met. For the reporting period, 89% of the funds programmed to obligate in FFY 2023 were obligated, which exceeds the minimum target of 65% for the period. The Hilfiker Ln SE at Commercial St SE (Salem) project only partially obligated, keeping the discretionary funds from being 100% obligated. That project has since been obligated fully and will be reflected in next year's report.

A more detailed set of tables is available at the end of the report that lists data for each project.

### **Agenda Item G. Other Business**

- Next Policy Committee Meeting – **January 23, 2024**
- Next TAC Meeting – **February 13, 2024**

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<sup>5</sup> <https://www.mwvcog.org/transportation/page/obligation-reports>

<sup>6</sup> Surface Transportation Block Grant-Urban (STBG-U) \$6,054,275, Transportation Alternatives-Urban (TA-U) \$97,032, Congestion Mitigation & Air Quality (CMAQ) \$493,158, the Carbon Reduction Program (CRP) \$627,446, and Highway Improvement Program (HIP) \$817,843.



- New Federal Grant Opportunity: ATTAIn (Advanced Transportation Technologies and Innovation)<sup>7</sup> was supplied to the committee for possible consideration at their agencies.
- City of Salem is applying for a RAISE planning grant and is requesting from the MPO a letter of support.
- ODOT is currently conducting an online open house for the Salem Urban Design Verification Study.<sup>8</sup>
- Theresa Whisenhunt, Administrative Specialist III – Transportation has accepted a new role with the MWVCOG in the finance department as the Financial Analyst. The Administrative Specialist position will be advertised for candidate review.

Chair Eunice Kim adjourned the meeting at 3:04 p.m.

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<sup>7</sup> Agenda item G of the packet.

<sup>8</sup> <https://storymaps.arcgis.com/stories/d10d15306e1b4fe784a504a7ecac85df> "Salem UDV Open House #2".

## **Agenda Item C**

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

SKATS Technical Advisory Committee

February 13, 2024

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

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Proposed TIP Amendment

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

The public review period for this project is **February 13, 2024 through noon on February 27, 2024.**

As a Formal Amendment to the TIP, additional details about the project will be presented to SKATS' Policy Committee for approval on **February 27, 2024**, at noon at 100 High Street SE, Suite 200, Salem, Oregon (***hybrid meeting with virtual option available***).

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

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

### Project Amendment Details

Amendment No.	24-2				
Project KN:	23504	Project Sponsor:	Salem	Total Project Cost:	\$8,240,000
Project Name:	Pringle Creek Path Connection (Salem)				
<b>Purpose of amendment:</b> Increase total project estimate by \$1,553,274 to include local overmatch. Remove Oregon Community Paths funds from Right of Way phase. Increase Preliminary Engineering phase by \$709,729.65, increase the Right of Way phase by \$23,104.55, and increase the Construction phase by \$820,439.80.					
<b>Project Description:</b> Construct missing segment of Pringle Creek Path along the north bank of Pringle Creek connecting existing Pringle Creek paths and Salem Civic Center to Riverfront Park and to paths that extend from there to Minto Island and west Salem. The path will improve access and safety for people walking and biking.					

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information before amendment:

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

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information after amendment:

Name: <b>Pringle Creek Path Connection (Salem)</b>										Key: <b>23504</b>	
Description: <b>Construct missing segment of Pringle Creek Path along the north bank of Pringle Creek connecting existing Pringle Creek paths and Salem Civic Center to Riverfront Park and to paths that extend from there to Minto Island and west Salem. The path will improve access and safety for people walking and biking.</b>										Region: 2	
MPO: <b>Salem/Keizer Area MPO</b>				Air Quality Status:		Work Type: <b>BIKPED</b>					
Applicant: <b>CITY OF SALEM</b>				Exempt		Status: <b>PROJECT SCHEDULED FOR CONSTRUCTION</b>					
<b>Location(s)-</b>											
Mileposts		Length		Route		Highway		ACT		County(s)	
								MID-WILLAMETTE VALLEY ACT		MARION	
<b>Current Project Estimate</b>											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2024		2025				2026			
Total		\$2,771,470		\$134,550				\$5,333,980		\$8,240,000	
Fund 1		TAP	\$2,051,570	TAP				TAP	\$3,948,430		\$6,000,000
Match			\$234,811						\$451,915		\$686,726
Fund 2		Local	\$485,089		\$134,550				\$933,635		\$1,553,274
Match											
Fund 3											
Match											
<b>Footnote:</b> Oregon Community Paths project, non-MPO TAP funds											
<b>Most Recent Approved Amendment</b>											
Amendment No:		24-2		MTIP Approval Date:		2/27/2024		STIP Approval Date:			
Requested Action:		Increase project cost by \$1,553,274 (\$485,089 to PE, \$134,550 to RW, \$933,635 to CN) to include for local overmatch.									
Amendment No:		23-22		MTIP Approval Date:		11/28/2023		STIP Approval Date:			
Requested Action:		Create new project. This project is funded by the Oregon Community Paths Program as approved by the Oregon Transportation Commission in July 2023.									

# SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



## Proposed TIP Amendment

**Project Name: Oregon Transportation Network – SAMTD FFY22**

**The public review period for this project is February 13, 2024 through noon on February 27, 2024.**

As a Formal Amendment to the TIP, additional details about the project will be presented to SKATS' Policy Committee for approval on **February 27, 2024**, at noon at 100 High Street SE, Suite 200, Salem, Oregon (*hybrid meeting with virtual option available*).

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

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

## Project Amendment Details

Amendment No.	24-3				
Project KN:	22029	Project Sponsor:	ODOT Transit	Total Project Cost:	\$1,590,614
Project Name:	Oregon Transportation Network – SAMTD FFY22				
Purpose of amendment: Increase project estimate by \$402,236 to match FTA grant/allocation amount.					
Project Description: Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.					

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information before amendment:

Name: <b>Oregon Transportation Network - SAMTD FFY22</b>										Key: <b>22029</b>	
Description: <b>Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.</b>										Region: <b>2</b>	
MPO: <b>Salem/Keizer Area MPO</b>			Air Quality Status:		Work Type: <b>TRANST</b>						
Applicant: <b>ODOT Transit Section</b>			<b>Exempt</b>		Status: <b>NON-CONSTRUCTION PROJECT</b>						
<b>Location(s)-</b>											
Mileposts		Length		Route		Highway		ACT		County(s)	
								<b>MID-WILLAMETTE VALLEY ACT</b>		<b>MARION</b>	
<b>Current Project Estimate</b>											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Project Total											
Year										<b>2024</b>	
Total										<b>\$1,188,378</b>	
Fund 1										<b>\$1,066,332</b>	
Match										<b>\$122,046</b>	
<b>Footnote:</b>											
<b>Most Recent Approved Amendment</b>											
Amendment No:		<b>23-AA28</b>		MTIP Approval Date:		<b>8/30/2023</b>		STIP Approval Date:			
Requested Action:		<b>Slip the project to start in federal fiscal year 2024.</b>									
Amendment No:		<b>23-AA20</b>		MTIP Approval Date:		<b>7/22/2022</b>		STIP Approval Date:		<b>7/30/2022</b>	
Requested Action:		<b>Slip the other phase to start in FY 2023 for obligation.</b>									
Amendment No:		<b>22-AA11</b>		MTIP Approval Date:		<b>7/22/2022</b>		STIP Approval Date:		<b>7/30/2022</b>	
Requested Action:		<b>Advance the other phase to start in FY 2022 for obligation.</b>									
Amendment No:		<b>22-AA10</b>		MTIP Approval Date:		<b>7/8/2022</b>		STIP Approval Date:		<b>7/13/2022</b>	
Requested Action:		<b>Slip the other phase to start in FY 2023.</b>									

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information after amendment:

Name: <b>Oregon Transportation Network - SAMTD FFY22</b>										Key: <b>22029</b>	
Description: <b>Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.</b>										Region: <b>2</b>	
MPO: <b>Salem/Keizer Area MPO</b>			Air Quality Status:		Work Type: <b>TRANST</b>						
Applicant: <b>ODOT Transit Section</b>			Exempt		Status: <b>NON-CONSTRUCTION PROJECT</b>						
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
								MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year										2024	
Total										\$1,590,614	
Fund 1										5310	
Match										\$163,356	
Footnote:											
Most Recent Approved Amendment											
Amendment No:		24-3				MTIP Approval Date:		2/27/2024		STIP Approval Date:	
Requested Action:		Increase project estimate by \$402,236 to match FTA grant/allocation amount.									
Amendment No:		23-AA28				MTIP Approval Date:		8/30/2023		STIP Approval Date:	
Requested Action:		Slip the project to start in federal fiscal year 2024.									
Amendment No:		23-AA20				MTIP Approval Date:		7/22/2022		STIP Approval Date:	
Requested Action:		Slip the other phase to start in FY 2023 for obligation.									
Amendment No:		22-AA11				MTIP Approval Date:		7/22/2022		STIP Approval Date:	
Requested Action:		Advance the other phase to start in FY 2022 for obligation.									
Amendment No:		22-AA10				MTIP Approval Date:		7/8/2022		STIP Approval Date:	
Requested Action:		Slip the other phase to start in FY 2023.									



# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Proposed TIP Amendment

**Project Name: Transit Urban (5339) Formula Program 2023 SKT**

**The public review period for this project is February 13, 2024 through noon on February 27, 2024.**

As a Formal Amendment to the TIP, additional details about the project will be presented to SKATS' Policy Committee for approval on **February 27, 2024**, at noon at 100 High Street SE, Suite 200, Salem, Oregon (*hybrid meeting with virtual option available*).

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

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

### Project Amendment Details

Amendment No.	24-4				
Project KN:	21912	Project Sponsor:	Salem	Total Project Cost:	\$601,395
Project Name:	Transit Urban (5339) Formula Program 2023 SKT				
Purpose of amendment: Decrease project cost by \$481,105 to match actual apportionment. Funding amount listed is out of date.					
Project Description: Allocation used for bus and bus facilities to provide alternative forms of transportation.					

# SKATS Transportation Improvement Program (TIP)

## Public Notification of Pending Amendment



### Project information before amendment:

Name: <b>Transit Urban (5339) Formula Program 2023 SKT</b>										Key: <b>21912</b>	
Description: <b>Allocation used for bus and bus facilities to provide alternative forms of transportation.</b>										Region: <b>2</b>	
MPO: <b>Salem/Keizer Area MPO</b>				Air Quality Status:		Work Type: <b>TRANST</b>					
Applicant: <b>SALEM-KEIZER TRANSIT DISTRICT</b>				Exempt		Status: <b>NON-CONSTRUCTION PROJECT</b>					
<b>Location(s)-</b>											
Mileposts	Length	Route	Highway			ACT			County(s)		
						MID-WILLAMETTE VALLEY ACT			MARION		
<b>Current Project Estimate</b>											
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total				
Year						<b>2024</b>					
Total						<b>\$1,082,500</b>	<b>\$1,082,500</b>				
Fund 1						5339	\$866,000	\$866,000			
Match							\$216,500	\$216,500			
<b>Footnote:</b>											
<b>Most Recent Approved Amendment</b>											
Amendment No:		<b>23-AA37</b>		MTIP Approval Date:		<b>9/14/2023</b>		STIP Approval Date:			
Requested Action:		<b>Slip OTH phase to FFY24.</b>									

### Project information after amendment:

Name: <b>Transit Urban (5339) Formula Program 2023 SKT</b>										Key: <b>21912</b>	
Description: <b>Allocation used for bus and bus facilities to provide alternative forms of transportation.</b>										Region: <b>2</b>	
MPO: <b>Salem/Keizer Area MPO</b>				Air Quality Status:		Work Type: <b>TRANST</b>					
Applicant: <b>SALEM-KEIZER TRANSIT DISTRICT</b>				Exempt		Status: <b>NON-CONSTRUCTION PROJECT</b>					
<b>Location(s)-</b>											
Mileposts	Length	Route	Highway			ACT			County(s)		
						MID-WILLAMETTE VALLEY ACT			MARION		
<b>Current Project Estimate</b>											
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total				
Year						<b>2024</b>					
Total						<b>\$601,395</b>	<b>\$601,395</b>				
Fund 1						5339	\$481,116	\$481,116			
Match							\$120,279	\$120,279			
<b>Footnote:</b>											
<b>Most Recent Approved Amendment</b>											
Amendment No:		<b>24-4</b>		MTIP Approval Date:		<b>2/27/2024</b>		STIP Approval Date:			
Requested Action:		<b>Decrease project cost by \$481,105 to match actual apportionment. Funding amount listed is out of date.</b>									
<b>Most Recent Approved Amendment</b>											
Amendment No:		<b>23-AA37</b>		MTIP Approval Date:		<b>9/14/2023</b>		STIP Approval Date:			
Requested Action:		<b>Slip OTH phase to FFY24.</b>									

## **Agenda Item D**

### **Federal GHG Performance Measure**

SKATS Technical Advisory Committee

February 13, 2024

Action Requested:      Discussion on possible target options.



# Memorandum

**Date:** January 30, 2024  
**To:** SKATS Technical Advisory Committee  
**From:** Ray Jackson, Senior Transportation Planner  
**Re:** **Federal Greenhouse Gas Emissions Performance Measure**

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## Summary

- The Federal Highway Administration (FHWA) published the final rule for a federal Greenhouse Gas emissions performance measure. This applies to state Department of Transportations (DOTs) and Metropolitan Planning Organizations (MPOs) and covers travel on the National Highway System (NHS).
- The first targets are due from state DOTs by March 29, 2024<sup>1</sup>, and from the MPOs 180 days after their state DOT submittal.
- Targets for MPOs will cover four years and *must* be declining.

## Introduction

With the passage of MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) in 2012, the U.S. Congress tasked the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) with moving toward a performance-based planning and programming paradigm for the programs they oversee. A set of National Goals was included in MAP-21, and over several years the FHWA and the FTA developed a set of federal performance measures for the state Department of Transportations (DOTs), Transit Districts, and Metropolitan Planning Organizations (MPOs) to track their progress toward meeting those goals.

As part of the rule-making process for the third set of performance measures (covering Congestion Mitigation & Air Quality and reliability of the National Highway System), a request for comments on whether the FHWA should include a performance measure covering greenhouse gas (GHG) emissions was included. Eventually, a rule was published

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<sup>1</sup> Initially the date for DOTs to submit their target was February 1, 2024. Due to a lawsuit filed by the Commonwealth of Kentucky (and others), a 45 day [postponement of the targets was agreed to on January 19, 2024](#).

in early 2017 on that proposal. However, early 2017 was also when there was a change in Administration which put a hold on all recent rules until they could be reviewed. Later in 2017, a Notice of Proposed Rule Making was published by the FHWA to rescind the federal GHG emission performance measure with the Final Rule published in 2018.

In 2022, after another change in Administration, the FHWA published a Notice of Proposed Rule Making on a federal GHG emission performance measure. During the public comment period over 39,000 submissions were received on the proposed rule<sup>2</sup>. Over a year later, on November 19, 2023, the FHWA released the final rule for a federal GHG performance measure<sup>3</sup>.

### **The Performance Measure**

The federal GHG performance measure is the percent change in tailpipe CO<sub>2</sub> emissions on the National Highway System (NHS) compared to the reference year. In the final rule, the reference year is 2022. State DOTs are required to set targets two and four years out, aligning with the reporting timelines of many of the other federal performance measures, however, for the initial target-setting process, state DOTs must only set a four-year target (as 2024 is the mid-point for the 2022-2026 performance reporting period). MPOs are only required to set a four-year target. It is important to note that the performance measure applies only to travel on the NHS, which is composed of I-5 and the roads with a federal functional classification of Principal Arterial (see **Maps 1 - 3**).

### **Target Setting**

The procedure for calculating the tailpipe emissions (in Million Metric Tons [MMT]) is straightforward and is given by the following equation.

$$\text{Tailpipe CO}_2 \text{ Emissions on NHS} = (\sum_{t=1}^T (\text{Fuel Consumed})_t \times (\text{CO}_2 \text{ Factor})_t) \times \left( \frac{\text{NHS VMT}}{\text{Total VMT}} \right)$$

In this equation, the fuel consumed is the amount of on-road fuels (e.g., gasoline, diesel, etc.) sold in a year within a state and is available from the FHWA's *Fuel and FASH* database<sup>4</sup>. The CO<sub>2</sub> Factor, which is the amount of CO<sub>2</sub> produced per gallon of fuel burned, is supplied by FHWA for each on-road fuel type (*t* in the equation above). The vehicle miles traveled (VMT) values are available from the required yearly state DOT submittals to Highway Performance Monitoring System (HPMS).

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<sup>2</sup> Many of the submissions were from “comment campaigns” and were signed by multiple people. For a detailed summary see Section V of the Final Rule (link is provided below).

<sup>3</sup> The rule was published in the Federal Register on December 7, 2023, with an effective date of January 8, 2024 and is available at: <https://www.federalregister.gov/documents/2023/12/07/2023-26019/national-performance-management-measures-assessing-performance-of-the-national-highway-system>

<sup>4</sup> The *Fuel and FASH* (Financial Analysis System for Highways) database records data at the state level. Separately, FHWA has published the fuels, factors, and VMT for each state as part of the docket for the final rule (see above).

Each state DOT will likely use a different method to estimate the future year value for the tailpipe emissions. There is no requirement by FHWA to use a particular method to estimate fuel consumed and/or VMT.

The performance measure is the percent change in tailpipe CO<sub>2</sub> emissions on the NHS compared to 2022, given by the equation:

$$\text{Percent Change in Tailpipe CO}_2 \text{ emissions} = \left( \frac{\text{Tailpipe CO}_2 \text{ Emissions}_{\text{Future Year}} - \text{Tailpipe CO}_2 \text{ Emissions}_{2022}}{\text{Tailpipe CO}_2 \text{ Emissions}_{2022}} \right) * 100$$

MPOs may either agree to support the state DOT target by planning and programming projects that will contribute toward meeting that target or setting a MPO-specific quantifiable target. For MPOs setting a quantifiable target there are additional options not available to state DOTs, as some of the data sources mentioned above are only available at the state level. The options provided by the FHWA are:

- 1) Calculate the MPO share of the State's VMT as a proxy for MPO share of CO<sub>2</sub> emissions;
- 2) Calculate using VMT estimates with emission factors from MOVES (EPA's **MO**tor **V**ehicle **E**mission **S**imulator);
- 3) Use the FHWA's EERPAT (Energy Emissions Reduction and Policy Analysis Tool) model; or
- 4) Use another method that the MPO can demonstrate has 'valid and useful' results.

Unlike the other federal performance measures, the target for the GHG emissions performance measure is **required to show a decrease** from the base year. Like the targets for many of the other performance measures there is no penalty for missing the target, nor a reward for meeting the target.

### **ODOT's Target**

Using the FHWA supplied CO<sub>2</sub> emission factors, the VMT on the NHS and the total VMT on all roads, and the volume of road fuels sold in in Oregon, ODOT calculated the estimated 2022 emissions as 17.5 million metric tons (MMT) for all roads and 10.33 MMT on the NHS. In a process based on the consideration of numerous data sources (such as the Oregon Clean Fuels Program, and ODOT Revenue Forecasts) and the Oregon Legislative GHG Reduction goals, ODOT has set the target for the current reporting period (2022 to 2026) at **-5.8 percent**.

### **Next Steps**

The first task is to decide whether to recommend to the SKATS Policy Committee to support the ODOT target, similar to the majority of the federal performance measures, or to

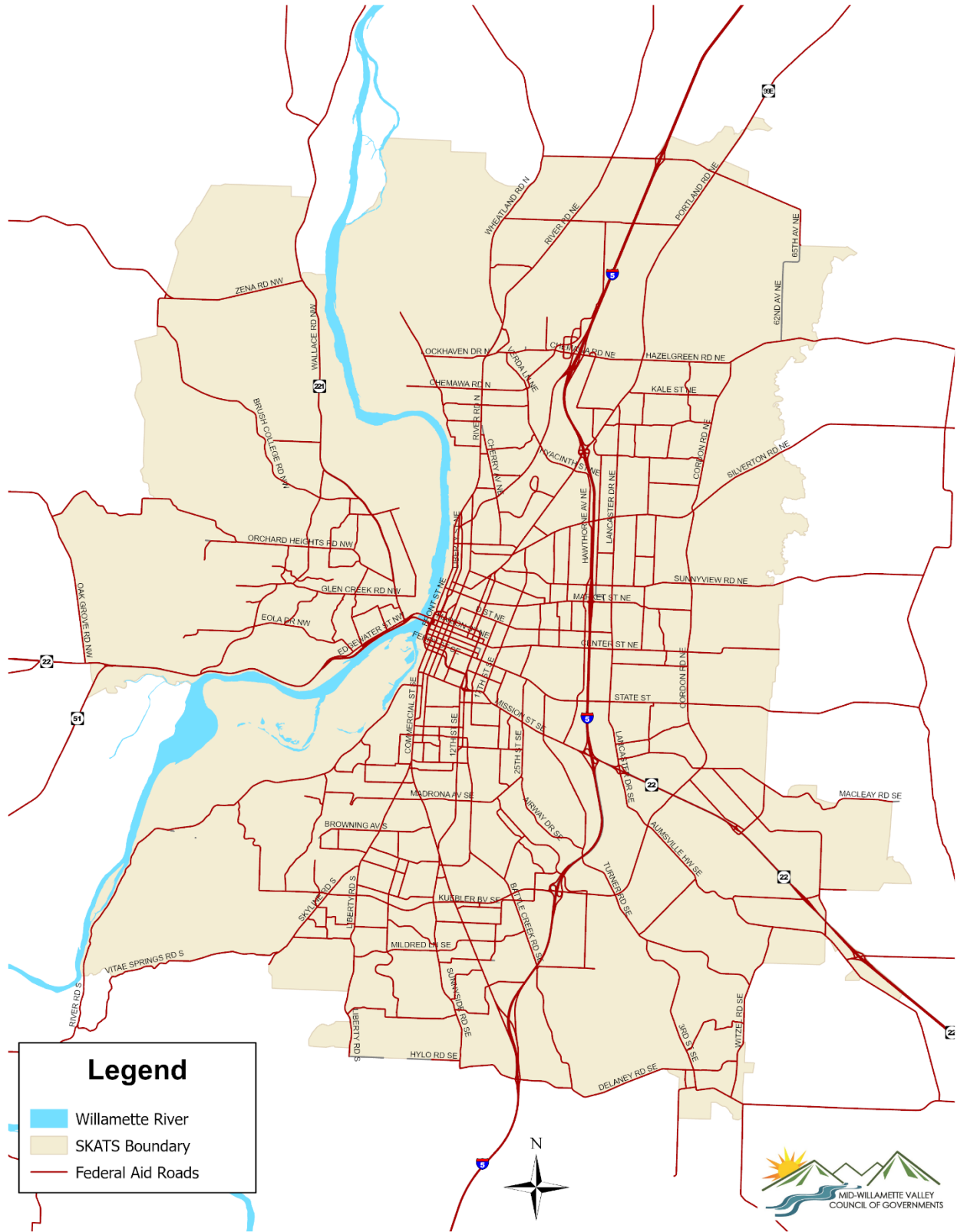
develop a SKATS-specific target. And if the recommendation is to set a SKATS-specific target, which methodology to use.

Regardless of whether SKATS supports ODOT's target or sets a specific quantifiable target, the information will be provided to ODOT for submittal to the FHWA. Every four years information on the target and results will be reported in the SKATS Performance Report that is included as Appendix P of the SKATS Metropolitan Transportation Plan (MTP). If the decision is to support ODOT's target, then a discussion of how the programs and projects being funded help attain that goal will be included in the Transportation Improvement Program and MTP.









Map 2: Federal Aid Roads within SKATS



Map 3: Map of the National Highway System (NHS) within SKATS

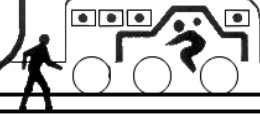
## **Agenda Item E**

### **SKATS FFY 2027-32 TIP Development Process**

SKATS Technical Advisory Committee

February 13, 2024

Action Requested:      Discussion.



## Memorandum

**Date:** February 5, 2024  
**To:** SKATS Technical Advisory Committee  
**From:** Steve Dobrinich, Transportation Planner  
**Re:** **SKATS FFY 2027-32 TIP Development Process**

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### Purpose

The purpose of this memorandum is to discuss the development of the FFY 2027-32 SKATS Transportation Improvement Program (TIP).

### What is a TIP?

The SKATS TIP is the region's short-range capital improvement program that enumerates the anticipated timing, cost, and description of federally funded and regionally significant transportation projects scheduled for implementation. The TIP authorizes the allocation of federal, state, and local match funds for transportation activities within the SKATS planning area.

The FFY 2027-32 TIP will cover the period from October 1, 2026, through September 30, 2032 (FFY 2027 through 2032). The first four years –FFY 2027 through 2030– fulfill federal requirements and two additional years (FFY 2031 and 2032) are included for illustrative purposes.

### How is the TIP Developed?

The TIP development process relies on building consensus among federal, state, and local agencies on funding priorities of near-term transportation projects. These projects may range from improving highways and funding transit to adding bicycle lanes on major urban streets and preserving existing roads. Projects must meet minimum eligibility requirements including:

- Consistency with the Metropolitan Transportation Plan (MTP), ODOT facility and highway plans, and/or local Transportation System Plans (TSPs);
- Affordability within the parameters of financial constraint and available funding;
- Sufficiency of funding for completion of the project or specified phase;
- Availability of matching funds;
- Consistency with eligible activities for funding program.

SKATS staff is in the beginning stages of development for the FFY 2027-32 TIP.

## **Revisiting Applications from FFY 2024-29 Call for Projects**

The process to identify projects to be funded in the FFY 2024-29 SKATS TIP began in October 2021 with a combined solicitation for STBG-U, CMAQ and TA-U funds, along with reference to the Carbon Reduction Program which was emerging at the time. During the call for projects SKATS staff received 31 pre-applications (27 new requests for funding and 4 requests to add funds to existing projects). Following discussion and ranking of pre-applications, 17 full applications (13 new requests for funding and 4 requests to add funds to existing projects) were received.

Due to multiple factors (e.g. supply issues, inflation, etc.) project development costs rose dramatically during the application process. Based on this, jurisdictions revised the cost estimates for all applications, including additional fund requests. Simultaneously, rising construction bids for projects already in the development pipeline led to cost overruns local jurisdictions were unable to cover on their own. As a result, SKATS began receiving inquiries about the availability of funds to help complete existing projects. A further strain on the amount of available funds came in the form of a decreasing federal limitation rate which meant SKATS would have less funding for projects than could have been reasonably expected in previous years.<sup>1</sup>

Due to these developments, SKATS staff presented the TAC and Policy Committee with several options for moving forward with the FFY 2024-29 TIP cycle. Ultimately, the Policy Committee decided not to fund any new projects and instead opted to utilize available funds for existing projects experiencing cost increases. The Policy Committee also opted to delay the Right of Way and Construction phases of the Delaney Road: Battle Creek Bridge project until FFY 2028 and 2029 to free up funds for other projects.

Unfunded project applications were maintained to revisit when the funding situation improved. **Appendix A** provides details on applications from the FFY 2024-29 TIP call for projects.

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<sup>1</sup> Federal apportionments identify the amount of funding that states and MPOs can expect to receive for formula and special programs, usually over a 4 or 5-year period. The amount of funding actually received is calculated based on a limitation rate set by FHWA each year. Historically, a 94% limitation rate was used when estimating available funding. However, due to recent trends, staff used a limitation rate varying from 85% to 90% during the FFY 2024-29 TIP process.

## TIP Development Schedule

In the upcoming months several key tasks guiding the development of the FFY 2027-32 TIP will take place. **Table 1** provides a tentative outline of activities to start the process. SKATS staff will develop a full project schedule in the coming months.

**Table 1: Next Six Months**

Month	TAC Meeting	Policy Committee Meeting
February	<ul style="list-style-type: none"> <li>Introductory discussion on potential next steps to develop 2027-32 TIP</li> </ul>	--
March	<ul style="list-style-type: none"> <li>Review unfunded FFY 2024-29 TIP project applications in more detail</li> </ul>	<ul style="list-style-type: none"> <li>Introductory discussion on TIP development process and unfunded FFY 2024-29 TIP project applications</li> </ul>
April	--	--
May	--	--
June	<ul style="list-style-type: none"> <li>Update on continuing impacts of cost escalations on currently funded TIP projects</li> <li>Update on revenue scenario estimates for upcoming 2027-32 TIP</li> </ul>	<ul style="list-style-type: none"> <li>Update on continuing impacts of cost escalations on currently funded TIP projects</li> <li>Update on revenue scenario estimates for upcoming 2027-32 TIP</li> </ul>
July	<ul style="list-style-type: none"> <li>Adopt approach for selecting new projects in TIP while ensuring sufficient funds to cover the costs of current projects</li> </ul>	<ul style="list-style-type: none"> <li>Adopt approach for selecting new projects in TIP while ensuring sufficient funds to cover the costs of current projects</li> </ul>

While the full schedule has not yet been developed, deadlines for completing this work include:

- May 2026 -Policy Committee adoption of final TIP no later than
- June 2026 -Adopted TIP forwarded to Governor's Office for signature
- September 30, 2026 -USDOT approval of TIP by
- October 1, 2026 -FFY 2027-32 TIP goes into effect

## Action Requested

- Review six-month schedule outlined in **Table 1**
- Discuss status of projects that requested funding during the previous TIP cycle
  - Would project sponsors seek to have projects listed in **Appendix A** for funding again?
  - Which projects have moved forward with other funding sources?
- Next steps discussion

SD:

H:\transpor\TIPs - All\1\_TIP Process & Documents\TIP 27-32\Process & Timeline

## Appendix A: FFY 2024-29 Application Ranking

SKATS FY 2024-2029 Transportation Improvement Program							Rank	Total Score			TAC Non-Quantifiable Average Score Max Points		
Applications for Projects to be Considered for Funding - In Initial Rank Order								Total Score Max 40 points	Technical Score Max 20 points	Total NQ Score Max 20 points	Scope and Cost Estimate 10	Importance and Support 7	Readiness and Capacity 3
Application No.	Project Name	Sponsor	Request	Proposed Match	Total	Notes (optional)	Based on total score						
S3	McGilchrist Street SE: Phase 2 Ford to 25th	Salem	\$ 6,117,230	\$ 2,621,670	\$ 8,738,900		1	35.44	17	18.44	8.9	6.7	2.9
S4	McGilchrist Street SE: Phase 3 16th to 19th	Salem	\$ 5,613,835	\$ 553,385	\$ 6,167,220		2	35.00	17	18.00	8.8	6.3	2.9
M1	Connecticut Ave: Macleay Rd to Rickey St	Marion County	\$ 251,244	\$ 28,756	\$ 280,000	Additional funds	3	30.22	12	18.22	9.1	6.3	2.8
M1	Updated: Connecticut Ave	Marion County	\$ 512,426	\$ 58,649	\$ 571,075	Revised							
S1	Commercial Street SE: Vista to Ratcliff	Salem	\$ 1,615,140	\$ 184,860	\$ 1,800,000	Additional funds	4	30.11	13	17.11	8.6	5.9	2.7
M2	State St: 4106 State St to 46th Ave	Marion County	\$ 753,732	\$ 86,268	\$ 840,000	Additional funds	5	29.33	12	17.33	8.1	6.4	2.8
M2	Updated: State Street	Marion County	\$ 1,889,191	\$ 216,226	\$ 2,105,417	Revised							
K1	Wheatland Road Multi-Modal Improvement Project	Keizer	\$ 5,320,759	\$ 608,985	\$ 5,929,744		6	28.67	11	17.67	8.7	6.4	2.6
K1	Updated: Wheatland	Keizer	\$ 6,020,653	\$ 689,091	\$ 6,709,744	Revised							
B4	South Salem Transit Center Land and Construction	SAMTD	\$ 6,729,750	\$ 770,250	\$ 7,500,000		7	28.22	12	16.22	7.9	6.1	2.2
M5	State Street: 46th Avenue to Cordon Road	Marion County	\$ 5,860,266	\$ 670,734	\$ 6,531,000	Joint project with Salem	8	28.11	13	15.11	7.6	5.1	2.4
M5	Updated: State: 46th to Cordon	Marion County	\$ 6,861,964	\$ 785,382	\$ 7,647,346	Revised							
S2	Center St. NE North Side Improvements (45th Pl. NE to Cordon Rd NE)	Salem	\$ 3,522,924	\$ 403,215	\$ 3,926,139	Joint project with Marion County	9	27.56	12	15.56	7.7	5.3	2.6
M4	Lancaster Drive: Monroe Avenue to State Street Improvements	Marion County	\$ 4,988,091	\$ 570,909	\$ 5,559,000		10	23.11	8	15.11	7.6	5.1	2.4
T1	Delaney Road Street Improvements	Turner	\$ 667,980	\$ 76,470	\$ 744,450		11	21.67	8	13.67	6.8	4.9	2
B2	Paratransit Vehicle Replacement (SAMTD)	SAMTD	\$ 323,028	\$ 36,972	\$ 360,000		12	21.44	8	13.44	6.3	4.4	2.7
M3	Delaney Rd: Battle Creek Bridge	Marion County	\$ 944,857	\$ 108,143	\$ 1,053,000	Additional funds	13	21.33	5	16.33	8	5.7	2.7
M3	Updated: Delaney Bridge	Marion County	\$ 1,478,235	\$ 169,191	\$ 1,647,426	Revised							
B3	East Salem Transit Center (SAMTD)	SAMTD	\$ 4,836,447	\$ 553,553	\$ 5,390,000		14	18.83	8	10.83	5.2	4.3	1.3
M7	River Rd S: Overheight Truck Detection and Turn-Arounds	Marion County	\$ 1,993,801	\$ 228,199	\$ 2,222,000		15	17.33	4	13.33	6.9	4.3	2.1
M6	River Road NE and Brooklake NE Intersection Feasibility Study	Marion County	\$ 336,488	\$ 38,513	\$ 375,001		16	11.89	1	10.89	5.4	3.9	1.6
B1	Motor Pool Vehicle Replacement (SAMTD)	SAMTD	\$ 367,893	\$ 42,107	\$ 410,000		17	11.67	2	9.67	4.3	2.9	2.4
Updated Total Requested			\$ 53,875,076	\$ 7,998,642	\$ 61,873,718								
Proposed projects for scoping													
Updated after scoping													