

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/UCtWMueICK0nJzyZ5_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, March 26, 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 February 27, 2024 Cathy Clark**
- C. Public Comment..... 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) 540-1630 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.

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

Background: The purpose of this agenda item is to review four amendments to the SKATS FFY 2024-29 Transportation Improvement Program (TIP). See **attachments** for additional information.

- **Resolution 24-5: Pedestrian Safety Improvement Crossings (Salem) (Key # 21879)**: The City of Salem is requesting to add \$500,000 in local overmatch to cover increased cost estimates. Project crossing locations are being updated as well.
- **Resolution 24-6: Northwest Oregon 2024-2027 ADA Curb Ramp Design, Phase 2 (Key # 23029)**: ODOT is requesting to transfer \$2,710,000 from the Preliminary Engineering phase of K23029 (funds reserve) to the Preliminary Engineering phase of K22985.
- **Resolution 24-7: Transit Urban (5310) Formula Program 2023 SKT (Key # 21911)**: SAMTD is requesting to increase the project allocation listed in the TIP by \$153,698 (\$122,958 Federal; \$30,740 local match) to match the actual apportionment.
- **Resolution 24-8: Northwest Oregon curve warning upgrades (2027) (Key # 22728)**: ODOT is requesting to expand the project scope to include locations in the SKATS planning area and add \$821,881 from the All Roads Transportation Safety (ARTS) program to the Preliminary Engineering phase. The project name will be updated to reflect changes.

Action

- Requested:
- (1) Adopt **Resolution 24-5 (attached)** adding \$500,000 in local overmatch to Key # 21879 [Pedestrian Safety Improvement Crossings (Salem)] and updating crossing locations.
 - (2) Adopt **Resolution 24-6 (attached)** transferring \$2,710,000 from Key # 23029 [Northwest Oregon 2024-2027 ADA Curb Ramp Design, Phase 2] to Key # 22985 [Northwest Oregon 2024-2027 ADA curb ramp design, phase 1].
 - (3) Adopt **Resolution 24-7 (attached)** increasing the project allocation listed in the TIP for Key # 21911 [Transit Urban (5310) Formula Program 2023 SKT] by \$153,698 (\$122,958 Federal; \$30,740 local match) to match actual apportionment.
 - (4) Adopt **Resolution 24-8 (attached)** expanding the scope, adding \$821,881 to the Preliminary Engineering phase, and updating the name of Key # 22728 [Northwest Oregon curve warning upgrades (2027)]

E. Chair’s Suggested Motion (MPO Structure)Mike Jaffe

Background: At the February SKATS Policy Committee meeting, staff reviewed the agenda materials, including federal regulations about the composition of MPO boards, and “straw-man” options for member representation and votes on the Policy Committee. There was an extended discussion on this topic by the Policy Committee members.

As described in the memo, for this meeting there is a suggested motion from the SKATS Chair, as follows:

“Motion to direct SKATS staff to prepare an amendment to the SKATS Cooperative Agreement to add the City of Aumsville as a voting member of the SKATS Policy Committee. Also, move that the SKATS Bylaws be amended to align with the Cooperative Agreement upon the final completion of the Cooperative Agreement.”

The wording in the motion intentionally recognizes that the process to amend the Cooperative Agreement will take an unknown number of months to obtain the necessary signatures. (In 2002/2003, it took 11 months to obtain signatures for the amendment to add Turner to the Policy Committee). Changes to the Bylaws to align with the Cooperative Agreement can be done with a 5-day notice of the proposed change and a majority vote on the amendment.

This order of business (i.e. Cooperative Agreement Amendment first, followed by amending the Bylaws at a later date when the Cooperative Agreement Amendment is finalized) will help to assure that the Cooperative Agreement and the Bylaws do not contradict each other regarding Policy Committee membership and voting.

Action

Requested: Introduce the Chair’s motion shown in the background section (above) and follow Robert’s Rules.

F. TIP Modifications Steve Dobrinich

Background: Staff-approved modifications made to the SKATS TIP since the February 2024 Policy Committee meeting are summarized in the **attached** table. PC-approved amendments and adjustments are also included.

Action

Requested: Informational item.

G. Other Business.....SKATS Staff

- OMPOC Summary
- Next Policy Committee Meeting – **April 24, 2024**
- Next TAC Meeting – **April 9, 2024**

H. Adjournment Cathy Clark

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)
Policy Committee
February 27, 2024
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
Cathy Clark, 2024 Chair, Keizer Mayor
Kevin Cameron, Marion County Board of Commissioners
Lyle Mordhorst, Polk County Board of Commissioners
Maria Hinojos Pressey, Salem-Keizer School District (Zoom)
Sadie Carney, 2024 Vice Chair, SAMTD Board of Directors
Steve Horning, Turner Mayor
Trevor Phillips, Salem City Council (Zoom)

Others Present

Angelica Ceja, Aumsville Mayor
Ashley Bryers, FHWA (Zoom)
Beth Schmidt, Safe Routes to School Coordinator, MWVCOG
Brandon Williams, ODOT Region 2 (Zoom)
Chris Hoy, Salem Mayor
Della Seney, Aumsville City Council
Jacqueline Green, NE Keizer Neighborhood Association (Zoom)
Janelle Shanahan, Marion County Public Works (Zoom)
Julie Hanson, Salem Public Works
Kim Sapunar, MWVCOG-SKATS
Kirsti Pizzuto, Private Citizen (Zoom)
Lani Radtke, Marion County Public Works
Mike Jaffe, MWVCOG-SKATS
Ray Jackson, MWVCOG-SKATS
Sara Duncan, SAMTD Board of Directors
Scott McClure, Turner City Administrator (Zoom)
Shofi Ull-Azum, SAMTD
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 12:06 p.m. Introductions, in person and online, were made.

Agenda Item B. Approval of Minutes of January 23, 2024

Motion was made by Kevin Cameron, seconded by Anna Henson, to approve the minutes of the January 23, 2024, meeting. Those voting in favor of the motion were Anna Henson, Kevin Cameron, Sadie Carney, Cathy Clark, Steve Horning, Lyle Mordhorst, Trevor Phillips, and Maria Hinojos Pressey. **The motion passed unanimously.**

Agenda Item C. Public Comment

There was no public comment.

Agenda Item D. Amendments to the SKATS FFY 2024-2029 TIP

The purpose of this agenda item is to review three full amendments to the SKATS FFY 2024-29 Transportation Improvement Program (TIP). ¹ Steve Dobrinich presented the three proposed TIP Amendments.

- **Resolution 24-2: 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 the Right of Way phase.

Motion was made by Kevin Cameron, seconded by Trevor Phillips, to adopt Resolution 24-2: Pringle Creek Path Connection as presented. Those voting in favor of the motion were Anna Henson, Kevin Cameron, Sadie Carney, Cathy Clark, Steve Horning, Lyle Mordhorst, Trevor Phillips, and Maria Hinojos Pressey. **The motion passed unanimously.**

- **Resolution 24-3: Oregon Transportation Network – SAMTD FFY22 (Key # 22029):** Increase project estimate by \$402,236 to match FTA grant allocation amount.
- **Resolution 24-4: Transit Urban (5339) Formula Program 2023 SKT (Key # 21912):** Decrease project cost by \$481,105 to match actual apportionment. The funding amount listed is out of date.

Motion was made by Kevin Cameron, seconded by Trevor Phillips, to adopt Resolution 24-3: Oregon Transportation Network, as PRESENTED and Resolution 24-4: Transit Urban as corrected to show project sponsor as Salem Keizer Transit District. Those voting in favor of the

¹ *DRAFT Resolutions 24-2, 24-3, 24-4 & background on the proposed TIP Amendment may be found as Agenda Item D of the packet.*

motion were Anna Henson, Kevin Cameron, Sadie Carney, Cathy Clark, Brandon Williams, Steve Horning, Lyle Mordhorst, Trevor Phillips, and Maria Hinojos Pressey. **The motion passed unanimously.**

Agenda Item E. Discussion on MPO Structure

Transportation Planning Director Mike Jaffe began with a presentation of the memo contents and attachments about MPO Policy Committee representation and amending the SKATS Cooperative Agreement to add the city of Aumsville and/or other changes in membership. Described in the memo are options and examples of various voting structures² used by MPOs in Oregon and outside Oregon, and information on the 2021 change to federal law³ that MPO Boards consider “the equitable and proportional representation of the population of the metropolitan planning area”⁴.

During the presentation Chair Clark clarified that only two documents⁵ require unanimous votes to adopt; otherwise, all other votes are majority rules, as per the SKATS bylaws reliance on Roberts Rules. She stated that in all her time on the committee, she could not recall any vote that was not unanimous. Mr. Jaffe shared the graphic included in the Cooperative Agreement which shows how the Policy Committee can resolve a non-unanimous vote on the MTP or the TIP.⁶

Steve Horning inquired if there are any examples of cities changing their system; starting out with one set of processes in their bylaws and then making a change. Staff did not have any examples, stating that would be difficult to find because it could have been a change to bylaws or a change to cooperative agreements, and most MPOs only have their current set of bylaws available on their websites.

Sadie Carney asked for clarification on whether general-purpose government voting members are required to be elected officials. Mr. Jaffe directed everyone to attachment E of the federal regulations⁷ which state: Transportation Management Area⁸s (TMAs) shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area including providers of public transportation, and appropriate state officials. Federal laws and regulations do not state those precluded; only those required at a minimum.

² Attachment A to the staff memo includes four options for adding a city of Aumsville representative and a second city of Salem representative to the Policy Committee; it also provides options for tiered (weighted) voting, which is used as an option for proportional representation by some MPOs, as described in Attachment C.

³ The changes are presented on page 4 of the Memo in Agenda Item E of the packet.

⁴ An addition USC 134 on the representation of MPO Boards

⁵ Metropolitan Transportation Plan (MTP) and the Transportation Improvement Plan (TIP).

⁶ The graphic may be found on page 17 of the Agenda Item E of the packet.

⁷ 23 345.310 (d)

⁸ TMAs are MPO over 200,000 population

Commissioner Cameron shared the current 24-29 SKATS TIP project list with a breakdown of the upcoming projects by jurisdiction and costs and asked that they be included as part of the record⁹. This was the TIP table from the SKATS website. In response to the Commissioner's question about exempt and non-exempt air quality projects in the project list, staff provided answers to his questions. There was discussion regarding types of projects, their distribution by jurisdiction, and an explanation of air quality conformity determinations.¹⁰

Salem Mayor Chris Hoy was asked to attend today's meeting to share his views about increasing the representation for the city of Salem of the SKATS Policy Committee. Mayor Hoy expressed that given the addition of Aumsville, now is an opportunity to take a fresh look at the makeup of this group in terms of voting assignments. He said that it's not about changing an outcome. The city wants the residents of Salem to have the voting power that is due given the size of their population. Mayor Hoy encouraged the Policy Committee to come up with a solution reflective of Salem's much larger population in the MPO.

City of Aumsville Mayor Angelica Ceja asked to share her comments and questions. She described her community as a small rural community of 4,200 residents, 27% of whom are marginalized within the community. They have limited resources and do not have access to some public resources like mass transit and a large school system. Many in Aumsville travel to Salem for work and shopping. The mayor feels that the city of Aumsville's voice will be diminished if Salem is provided additional votes and that there is already strong representation for Salem on the board. The mayor stated it is important to work with regional boards like this, where we're talking about equity versus equality.

There was a discussion by Della Seney and Mayor Ceja about the loss of funding opportunities for Aumsville as they will be considered urbanized and part of the MPO, and may have to wait many years to get a project funded by SKATS. Staff clarified that the next TIP's call for projects will be for the 2027 through 2032 time period. Mr. Jaffe also stated that once Aumsville becomes part of the SKATS MPA planning area, then projects in Aumsville that are on the federal classification roadway system are eligible to be funded in the TIP, dependent on other criteria used to select projects, even if the city wasn't a member of the Policy Committee.

Maria Hinojos Pressey thanked both mayors for their insight. She said that the ask for a facilitated process by the Cherriots Board was to take all the individual thoughts and concerns expressed around the table and reach an agreement that would benefit all of us. She believes the voting structure could use some updating, supports adding Aumsville and, along with a second vote for the city of Salem, is interested in more information regarding rotating representation on the committee. She mentioned that it may be unfair to ask one Salem city councilor to represent such a large demographic area.

⁹ This was the material provided at the January 23, 2024 meeting.

¹⁰ After this question and answer, Commissioner Cameron began speaking about 2024-2029 forecasted projects to add to the record.

Mayor Hoy said Salem doesn't object to adding Aumsville to the committee and agrees that we're better off when we work together. His perspective is that -- just like Mayor Ceja doesn't want the voices of Aumsville to be diminished -- he doesn't want his residents' voices to be diminished and if Aumsville is added without changing the structure Salem will continue to have the same single vote as everybody despite representing 175,000 people. He wants a fair and balanced representation and process.

City of Turner Mayor Steve Horning stated he appreciated everyone's comments and as a group he believes the committee has always been fair and impartial. He said that looking at the money that's been allocated over the years, it feels that Salem's received their proportional share. He agrees that the city of Salem could have more voices at the table (to better represent the population of Salem) by adding three or four seats for the different parts of town but keeping one vote for Salem.

Commissioner Cameron stated that he represents 98.6% of the population being discussed. He has historically worked with all the cities within the MPO and in Marion County to get projects done. He hesitates to change something that has been working and he thinks the MPO should continue with its current structure. He further made the point that SAMTD represents the entire UGB because their routes go to every jurisdiction and the Salem Keizer School District represents the majority of the MPO population; should Cascade School District be added to the MPO, and the school districts have a rotating vote? The Commissioner acknowledged Councilor Phillips's concerns while also stating that he has been a good member, and the structure has been working thus making it hard for him to see a reason to change that.

Director Carney stated we have broad agreement that the existing structure has worked for people in the room, but there are a lot of people who aren't in this room, and believes there should be a more equitable representation in this body. She stated the desire for an inclusive facilitated process that invites the community to participate and voice their opinions.

Mayor Ceja expressed that the people on this committee -- whether paid or unpaid -- are elected officials that represent their communities, and through their elected official their resident's voices are represented at this committee.

Director Carney responded that she agreed with the view that smaller jurisdictions have intimate relationships about their local issues and with the residents in that community. In contrast, Councilor Phillips is challenged to have that same opportunity to represent 175,535 people, and the huge number of roads and intersections in the city of Salem. She's not saying that rural voice matters less but that Salem residents' voices matter as much as the rural residents. Mayor Ceja views the city of Salem as having four invested voices -- the school district, Cherriots, and the city of Salem, and the county - all represented on the MPO committee.

Councilor Phillips noted that the city of Salem has never been opposed to adding Aumsville but asks why the members are opposed to one additional vote for Salem. He pointed out that the city of Salem is equal to 42 'Aumsvilles', 3.4 'unincorporated Marion Countys' or 4.6 'Keizers,' so why can't Salem have one more vote. He noted the new federal emphasis on proportionality. He feels the voting structure should be proportionally based, supports a facilitated process, and is willing to accept the results of that process. He doesn't agree with the view that Cherriots and the school district always side with Salem since neither of them are general purpose governments. He wanted to have some discussions of the options on the straw man list and described his initial thoughts of each one.

Mayor Horning asked if Salem had two votes on the Policy Committee during the last 20 years, what would have been different? Councilor Phillips didn't have a specific "one project" that would have been different, although conversations at the meetings would have been different.

Director Carney stated she was inspired by the information that the staff compiled regarding a more inclusive representation; she feels that the committee would benefit from a greater diversity of voices, whether that be voting or non-voting.

Commissioner Lyle Mordhorst spoke about his representation on the committee; he said he represents roughly 3800 people within the Salem urban growth boundary¹¹ but was elected to represent 92,000 in Polk County. He views Salem as the hub that keeps the whole Willamette Valley moving. He discussed the challenges of travel in the rural areas and the travel that comes from the rural areas into or through the city of Salem. He pointed to the information on SKATS TIP projects¹² that shows the dispersion of monies over the last 25 years; the large proportion of those funds went to the city of Salem or SAMTD. He also commented that the school district is not a required voting member and could be a non-voting member of the SKATS Policy Committee to hear their input. SKATS could give the School District's vote to Aumsville to keep the total number of votes at eight. He said that would not "water down" the vote. He asked the committee if that should be considered.

Mayor Hoy left the meeting at approximately 1:45 pm.

Director Hinojos Pressey said a facilitated process could put all the options like Commissioner Mordhorst's on the table, where a governmental entity like the Salem-Keizer School District could be rotated, or participating in a non-voting capacity, or other options. She commended staff on the history, information, and background provided to the Policy Committee. A facilitated process could put everything on the table and could help potentially come to a very solid agreement.

¹¹ That 3800 represents the population outside the urban growth boundary but inside the Polk County part of SKATS

¹² Produced by SKATS staff and shared at the January 2024 PC meeting.

Chair Clark shared that the city of Keizer's point of view is to get the city of Aumsville on the committee ASAP; that is the number one priority. She doesn't want any harm to come to Aumsville. She agreed that the data on the distribution of funded projects showed most of the allocation of resources has been comprehensive and done with an eye toward full urban upgrades and providing for all modes of travel. She expressed that she represents Keizer's transportation system plan, which represents her entire community. Keizer's priority is to bring Aumsville in as a voting member posthaste.

Councilor Phillips stated that he is prepared to support a motion to officially bring Aumsville on in an ex officio status to be able to make motions and apply for projects. But he's not in a position to bring them onto as a full voting member without the city of Salem's general-purpose government getting an additional vote. He wanted to hear more from staff to assure that Aumsville will be able to apply for projects without delay.

Mr. Jaffe referred to the letter from Ron Harding (Aumsville's City Administrator) and the letter's statement that being part of the urbanized area would make Aumsville ineligible for rural grants. Mr. Jaffe also said that once Aumsville is part of the metropolitan planning area, the city would be eligible to apply for federal funding provided by SKATS through its TIP project selection process.

Commissioner Cameron suggested that we table the discussion so that members and staff could find answers to the funding questions discussed today.

Director Hinojos Pressey left the meeting at 2:00 pm.

Staff reminded the committee that some initial outreach to potential facilitators was done last summer, and if the committee chose to go with a facilitated process, they should discuss how the board would be involved in selecting a facilitator. Chair Clark said her concern is about a process that delays Aumsville's addition to the SKATS Policy Committee.

Mayor Horning made a motion to amend the Cooperative Agreement and SKATS Bylaws to add Aumsville as a voting member identically to what happened to Turner in 2003. It was seconded by Commissioner Mordhorst.

In the discussion that followed, Mayor Horning stated he made the motion as he does not feel there has been previous harm done to the jurisdictions with the current voting structure.

Mr. Jaffe brought up the concern about proper procedures since what was published in the agenda was a discussion of the materials and options [in Attachment A] and not requesting the committee to take an action at this time. He also noted that School Board member Hinojos Pressey needed to leave the meeting before the motion was made. Mayor Clark agreed that

this motion was not published on the agenda and would want to check the SKATS bylaws.¹³ She appreciates the spirit of the motion but agreed with Mr. Jaffe about it not being noticed on the agenda.

Mayor Horning withdrew his motion based on the input from staff, until the next meeting. He said he would like to hear at next month's meeting how any member was harmed by the current process before he would support more votes for a member.

Director Carney stated that not having voices at the table representative of communities subject to decades of disinvestment is an example of harm. She added that transportation planning, and the government as a whole, are not doing a good job of equitably representing the communities that are impacted. The committee had further discussion about whether the facilitated process that has been discussed includes involving community members in that process or if it is a facilitated discussion solely of the members of the Policy Committee. Mr. Jaffe said how a facilitated process is conducted is the Policy Committee's decision, or it could be assigned to a subcommittee as allowed in the Bylaws.¹⁴ He said that this is the committee's process to define. He said that he wouldn't recommend the Policy Committee rush to judgment and that the process for making decisions be clearly communicated before meetings.

Chair Clark summarized that there were two decision points that remain: 1. The straw man options in the memo have been given thought by the members; 2. Doing a facilitated process or not. In her opinion, if the Policy Committee did go through a facilitated process, it should be clearly defined, along with the timeline.

Mr. Jaffe suggested the committee could postpone the two items that we didn't get to¹⁵ which were informational. Mr. Jaffe suggested also that he meet with the chair and vice-chair before the March Policy Committee meeting to discuss what would be on the agenda.

Chair Cathy Clark adjourned the meeting at 2:19 p.m.

¹³ Article V of the SKATS Bylaws state that proposed amendments to the Bylaws require a notice to all members of the committee in writing at least 5 days before the meeting.

¹⁴ Article III.D.

¹⁵ TIP modifications table and the OMPOC Summary.

Agenda Item D

Amendments to the SKATS FFY 2024-2029 TIP

SKATS Policy Committee

March 26, 2024

Action Requested:

(1) Adopt Resolution 24-5 (attached) adding \$500,000 in local overmatch to Key # 21879 [Pedestrian Safety Improvement Crossings (Salem)] and updating crossing locations.

(2) Adopt Resolution 24-6 (attached) transferring \$2,710,000 from Key # 23029 [Northwest Oregon 2024-2027 ADA Curb Ramp Design, Phase 2] to Key # 22985 [Northwest Oregon 2024-2027 ADA curb ramp design, phase 1].

(3) Adopt Resolution 24-7 (attached) increasing the project allocation listed in the TIP for Key # 21911 [Transit Urban (5310) Formula Program 2023 SKT] by \$153,698 (\$122,958 Federal; \$30,740 local match) to match actual apportionment.

(4) Adopt Resolution 24-8 (attached) expanding the scope, adding \$821,881 to the Preliminary Engineering phase, and updating the name of Key # 22728 [Northwest Oregon curve warning upgrades (2027)]

DRAFT Resolution 24-5

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 \$500,000 of city local funds be added to Project Key Number 21879 [Pedestrian Safety Improve Crossings (Salem)] to cover increased cost estimates and project crossing locations be updated to match work plan.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 26th day of March 2024.

Chair Cathy Clark
Salem-Keizer Area Transportation Study
Policy Committee

DRAFT Resolution 24-6

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 \$2,710,000 be transferred from the Preliminary Engineering phase of K23029 [Northwest Oregon 2024-2027 ADA curb ramp design, phase 2] to the Preliminary Engineering phase of K22985 [Northwest Oregon 2024-2027 ADA curb ramp design, phase 1].

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 26th day of March 2024.

Chair Cathy Clark
Salem-Keizer Area Transportation Study
Policy Committee

DRAFT Resolution 24-7

**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 the project allocation listed in the TIP for K21911 [Transit Urban (5310) Formula Program 2023 SKT] be increased by \$153,698 (\$122,958 Federal; \$30,740 local match) to match actual apportionment.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 26th day of March 2024.

Chair Cathy Clark
Salem-Keizer Area Transportation Study
Policy Committee

DRAFT Resolution 24-8

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 the scope of K22728 [Northwest Oregon curve warning upgrades (2027)] be expanded to include locations in the SKATS planning area, \$821,881 be added to the Preliminary Engineering phase, and the project name be updated.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 26th day of March 2024.

Chair Cathy Clark
Salem-Keizer Area Transportation Study
Policy Committee

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Proposed TIP Amendment

Project Name: Pedestrian Safety Improved Crossings (Salem)

The public review period for this project is March 12, 2024 through noon on March 26, 2024.

As a Formal Amendment to the TIP, additional details about the project will be presented to the SKATS Policy Committee for approval at noon on **March 26, 2024**, at 100 High Street SE, Suite 200, Salem, OR (***hybrid meeting with virtual option available***).

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 TIP is available at the MWVCOG website at: <https://www.mwvcog.org/transportation/page/transportation-improvement-program>

Project Amendment Details

Amendment No.	24-5				
Project KN:	21879	Project Sponsor:	Salem	Total Project Cost:	\$1,900,000
Project Name:	Pedestrian Safety Improved Crossings (Salem)				
Purpose of amendment: Add \$500,000 in local overmatch to cover increased cost estimates. Update project locations to match where work will be taking place.					
Project Description: Installation of enhanced pedestrian crossings at the following locations: River Rd. N at Riviera Dr. NE, Lancaster Dr. NE at Weathers St. NE, and State St. at 21st St. SE					

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Project information before amendment:

Name: Pedestrian Safety Improved Crossings (Salem)										Key: 21879	
Description: Installation of enhanced pedestrian crossings at the following locations: River Rd. N at River Road City Park, Lancaster Dr. NE at Weathers St. NE, and State St. in the vicinity of 19th St. SE and State St. @ 21st St. SE to increase safety.										Region: 2	
MPO: Salem/Keizer Area MPO				Air Quality Status: Exempt		Work Type: BIKPED					
Applicant: CITY OF SALEM				Status: PROJECT SCHEDULED FOR CONSTRUCTION							
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
								MID-WILLAMETTE VALLEY ACT		MARION	
								MID-WILLAMETTE VALLEY ACT		MARION	
								MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2021		2024				2025			
Total		\$260,000		\$65,000				\$1,075,000		\$1,400,000	
Fund 1		STBG-U		STBG-U				STBG-U		\$509,883	
Match		\$26,702		\$6,676				\$24,981		\$58,359	
Fund 2								TA-U		\$717,801	
Match								\$82,156		\$82,156	
Fund 3								Local		\$31,802	
Match											
Footnote: MPO funds limited to \$1,227,684											
Most Recent Approved Amendment											
Amendment No:		23-AA43		MTIP Approval Date:		10/4/2023		STIP Approval Date:		10/13/2023	
Requested Action:		Slip the construction phase to 2025. ROW was slipped to 2024 earlier this year, construction is being slipped to match updated timeline.									
Amendment No:		23-AA3		MTIP Approval Date:		2/21/2023		STIP Approval Date:		2/24/2023	
Requested Action:		Slip right of way phase to 2024.									
Amendment No:		22-17		MTIP Approval Date:		10/26/2022		STIP Approval Date:		10/28/2022	
Requested Action:		Update the description to remove two crossings from the scope of the project to stay within budget.									

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Project information after amendment:

Name: Pedestrian Safety Improved Crossings (Salem)										Key: 21879	
Description: Installation of enhanced pedestrian crossings at the following locations: River Rd. N at Riviera Dr. NE, Lancaster Dr. NE at Weathers St. NE, and State St. at 21st St. SE										Region: 2	
MPO: Salem/Keizer Area MPO				Air Quality Status: Exempt		Work Type: BIKPED					
Applicant: CITY OF SALEM						Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
								MID-WILLAMETTE VALLEY ACT		MARION	
								MID-WILLAMETTE VALLEY ACT		MARION	
								MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2021		2024				2025			
Total		\$450,000		\$165,000				\$1,285,000		\$1,900,000	
Fund 1		STBG-U		STBG-U				STBG-U		\$509,883	
Match		\$26,702		\$6,676				\$24,981		\$58,359	
Fund 2								TA-U		\$717,801	
Match								\$82,156		\$82,156	
Fund 3		Local		Local				Local		\$531,802	
Match											
Footnote: MPO funds limited to \$1,227,684											
Most Recent Approved Amendment											
Amendment No:		24-5				MTIP Approval Date:				STIP Approval Date:	
Requested Action:		Add \$500,000 in local overmatch to cover increased cost estimates. Update project locations to match where work will be taking place.									
Amendment No:		23-AA43				MTIP Approval Date:		10/4/2023		STIP Approval Date: 10/13/2023	
Requested Action:		Slip the construction phase to 2025. ROW was slipped to 2024 earlier this year, construction is being slipped to match updated timeline.									
Amendment No:		23-AA3				MTIP Approval Date:		2/21/2023		STIP Approval Date: 2/24/2023	
Requested Action:		Slip right of way phase to 2024.									
Amendment No:		22-17				MTIP Approval Date:		10/26/2022		STIP Approval Date: 10/28/2022	
Requested Action:		Update the description to remove two crossings from the scope of the project to stay within budget.									

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Proposed TIP Amendment

Project Name: Northwest Oregon 2024-2027 ADA curb ramp design, phase 1 & phase 2

The public review period for this project is March 12, 2024 through noon on March 26, 2024.

As a Formal Amendment to the TIP, additional details about the project will be presented to the SKATS Policy Committee for approval at noon on **March 26, 2024**, at 100 High Street SE, Suite 200, Salem, OR (***hybrid meeting with virtual option available***).

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 TIP is available at the MWVCOG website at: <https://www.mwvcog.org/transportation/page/transportation-improvement-program>

Project Amendment Details

Amendment No.	24-6						
Project KN:	23029	Project Sponsor:	ODOT	Proj. Cost Before:	\$10,710,000	Proj. Cost After:	\$8,000,000
Project KN:	22985	Project Sponsor:	ODOT	Proj. Cost Before:	\$22,000,000	Proj. Cost After:	\$24,710,000
Project Name:	Northwest Oregon 2024-2027 ADA curb ramp design, phase 1 and phase 2						
Purpose of amendment: Transfer \$2,710,000 from the Preliminary Engineering phase of <u>K23029</u> (funds reserve) to the Preliminary Engineering phase of <u>K22985</u> .							
Project Description: Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.							

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Project information before amendment:

Name: Northwest Oregon 2024-2027 ADA curb ramp design, phase 2										Key: 23029	
Description: Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.										Region: 2	
MPO: Salem/Keizer Area MPO, Central Lane, CAMPO				Air Quality Status:		Work Type: ADAP					
Applicant: ODOT				Exempt		Status: Final Plan					
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
				Various		VARIOUS HIGHWAYS		MID-WILLAMETTE VALLEY ACT		VARIOUS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2024									
Total		\$10,710,000								\$10,710,000	
Fund 1		ACP0		\$10,710,000						\$10,710,000	
Match											
Footnote:											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											

Project information after amendment:

Name: Northwest Oregon 2024-2027 ADA curb ramp design, phase 2										Key: 23029	
Description: Design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.										Region: 2	
MPO: Salem/Keizer Area MPO, Central Lane, CAMPO				Air Quality Status:		Work Type: ADAP					
Applicant: ODOT				Exempt		Status: Final Plan					
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
				Various		VARIOUS HIGHWAYS		MID-WILLAMETTE VALLEY ACT		VARIOUS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2024									
Total		\$8,000,000								\$8,000,000	
Fund 1		ACP0		\$8,000,000						\$8,000,000	
Match											
Footnote:											
Most Recent Approved Amendment											
Amendment No:		24-6		MTIP Approval Date:		3/26/2024		STIP Approval Date:			
Requested Action:		Transfer \$2,710,000 from the Preliminary Engineering phase of K23029 (funds reserve) to the Preliminary Engineering phase of K22985.									

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Proposed TIP Amendment

Project Name: Pedestrian Safety Improved Crossings (Salem)

The public review period for this project is March 12, 2024 through noon on March 26, 2024.

As a Formal Amendment to the TIP, additional details about the project will be presented to the SKATS Policy Committee for approval at noon on **March 26, 2024**, at 100 High Street SE, Suite 200, Salem, OR (***hybrid meeting with virtual option available***).

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 TIP is available at the MWVCOG website at: <https://www.mwvcog.org/transportation/page/transportation-improvement-program>

Project Amendment Details

Amendment No.	24-7				
Project KN:	21911	Project Sponsor:	SAMTD	Total Project Cost:	\$471,198
Project Name:	Transit Urban (5310) Formula Program 2023 SKT				
Purpose of amendment: Increase the project allocation listed in the TIP by \$153,698 (\$122,958 Federal; \$30,740 local match) to match actual apportionment.					
Project Description: Allocation used for Transit Enhanced Mobility to provide options for seniors and individuals with disabilities.					

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Project information before amendment:

Name: Transit Urban (5310) Formula Program 2023 SKT										Key: 21911		
Description: Allocation used for Transit Enhanced Mobility to provide options for seniors and individuals with disabilities.										Region: 2		
MPO: Salem/Keizer Area MPO			Air Quality Status:		Work Type: TRANST							
Applicant: SALEM-KEIZER TRANSIT DISTRICT			Exempt		Status: NON-CONSTRUCTION PROJECT							
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		Project Total
Year										2024		
Total										\$317,500		\$317,500
Fund 1										5310		\$254,000
Match										\$63,500		\$63,500
Footnote:												
Most Recent Approved Amendment												
Amendment No:		23-AA36		MTIP Approval Date:		9/14/2023		STIP Approval Date:		9/18/2023		
Requested Action:		Slip OTH phase to FFY24.										

Project information after amendment:

Name: Transit Urban (5310) Formula Program 2023 SKT										Key: 21911		
Description: Allocation used for Transit Enhanced Mobility to provide options for seniors and individuals with disabilities.										Region: 2		
MPO: Salem/Keizer Area MPO			Air Quality Status:		Work Type: TRANST							
Applicant: SALEM-KEIZER TRANSIT DISTRICT			Exempt		Status: NON-CONSTRUCTION PROJECT							
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		Project Total
Year										2024		
Total										\$471,198		\$471,198
Fund 1										5310		\$376,958
Match										\$94,240		\$94,240
Footnote:												
Most Recent Approved Amendment												
Amendment No:		24-7		MTIP Approval Date:				STIP Approval Date:				
Requested Action:		Increase the project allocation listed in the TIP by \$153,698 (\$122,958 Federal; \$30,740 local match) to match actual apportionment.										
Amendment No:		23-AA36		MTIP Approval Date:		9/14/2023		STIP Approval Date:		9/18/2023		
Requested Action:		Slip OTH phase to FFY24.										

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Proposed TIP Amendment

Project Name: Northwest Oregon curve warning upgrades (2027)

The public review period for this project is March 13, 2024 through noon on March 26, 2024.

As a Formal Amendment to the TIP, additional details about the project will be presented to the SKATS Policy Committee for approval at noon on **March 26, 2024**, at 100 High Street SE, Suite 200, Salem, OR (*hybrid meeting with virtual option available*).

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 TIP is available at the MWVCOG website at: <https://www.mwvcog.org/transportation/page/transportation-improvement-program>

Project Amendment Details

Amendment No.	24-8				
Project KN:	22728	Project Sponsor:	ODOT	Total Project Cost:	\$1,351,310
Project Name:	Northwest Oregon curve warning upgrades (2027)				
Purpose of amendment: Expand project scope to include locations in the SKATS planning area and add \$821,881 from the All Roads Transportation Safety (ARTS) program to the Preliminary Engineering phase. Update project name to reflect changes.					
Project Description: Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.					

SKATS Transportation Improvement Program (TIP)

Public Notification of Pending Amendment



Project information before amendment:

Name: Curve warning upgrades (Clatsop, Lincoln & Polk Counties)				Key: 22728			
Description: Complete design to install warning signs at curves on the following highway segments to aid in reducing vehicle collisions.							Region: 2
MPO: Non-MPO		Work Type: SAFETY					
Applicant: ODOT		Status: PROJECT FUNDED THROUGH FINAL PLANS					
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	CASCADES WEST ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	NORTH WEST OREGON ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$529,423.00					\$529,423.00
Fund 1		YS30 \$529,423.00					
Match							
Footnote:							

Project information after amendment:

Name: Northwest Oregon curve warning upgrades (2027)				Key: 22728			
Description: Complete design to install warning signs at curves on various highway segments to aid in reducing vehicle collisions.							Region: 2
MPO: Salem/Keizer Area MPO		Air Quality Status:		Work Type: SAFETY			
Applicant: ODOT		Exempt		Status: Final Plan			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
		Various	VARIOUS HIGHWAYS	CASCADES WEST ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	MID-WILLAMETTE VALLEY ACT	VARIOUS		
		Various	VARIOUS HIGHWAYS	NORTHWEST OREGON ACT	VARIOUS		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2024					
Total		\$1,351,310					\$1,351,310
Fund 1		HSIP \$529,423					\$529,423
Match							
Fund 1		STBG \$821,887					\$821,887
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 24-8		MTIP Approval Date:		STIP Approval Date:			
Requested Action:		Expand project scope to include locations in the SKATS planning area and add \$821,881 from the All Roads Transportation Safety (ARTS) program to the Preliminary Engineering phase. Update project name to reflect changes.					

Agenda Item E

Chair's Suggested Motion (MPO Structure)

SKATS Policy Committee

March 26, 2024

Action Requested:

Introduce the Chair's motion shown in the background section (above) and follow Robert's Rules.

Memorandum

Date: March 19, 2024
To: SKATS Policy Committee
From: Mike Jaffe, Transportation Planning Director
Re: Process for Amending the SKATS Cooperative Agreement and Bylaws

Introduction

This is a continuation of the topic discussed in February. Chair Clark is submitting a suggested motion for SKATS' Policy Committee's consideration. The purpose of the motion is to have staff draft an amendment to the SKATS Cooperative Agreement, adding Aumsville as a voting member. The second part of the motion is to change the SKATS Bylaws once the Cooperative Agreement is finalized. The chair's suggested motion is:

"Motion to direct SKATS staff to prepare an amendment to the SKATS Cooperative Agreement to add the City of Aumsville as a voting member of the SKATS Policy Committee. Also, move that the SKATS Bylaws be amended to align with the Cooperative Agreement upon the final completion of the Cooperative Agreement."

Background

The February SKATS Policy Committee meeting packet included a staff memo plus several attachments. The memo, attachments, and staff presentation discussed the existing SKATS Cooperative Agreement and Bylaws, current federal regulations about MPO Board composition, the 2021 update to federal law on MPO board composition, a scheduled notice of proposed rulemaking (NPRM) that may have more information on the change to the federal law, minutes from the August 2023 PC meeting minutes on MPO composition, and multiple examples of voting membership of other MPOs in Oregon and in other states. Attachment A of the packet included five options for adding Policy Committee members to represent the city of Aumsville and/or the city of Salem. Staff weren't able to fully present these "strawman" options at the January meeting and there was limited discussion of them at the meeting.

Toward the end of the meeting, there was a motion proposed by Mayor Horning to change the Cooperative Agreement and the SKATS Policy Committee bylaws to add the city of Aumsville, with no other changes. After committee discussion and comments by staff, the chair agreed that the motion was improper because a vote to change either the bylaws or the Cooperative Agreement was not noticed in the agenda materials. (The Action Requested for the February agenda item was "Discussion of the materials and the options presented in Attachment A.") It should have been noted at the time that Article V of the Bylaws prescribes the process for amending the Bylaws (see below). Lastly, amending the Cooperative Agreement is a different and longer process than amending the Bylaws, as described in this memo.

Amendments(s) to the SKATS Policy Committee Bylaws

The accepted process for amending the SKATS bylaws is specified in Article V of the bylaws themselves, as shown in the box below.

[From SKATS Bylaws, adopted 11/25/03]

Article V

Amendments To The Bylaws

The Bylaws may be amended at any regular meeting of the SKATS Policy Committee, provided that written notice of, and the proposed amendment is mailed to each member of the committee not less than five days prior to such meeting.

Amendments to the SKATS Cooperative Agreement

Amending the SKATS Cooperative Agreement is a very different process from amending the Bylaws. The Cooperative Agreement (or an Amendment to it) is **not** adopted by a unanimous or majority vote at a Policy Committee meeting. An Amendment to the existing Cooperative Agreements (or a revised Cooperative Amendment) requires the signatures of the appropriate Parties of the agreement. The Policy Committee can spend time at their meeting to discuss and develop the text of the proposed amendment and make a motion to forward the amendment to the appropriate Parties. Once the text of the amendment is approved, the Amendment is sent to the parties for their review and requested signature.

For comparison, in 2002 there were several months of discussion in preparation of Amendment #1 to the Cooperative Agreement, whose purpose was to add the city of Turner to the SKATS Policy Committee. After drafting an amendment and circulating it to the local jurisdictions in November 2002, it took about 11 months to gather all the necessary signatures. See ***attached*** Timeline for details.

Staff Recommendations

1. Proceed with the Chair's suggested motion (see memo's Introduction Section)
2. Because of the unknown amount of time it may take to finalize an amendment, staff highly recommended that changes to the Bylaws wait until the Cooperative Agreement has completed its process. By waiting, we can finalize both the Cooperative Agreement and the Bylaws within a month of each other, so that the two documents do not contradict each other regarding the membership and voting structure of the Policy Committee.
3. Direct staff and subcommittee to work on other recommended changes to the SKATS Bylaws, with a formal recommendation to the Policy Committee at a future date.

Attachments

- A. Options for SKATS membership and voting (from February 2024 PC agenda packet)
- B. SKATS 1987 Cooperative Agreement and 2003 Amendment
 - B.1 SKATS 2003 Bylaws (Amended 11/25/2003)
 - B.2 2003 Memo to Policy Committee about omitting Salem-Keizer Schools as a signatory to the 1987 Cooperative Agreement
- C. Slides on MPO Structure (from February 2024 PC agenda packet)
- D. Letter (March 14, 2024) from Ron Harding (City of Aumsville) on rural grant opportunities
- E.1 FHWA email about IIJA addition of equitable and proportionate representation - added provision to federal law for MPO Boards
- E.2 Current Federal Regulations (23 CFR 450.310) with highlights on MPO designation and redesignation; and the 2021 update to federal law to add considerations for equitable and proportionate representation of MPO Boards.

Timeline of Amending the SKATS Cooperative Agreement to Add Turner in 2002-2003

20240312. Revised 20240313, 20240318

Timeline based on meeting packets and memos of PC and TAC meetings in 2002 and 2003

- May 1, 2002, the US Census Bureau published in the Federal Register that the Salem Urbanized Area now included the city of Turner.
- At the May 2002 Policy Committee meeting, staff introduced the TMA concept and the need for 'incorporating Turner into the SKATS process and products.'
 - o A letter was sent (dated May 21, 2002) to the city of Turner introducing SKATS and asking for participation.
- At the June 17, 2002, PC meeting it was mentioned that the city of Turner responded with the representatives to the PC. It was noted that the PC '...will need to review the issues related to the roles of the city of Turner in the regional planning process.'
- At the November 12, 2002, TAC meeting, a draft amendment to the Cooperative Agreement was presented and discussed. Items discussed include:
 - o Whether to include language on the level of financial support that the city of Turner should provide. The TAC decided to defer the financial support discussion to a future meeting.
 - o The recommendation was to add Turner to Section C of the Cooperative Agreement but not to make changes in Section E (on the RTSP and TIP adoption process).
 - o It was mentioned that if the local jurisdictions adopt the amendment, the PC will review and amend the PC bylaws and the TAC bylaws.
 - o Motion to forward the draft to the PC passed unanimously.
- At the November 26, 2002, PC meeting a draft amendment to the Cooperative Agreement was presented and discussed.
 - o The draft amendment was discussed and then a motion was made to release the draft Cooperative Agreement to the local jurisdictions for approval. Unanimous approval.
- In the February 18, 2003, PC packet (but deferred and presented at the March 25, 2003, meeting) there was discussion about whether to add the Salem-Keizer School District as a signatory to Amendment #1. (Note: The School District was deliberately omitted as a signatory for the original 1987 Cooperative Agreement.) After discussion, a motion was made to retain the draft Cooperative Agreement Amendment #1 as is [i.e., not include the School District as a signatory to Amendment #1 but retain them as a member of the Policy Committee]. Motion passed unanimously.
- May 2003 to August 2003: Signatures of the SKATS members to Amendment #1 obtained

- September/October 2003: Signatures of Oregon Assistant Attorney General (9/30/2003) and ODOT Deputy Director (10/6/03) obtained
- November 25, 2003: amending the Bylaws to add Turner was discussed and completed.

In summary, it took seven months (May to November 2002) of discussion by the Policy Committee to prepare draft Amendment #1 to the Cooperative Amendment, with additional discussion in March 2003. Amendment #1 was circulated to the local governments for signatures, with signatures obtained from May to August of 2003. The MWVCOG Executive Director signed in early September 2003. Signatures from ODOT were obtained in late September and early October of 2003. **It took 11 months from the release of Amendment #1 (in November 2002) to the fully signed completed Amendment #1 (in October 2003).**

Options for adding Aumsville and adding representation for Salem to the SKATS Policy Committee
For Discussion Purposes
February 20, 2024

1. Add Aumsville; no other changes

- a. City of Aumsville is added to the SKATS PC.
- b. Every member gets one vote.
- c. Total regular voting members = 9

2. Add Aumsville; add second voting member for Salem

- a. City of Aumsville is added to the SKATS PC.
- b. A second Salem member is added to the PC, and both are voting members.
- c. Total regular voting members = 10

3. Add Aumsville; add non-voting member for Salem; Salem can call for a second voting member (if that motion receives 50% or more support).

- a. City of Aumsville is added to the SKATS PC.
- b. A second Salem member is added to the PC, but the second Salem member is non-voting.
- c. Total regular-voting members = 9. 1 non-voting member for Salem.
- d. Before any vote on an action by the Policy Committee, Salem can make a motion that both Salem members get to vote on that action item. The motion for both Salem members voting on the action item must be passed by 50% or more of the regular-voting members in attendance at the meeting; if the motion passes, the action item is tabled to the next meeting when Salem can have two votes on that action.

4. Add Aumsville; add non-voting member for Salem; review the Cooperative Agreement in the future to add second voting member for Salem.

- a. City of Aumsville is added to the SKATS PC.
- b. A second Salem member is added to the PC, but the second Salem member is non-voting
- c. Total regular voting members = 9. 1 non-voting member for Salem.
- d. Two options in the future:
 - i. The Cooperative Agreement will be reviewed in 5 years (i.e. 2019) to re-visit adding a second regular-voting member for Salem; or
 - ii. If after the 2030 Census one or more additional jurisdictions are added to the Salem urban area, the Cooperative Agreement will be updated to also add at least one more City of Salem regular-voting member on the Policy Committee.

5. Add Aumsville; create a tiered-voting option when two jurisdictions support this.

- a. City of Aumsville is added to the SKATS PC.
- b. Salem representation could be any of the options #2, #3, or #4 above.
- c. Regular-voting is the default method used for action items. A tiered-voting option is created. Tiered-voting for an action item can be requested (either before any action item vote or immediately after a regular vote on an action item) and must be supported by any two voting members from different representative entities. If that occurs, the item is tabled to the next meeting of the Policy Committee when tiered-voting will be used for that specific action item.
- d. Draft table of regular-voting and four different options for tiered-votes (shown as a starting point for further discussion)

Member	Regular votes	Tier (Weighted) Votes				
		Option A	Option B	Option C (population based)	Option D (modified population based)	Option E Tbd
City of Salem	1 or 2	4	6	48	13	
City of Keizer	1	2	3	10	4	
Marion County	1	2	4	13	5	
Polk County	1	1	1	2	2	
City of Turner	1	1	1	1	1	
City of Aumsville	1	1	1	2	2	
SAMTD	1	1	2	2	3	
SK School District	1	1	1	1	1	
ODOT	1	1	1	1	1	
Total votes	9 or 10 Half = 4.5 or 5	14 Half = 7	20 Half = 10	80 Half =40	32 Half = 16	
Salem's share of total votes	11% or 20%	29%	30%	60%	41%	

Table 1: SKATS Discretionary Funds by Jurisdiction (Populatio

Jurisdiction	2020 Census Population	
	Population	Percent
Keizer City Limit	39,309	14%
Salem City Limit	175,535	65%
Turner City Limit	2,454	0.9%
Marion Co. (outside City Limit to SKATS Boundary)	50,594	19%
Polk Co. (outside City Limit to SKATS Boundary)	3,845	1.4%
Salem Area Mass Transit District	--	--
Region-wide projects	--	--
ODOT	--	--
Total SKATS Area	271,737	100%

* Functional Classification of Major Collector and higher, excluding ODOT

Attachment B

COOPERATIVE AGREEMENT

DUTIES AND RESPONSIBILITIES FOR COOPERATIVELY
CARRYING OUT TRANSPORTATION PLANNING AND PROGRAMMING

THIS AGREEMENT made and entered into this 6th day of April 1987 by and between the State of Oregon by and through its Department of Transportation, hereinafter called "STATE", Mid Willamette Valley Council of Governments, hereinafter called "COG", City of Salem, hereinafter called "SALEM", City of Keizer, hereinafter called "KEIZER", Marion County and Polk County, hereinafter called "MARION" and "POLK", and the Salem Area Transit District, hereinafter called "DISTRICT" all of which are referred to collectively as "PARTIES".

W I T N E S S E T H

WHEREAS, the Highway Act of 1973 set forth requirements for Transportation Planning and provided funds for this purpose to Metropolitan Areas of 50,000 population or more to carry out a continuous, comprehensive and cooperative (3C) transportation planning process; and

WHEREAS, STATE, COG, SALEM, KEIZER, MARION, POLK and TRANSIT DISTRICT participate in the "3C" process in the Salem/Keizer Metropolitan Area; and

WHEREAS, the PARTIES desire to update, clarify, and streamline the process;

NOW, THEREFORE, the PARTIES hereto do mutually agree as follows:

Section A. The COG will provide administrative services and, along with STATE, carry out the technical responsibilities for the transportation planning process.

Section B. The Council of Governments shall retain the sole responsibility for acceptance of all contracts, grants and gifts for transportation planning in the Salem area, and all fiscal and financial responsibility therefore. The Director of the COG shall select and supervise the transportation planning coordinator and staff assigned to the transportation planning process.

Section C. The Salem Area Transportation Study (SATS) Coordinating Committee will be renamed the Salem/Keizer Area Transportation Study (SKATS) Policy Committee. Voting membership on the SKATS Policy Committee shall consist of:

1. One member, Marion County Board of Commissioners
2. One member, Polk County Board of Commissioners
3. One member, City of Salem City Council
4. One member, City of Keizer City Council
5. One member, Salem Area Mass Transit District Board of Directors
6. One member, Oregon Department of Transportation
7. One member, School District 24J Board

Section D. The SKATS Policy Committee is responsible for developing Bylaws, operating procedures, transportation plans, transportation improvement programs, and work programs, and to take other actions necessary to carry out the transportation planning process.

Section E. The SKATS Policy Committee shall use the following process in adopting the Transportation Plan and Transportation Improvement Program:

- 1) If the Policy Committee approves the document with a unanimous vote of the Policy Committee members attending a meeting as described in Section F., then the document is adopted.
- 2) If the Policy Committee approves the document with less than a unanimous vote (as described in Section F.) then the document shall be referred to the governing bodies of Marion, Polk, Salem, Keizer, and the District for endorsement. All five jurisdictions must endorse the document for it to be considered adopted. If all five jurisdictions do not endorse the document, they shall individually or through the Policy Committee develop a mutually acceptable proposal which will then be adopted in accordance with paragraphs 1 and 2 of this Section.

A graphic representation of this adoption process is presented in Attachment A.

Section F. The unanimous vote of the Policy Committee members required in Section E. shall meet the following requirements:

- 1) All of the members in attendance must vote in favor of the action.
- 2) All of the members must have been notified of the meeting time, date, and place.

- 3) All of the members must have been notified that the issue was on the meeting agenda prior to the meeting.

Section G. The SKATS Policy Committee has the authority to take final action on all other matters pertaining to the transportation planning process.

Section H. Transportation Planning documents such as the Transportation Plan and the Transportation Improvement Program which have been prepared, adopted, and are currently in effect, will remain in effect until the SKATS Policy Committee adopts new, updated, or revised versions of the documents.

Section I. The SKATS Policy Committee shall review this agreement on or before January, 1992 and every five years thereafter and recommend revisions as desired to the PARTIES. This agreement will remain in effect until revised or replaced by the PARTIES.

Section J. This Agreement supersedes all previous agreements among the respective parties covering the same subject, particularly the Agreement of October 30, 1980 among the State, COG, Salem, Marion, Polk and District; and the October 14, 1980 Joint Resolution between COG and the SATS Coordinating Committee.

IN WITNESS WHEREOF, STATE, COG, SALEM, KEIZER, MARION, POLK and DISTRICT have caused this Agreement to be executed in their respective names by their authorized representatives as of the day set out above.

This Agreement was approved by the Oregon Transportation Commission on March 20, 1987, at which time the Director, Oregon Department of Transportation, was authorized and directed to sign said Agreement for and on behalf of the Commission. Said authority is set forth in Volume 14, Page , Minute Book of the Oregon Transportation Commission.

APPROVED AS TO FORM:

James L. Seavers
Assistant Attorney General
and Counsel State of Oregon

John P. Lien
City Attorney

William F. Fry
City Attorney

Robert C. Carson
Legal Counsel 3-25-87

Michael E. Nagle
Legal Counsel 4-29-87

Edward L. Clark, Jr.
Legal Counsel

BBB
Legal Counsel

Robert M. Battmans
Director, Oregon Department of
Transportation

CITY OF KEIZER

By: Robert L. Simon
Mayor

ATTEST: Bruce D. Dwyer
City Recorder

CITY OF SALEM

By: Lisa N. Miller
Mayor

ATTEST: Ramona Hudson 4/27/87
City Recorder

COUNTY OF MARION

Franklin Frank
Chairman

Commissioner
Commissioner

Commissioner
Commissioner

COUNTY OF FOLK

Chairman
Chairman

Commissioner
Commissioner

Commissioner
Commissioner

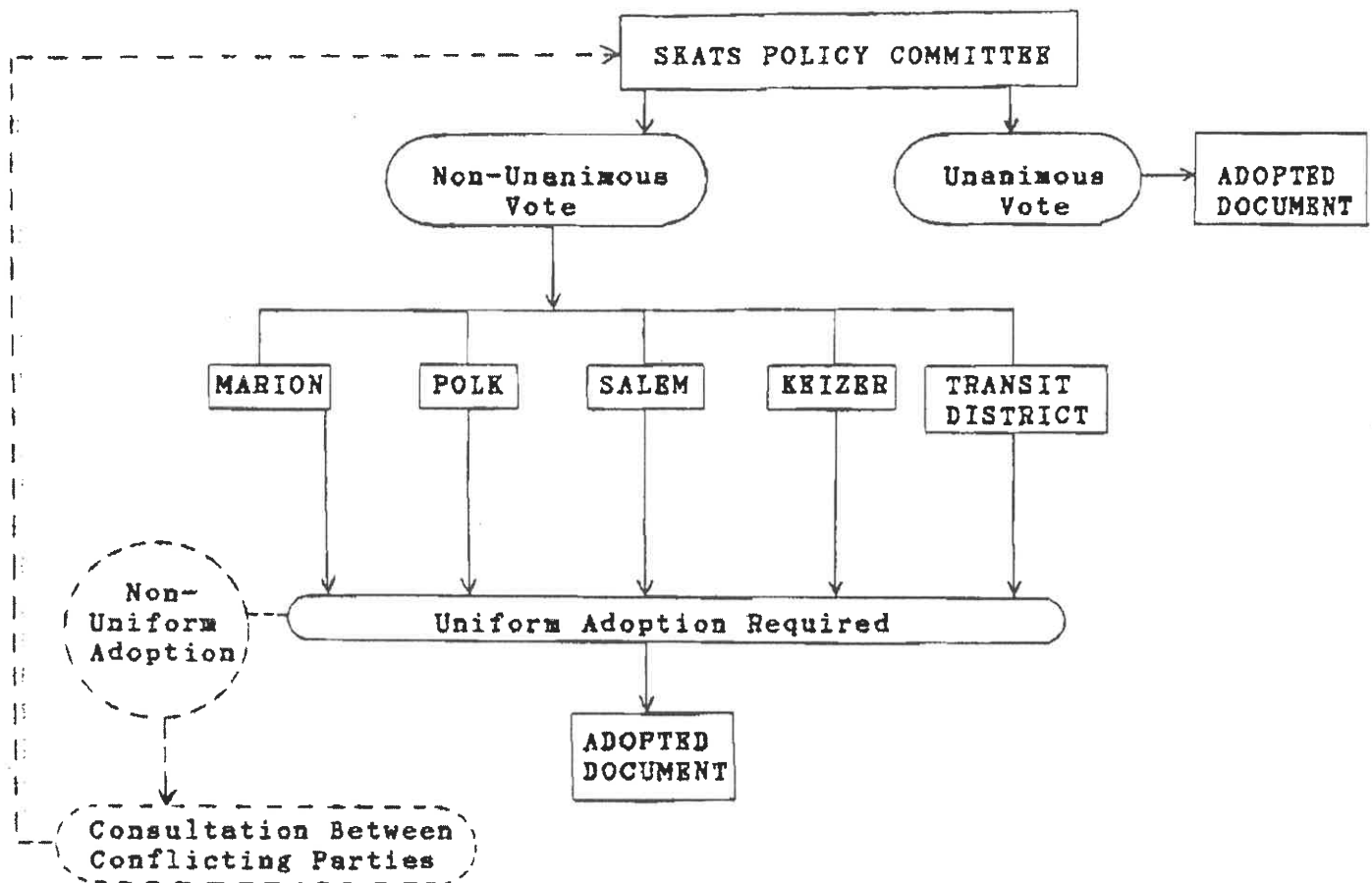
SALEM AREA TRANSIT DISTRICT
BOARD OF DIRECTORS

Signe Peterson
President

MID WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

Chairman
Chairman

ADOPTION PROCESS
FOR TRANSPORTATION PLAN AND
TRANSPORTATION IMPROVEMENT PROGRAM



NEIL GOLDSCHMIDT
GOVERNOR



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310-1347

RECEIVED

MAY 13 1987

MID WILLAMETTE VALLEY
COUNCIL of GOVERNMENTS

May 8, 1987

Mid-Willamette Valley
Council of Governments
400 Senator Building
220 High Street NE
Salem, OR 97301-3663

Dear Council:

The cities of Salem and Keizer and the counties of Polk and Marion, along with the Salem Area Transit District and the Oregon Transportation Commission, have agreed that the Metropolitan Planning Organization for the Salem-Keizer urbanized area should be the Salem-Keizer Area Transportation Study Policy Committee. I concur with the designation of the new Metropolitan Planning Organization.

The Mid-Willamette Council of Governments will carry out the administrative responsibilities for the new Metropolitan Planning Organization. Funds used to carry out the transportation planning process will be funneled through the Council of Governments and expended under the direction of the Salem-Keizer Area Transportation Study Policy Committee.

Sincerely,


Neil Goldschmidt
Governor

NG:dkc
1175A

**AMENDMENT NO. 1
to the
COOPERATIVE AGREEMENT**

**DUTIES AND RESPONSIBILITIES FOR COOPERATIVELY
CARRYING OUT TRANSPORTATION PLANNING AND PROGRAMMING**

THE STATE OF OREGON, by and through its Department of Transportation, THE MID-WILLAMETTE VALLEY COUNCIL OF GOVERNMENTS, THE CITY OF SALEM, THE CITY OF KEIZER, MARION COUNTY, POLK COUNTY, and THE SALEM AREA MASS TRANSIT DISTRICT (referred to collectively as "PARTIES") entered into a cooperative agreement for duties and responsibilities for cooperatively carrying out transportation planning and programming. This Agreement was approved by the Oregon Transportation Commission on March 20, 1987, at which time the Director, Oregon Department of Transportation, was authorized and directed to sign the Agreement for and on behalf of the Commission.

It has now been determined by the "PARTIES" that the agreement referenced above, while remaining in full force and effect, shall be amended by this Amendment No. 1 to add THE CITY OF TURNER as a voting member on the Salem-Keizer Area Transportation Study (SKATS) Policy Committee.

Therefore, the Cooperative Agreement shall be amended as follows:

Section C of the Cooperative Agreement shall be amended to add subsection 8 to read as follows:

Section C. The Salem Area Transportation Study (SATS) Coordinating Committee will be renamed the Salem/Keizer Area Transportation Study (SKATS) Policy Committee. Voting membership on the SKATS Policy Committee shall consist of:

1. One member, Marion County Board of Commissioners
2. One member, Polk County Board of Commissioners
3. One member, City of Salem City Council
4. One member, City of Keizer City Council
5. One member, Salem Area Mass Transit District Board of Directors

6. One member, Oregon Department of Transportation
7. One member, School District 24J Board
8. One member, City of Turner City Council

This agreement shall be effective on the date all required signatures are obtained.

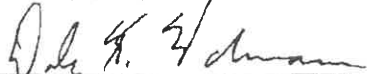
IN WITNESS WHEREOF the parties hereto have caused this Agreement to be signed in their respective names by their duly authorized representatives as of the dates set forth below.

The Oregon Transportation Commission on January 16, 2002, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations when the work is related to a project included in the Statewide Transportation Improvement Program or a line item in the biennial budget approved by the Commission.

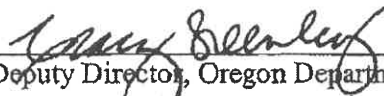
SIGNATURE PAGE TO FOLLOW


On January 31, 2002, the Director of the Oregon Department of Transportation approved Subdelegation Order No. 2, in which the Director grants authority to the Deputy Directors, Division Managers, Chief of Staff, Technical Services Manager/Chief Engineer, Branch and Region Managers for their respective Branch or Region, to approve and execute agreements up to \$75,000 when the work is related to a project included in the Statewide Transportation Improvement Program, other system plans approved by the Commission such as the Traffic Safety Performance Plan, or in a line item in the approved biennial budget.


APPROVED AS TO FORM:

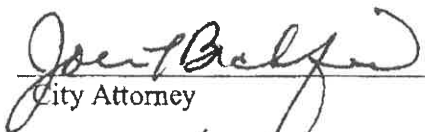

Assistant Attorney General

Date 9/30/03

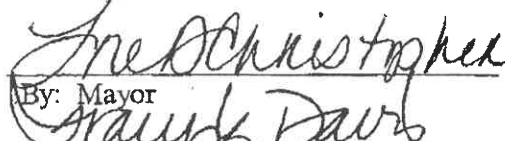

Deputy Director, Oregon Department
of Transportation, Transportation
Development Division
Date 10-6-03


City Attorney
Date 6-26-03

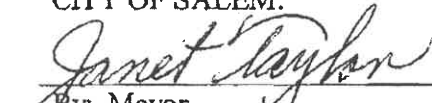

City Attorney
Date 6/14/03


City Attorney
Date 7/16/2003

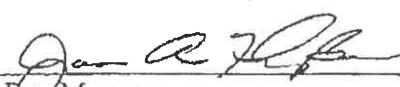
CITY OF KEIZER:


By: Mayor
ATTEST: City Recorder
Date 6-17-03

CITY OF SALEM:


By: Mayor
ATTEST: City Recorder
Date 6-12-03

CITY OF TURNER:


By: Mayor
ATTEST: City Recorder
Date _____

Approved as to form

Peggy Mitchell
County Contracts Coordinator 8/15/03

Miscellaneous Contracts and Agreements
No. 20,523

COUNTY OF MARION:

Joe Ellen Strongman
Legal Counsel

Date 20 August 2003

Patricia Mulse
By: Chairman
Michael R. Ruff
Commissioner
James R. Ruff
Commissioner
Date 8/27/03

COUNTY OF POLK:

DA M
Legal Counsel

Date 5/12/03

Tom Rethen
By: Chairman
Michael R. Ruff
Commissioner
James R. Ruff
Commissioner
Date _____

SALEM AREA TRANSIT DISTRICT
BOARD OF DIRECTORS:

James R. Ruff
Legal Counsel

Date 5/22/03

David Chapman
President
Date 5/22/03

MID-WILLAMETTE VALLEY
COUNCIL OF GOVERNMENTS

David Chapman
Executive Director
Date 5/8/03

**Salem-Keizer Area Transportation Study
Policy Committee**

BYLAWS

Article I

Name

This Committee, established by an Intergovernmental Cooperative Agreement entered into on April 6, 1987, shall be called the SKATS Policy Committee and is the designated Metropolitan Planning Organization (MPO) for the Salem-Keizer Urban Area. This agreement was amended October 6, 2003.

Article II

Purpose

The SKATS Policy Committee is the policy committee of the Salem-Keizer Area Transportation Study. The purpose of the Policy Committee is to identify transportation policies, issues, and needs which are areawide in scope; and to plan and recommend actions in areas of intergovernmental concern. It is the SKATS Policy Committee's responsibility to insure that transportation decisions are consistent with areawide goals and objectives.

The Policy Committee will be supported by advisory committees as the Policy Committee deems appropriate.

The responsibilities of the SKATS Policy Committee are to:

1. Provide policy direction in the development of the areawide transportation plans and work programs.
2. Recommend transportation plans, policies, programs, and priorities to the participating units of government for their adoption as appropriate.
3. Help member agencies coordinate their respective implementation programs.
4. Serve as the forum for joint, cooperative discussion and decision-making.
5. Prepare, update, and adopt the Regional Transportation Systems Plan (RTSP).
6. Annually prepare and adopt a Unified Planning Work Program (UPWP).
7. Prepare and adopt the Transportation Improvement Program (TIP).

8. Prepare other administrative documents that may be required to carry out the transportation planning process.
9. Adoption of documents will be in accordance with the processes outlined in the April 6, 1987 Cooperative Agreement, *as amended*.

Article III

Organization

- A. The SKATS Policy Committee shall consist of eight members appointed by their governmental unit as identified in the Cooperative Agreement. These are:
 1. One member, Marion County Board of Commissioners
 2. One member, Polk County Board of Commissioners
 3. One member, City of Salem City Council
 4. One member, City of Keizer City Council
 5. One member, School District 24J Board
 6. One member, Salem Area Mass Transit District Board of Directors
 7. One member, Oregon Department of Transportation
 8. One member, City of Turner City Council
- B. A quorum shall consist of not less than four (4) voting members.
- C. There shall be held annually at the first meeting of the calendar year, election of officers, consisting of Chairperson and Vice-Chairperson.
- D. The Chairperson of the SKATS Policy Committee shall conduct all meetings of the Policy Committee and appoint subcommittees as required and specify assignments and deadlines of subcommittee reports.
- E. The Vice-Chairperson of the SKATS Policy Committee shall conduct meetings of the Policy Committee in the absence of the Chairperson. In the absence of the both the Chairperson and the Vice Chairperson, the Chair will delegate another member of the committee to conduct that particular meeting prior to the meeting date.
- F. The Chairpersons of all SKATS Advisory Committees and a representative of the Marion, Polk, Salem, **Turner**, and Keizer Planning Commissions are encouraged to participate (in a non-voting capacity) in Policy Committee meetings.
- G. The jurisdiction of a regular voting member, who is unable to attend a Committee

meeting is encouraged to send another representative who meets the criteria in Article IIIA.

Article IV

Meetings

Regular meetings shall be held monthly. The local newspaper must receive notification of meetings at least 24 hours prior to any meeting.

Written minutes will be taken at each meeting. Parliamentary Procedure as defined in Robert's Rules of Order Newly Revised will be followed and the Oregon Open Meetings Law (ORS 192.610 to 192.690) requirements will be adhered to at all times. The Chairperson shall enter into discussions and vote, the same as any other voting member.

In an emergency, telephone polls/votes may be conducted in lieu of a meeting with approval of the Chairperson. Votes will be formalized at the next meeting.

Article V

Amendments To The Bylaws

The Bylaws may be amended at any regular meeting of the SKATS Policy Committee, provided that written notice of, and the proposed amendment is mailed to each member of the committee not less than five days prior to such meeting.

Adopted: SKATS PC - 5/27/87
Amended: SKATS PC - 5/16/91
Amended: SKATS PC - 11/26/02
Amended: SKATS PC - 11/25/03


SKATS
SALEM - KEIZER AREA TRANSPORTATION STUDY

105 HIGH STREET SE, SALEM, OREGON 97301 PHONE (503) 588-6177 FAX (503) 588-6094

Memorandum

Date: February 18, 2003
To: SKATS Policy Committee
From: Richard W. Schmid, SKATS Program Director *RWS*
Re: Cooperative Agreement

As a result of the Technical Advisory Committee's discussion of the Cooperative Agreement and recommendation that the SKATS Policy Committee consider adding the Salem-Keizer School District 24J as a signatory, I reviewed the minutes from the meetings held in 1986 surrounding the development of the Cooperative Agreement. The following is a brief overview of the considerations and decisions related to the composition of the current Agreement.

- The structure, membership, and operation of the Metropolitan Planning Organization (MPO) is the decision of the units of general-purpose local government (i.e., cities and counties) and must be approved by the Governor.
- The MPO should also include those agencies responsible for key portions of the transportation system (ODOT and the Salem Area Transit). It may also include other local entities that are considered valuable to the transportation planning process by the key members.
- When the current Cooperative Agreement was developed in 1986-87, it was developed by local elected officials – not staff. One of the recurring themes of discussion was the importance of self-control of the MPO's own destiny and the ability to make decisions that were not "second-guessed" or overruled by others. Following that train of thought, there was a deliberate effort to limit the actual "parties" to the Cooperative Agreement to only those jurisdictions with direct control of the public transportation infrastructure.
- As a consequence, the elected officials at the time made a specific distinction between those agencies that were *required* to decide on the formation of the MPO and those that would be *invited* to participate in the SKATS process.

- Thus, the omission of the Salem-Keizer School District 24J as a signatory in 1987 was deliberate and not an oversight and was considered a proactive policy decision.

This information is provided so that the current members of the SKATS Policy Committee are aware of some of the rationale utilized by your predecessors in developing the existing agreement.

RWS:lvm

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MPO Structure Discussion

SKATS Policy Committee
February 27, 2024

Purpose: Review options for MPO Policy Committee membership and voting. Understand changes to federal law on Board Composition. Understand Redesignation Process (if needed)

SKATS
Salem-Kaiser Area Transportation Study

1

Setting the Table for Discussion

Staff memo covers these topics:

1. 2020 Census – Salem urban area expanded. To add Aumsville to SKATS requires update of SKATS Cooperative Agreement and Bylaws (Att. B)
2. When redesignation by Governor is needed. Changes to Federal Law, update to federal regulations (Att. E.)
3. MPO Board structures in Oregon and other states (Att. C.)
4. August Policy Committee discussion (Att. D.)
5. Facilitator & Public Input (Att. F)
6. “StrawMan” membership & voting options for discussion purposes (Att. A)

SKATS
Salem-Kaiser Area Transportation Study

2

Federal Law: Redesignating MPOs (Att. E)

- Cooperative Agreement for MPOs (430.310 (h))
 - *An existing MPO may be redesignated only by agreement between the Governor and units of general purpose local government that **together represent at least 75 percent of the existing metropolitan planning area population** (including the **largest incorporated city**, based on population, as named by the Bureau of the Census)*

Federal Law: Redesignating MPOs (Att. E)

- 2020 Census: Salem urban area expanded to include Aumsville
- Redesignations by Governor **NOT required** “when adding members to the MPO that represent new units of general-purpose local government resulting from expansion of the metropolitan planning area”
 - ❖ Turner added in 2003 – no redesignation
 - ❖ Aumsville in 2024 - no redesignation if that is only change

Federal Law: Redesignating MPOs (Att. E)

- Redesignation of an MPO by Governor **is required** whenever the existing MPO proposes to make:
 - (1) A substantial change in the **proportion of voting members** on the existing MPO; or
 - (2) A substantial change in the decision making authority or responsibility of the MPO, or **in decision making procedures** established under MPO by-laws

Table 1: SKATS Area Population by Jurisdiction, based on 2010 SKATS boundary

Jurisdiction	2020 Census Population	
	Population	Percent
Keizer City Limit	39,309	14%
Salem City Limit	175,535	65%
Turner City Limit	2,454	0.9%
Marion Co. (outside City Limit to SKATS Boundary)	50,594	19%
Polk Co. (outside City Limit to SKATS Boundary)	3,845	1.4%
Total SKATS Area	271,737	100%

2021 Change to Federal Law (Att. E)

- **2021 Amendment to Federal Law**

“(D) Considerations” (underline and highlight added for emphasis):

“(D) CONSIDERATIONS.—In designating officials or representatives under paragraph (2) for the first time, subject to the bylaws or enabling statute of the metropolitan planning organization, the metropolitan planning organization shall consider the equitable and proportional representation of the population of the metropolitan planning area.”;

- **Proposed regulations** with more specification scheduled for May 2024 release.

Federal Law and Regs (Att. E)

- **House report** that preceded 2021 Amendment to Federal Law

(D) Equitable and proportional representation. --

- (i) In general.--In designating officials or representatives under paragraph (2), the metropolitan planning organization **shall ensure the equitable and proportional representation of the population of the metropolitan planning area.**
- (ii) Savings clause.--Nothing in this paragraph shall require a metropolitan planning organization in existence on the date of enactment of this subparagraph to be restructured.
- (iii) Redesignation.--Notwithstanding clause (ii), **the requirements of this paragraph shall apply to any metropolitan planning organization redesignated** under paragraph (6) [Redesignation Procedures]

Equitable Representation

- FHWA definition (2019): *Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members.*
- Transportation Equity Scorecard - A Tool for Project Screening (2020 User Guide from USDOT) - Factors important to equity include to access to opportunity, a healthy environment, and affordable mobility options, to name a few
- Proposed FHWA regulations (May 2024) to implement the updated law may have some specific rules/guidance about equity and representation of MPO Boards

Equitable Representation

- SKATS 2050 Plan (Goal 4: Equitable): *The goal of the MTP is to have a Metropolitan Transportation System that meets the needs for users of the regional transportation system: that the benefits and burdens of the transportation system are not disproportionately distributed.*
- Corvallis MPO Plan: *Prioritize equity in regional transportation decision making in order to eliminate barriers related to access, safety, affordability and health outcomes experienced by people of color, low income people, older adults, people with disabilities and other historically marginalized communities*

Proportional Representation

From 2017 FHWA report on MPOs:

“Actual board composition is not determined by federal law or regulation. Federal law encourages participation by other important stakeholders (school districts, military bases, universities, etc.), but does not dictate the manner of such participation including such matters as non-voting board membership, the constitution of advisory committees, and voting rights of board members.”

“2023 Prop B – Fair for Houston”: citizen effort to affect the representation on the Houston-Galveston Area Council (37-member board). “Houston and Harris County have two-thirds of the people served by this council. Our leaders have less than 20% of the votes on it. That underrepresentation leads to them being unable to advocate for our needs when it comes to federal funding.”

SKATS
Salem-Keizer Area Transportation Study

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Proportional Representation

Wikipedia: Proportional representation (PR) refers to any type of [electoral system](#) under which subgroups of an electorate are reflected proportionately in the elected body

PR possibly adapted for MPOs: Board composition under which subgroups of a population (and jurisdictions?) are reflected proportionately in the MPO Board

Proposed FHWA regulations (May 2024) – may or may not shed light on what PR should be. Likely to be generally left to the determination of MPOs themselves and the Governor when redesignating an MPO.

SKATS
Salem-Keizer Area Transportation Study

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2016 FHWA Survey of 279 MPOs in U.S.

- Average board size increases with population
 - 100,000-200,000: 13.8 voting board seats
 - 200,000-500,000: 17.8 voting board seats
- 24% of MPOs have one or more "rotating seats" for a subset of local governments
- 36 MPOs (13%) have weighted voting process in their bylaws, and 17% of the MPOs of SKATS' population size have weighted voting.

2016 Survey

Non-voting members are a common occurrence.

147 MPOs (53%) reported having a non-voting member on their board

Table 2-5 MPO Non-voting Board Seat Allocation and Frequency

Seat Type	Percent with this Seat Type	Average Number of Seats
State departments of transportation	44%	1.3
Regional Council	17%	1.7
Public transit authorities	15%	1.2
Municipal elected officials	14%	3.2
Aviation authorities	12%	1.2
Military installations	10%	1.3
Colleges or universities	7%	1.4
County commissioners	6%	3.1
Toll or expressway authorities	6%	1.0
Gubernatorial appointees	5%	1.4
Seaport authorities	4%	1.2
Tribal governments	4%	1.3
School districts	3%	1.3
Countywide elected executive officials	3%	1.8
Private sector representatives	3%	1.0
Other	48%	3.3

SKATS Cooperative Agreement (1987)

Policy Committee members

- City of Salem
 - City of Keizer
 - Marion County
 - Polk County
 - City of Turner
 - Salem-Keizer School District
 - Salem Area Transit District
 - ODOT
- 1 vote per member
 - Unanimous vote of members in attendance for adopting the MTP & TIP
 - Less than unanimous vote: referred to governing bodies of Salem, Keizer, Marion, Pok, and Transit District for either endorsement or developing mutually acceptable proposal



18

SKATS Cooperative Agreement (1987)

Section I. The SKATS Policy Committee shall review this agreement on or before January 1992 and every five years thereafter and recommend revisions as desired to the Parties.

Agreement included in each year's UPWP and Policy Committee asked if they want to review the Agreement, but no motions ever made to review (or revise) the Agreement.

Agreement and Bylaws amended in 2003 to add Turner, but no other change to either document.



19

Oregon MPO Board Structure

MPO	Representation and Voting
Central Lane	2 reps (Eugene, Springfield, Lane County, LTD) 1 rep (Coburg & ODOT). 6 ex-officio non-voting members that participate but do not vote.
Corvallis	3 votes (Corvallis) 1 vote (Philomath, Adair Village, Benton County, ODOT) Note: city of Corvallis is 83% of the MPO's population
Rogue Valley (Medford)	1 vote per member . Any member may ask for " Super Majority " (two thirds of voting members plus one) roll call vote if consensus (unanimity) cannot be reached
Middle Rogue (Grants Pass)	3 reps (Grants Pass) 2 reps (Josephine Co.) 1 rep (Jackson Co., Gold Hill, Rogue River). One vote per representative. Any member may ask for Super Majority (2/3rds) vote.
Metro	3 reps (Metro Council), 1 rep (Portland, each county), 1 rep (for small cities in each county) plus 1 for Tri-Met, ODOT, Port of Portland, DEQ, WashDOT, Vancouver, C-Tran
Albany	1 vote each (Albany, Jefferson, Millersburg, Tangent, Benton Co., Linn Co.) Bylaws permit citizen rep, business rep or freight stakeholder, as voting or as non-voting ex-officio members
Bend	Bend (3 members, but 1 vote between them); Deschutes Co. (1 member, 1 vote), ODOT (1 member, 1 vote). Total of 3 votes on MPO.

MPO Board Structure – other states

MPO	Representation and Voting
Springfield MO	Voting Members: Springfield (3), Greene Co. (2), Christian County (1). 1 member each from six other cities. 4 citizens-at-large, 1 vote each. 1 each from City Utilities of Springfield and Airport.
North Front Range, CO	17 voting members (1 vote each). Any voting member can call for a weighted vote. Number of weighted votes based on population size (1 weighted vote per 10,000 population)
Spokane, WA	21 members, but larger jurisdictions (City of Spokane, city of Spokane Valley, Spokane County) get 2 seats each . Proportionate representation with weighted voting (ranging from 1 to 3.5 votes per seat). A weighted vote >50% approval takes precedent over a non-weighted vote.
Sandhill NC	New MPO in 2020. 8 members of varying sizes (600 to 17,000+). One vote per member but developed weighted voting (based on population) if votes are not unanimous.

Prior SKATS PC meeting discussions

- June 2023 – 2020 Census expansion, key sections of Cooperative Agreement, Redesignation, other MPO's membership and voting. Questions to staff.
- August 2023 – Answers to PC's questions, committee discussion including adding 2nd Salem member, split views of using a facilitated process (see Attachment D)
- September - Request postponement (to include Salem mayor)
- November & January - scheduling conflicts
- January 2024 – 2003-2024 TIP project funding by jurisdiction



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Public & Agency input; Facilitated Process

- Letters from Friends of Marion County, PCUN, 2 emails from individuals, Letter from SAMTD (2/22/24)
- Facilitated process – staff gathered names and talked with a few potential facilitation services (see page 7 of memo)
- Discuss Facilitation today after looking at Attachment A options



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Setting the Table for Discussion

Committee Questions about Presentation Materials

before looking at the

Straw Man Proposals in Attachment A

(straw-man., options that can be pulled apart,
as a starting point for discussion)



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Attachment A - SKATS Board Options 1-4

1. Add Aumsville as voting member (same for options 2-5)
2. Add Aumsville; add 2nd voting seat for Salem
3. Add Aumsville; add non-voting seat for Salem; Salem can call for a second voting member if motion get 50% or more support
4. Add Aumsville; add non-voting seat for Salem; Review Cooperative Agreement in future (see details in Attachment)



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Attachment A - SKATS Board Option 5

5. Add Aumsville; create a tiered-voting process.
 - Regular voting (1 vote per voting seat) is default
 - Tiered voting when 2 or more representatives call for this option
 - (see attachment showing optional weights for tiered voting)
6. Other options that are not included in Attachment A:
 - Designating non-voting members (see Central Lane example of ex-officio members, and FHWA survey)
 - Small-city rotating member



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

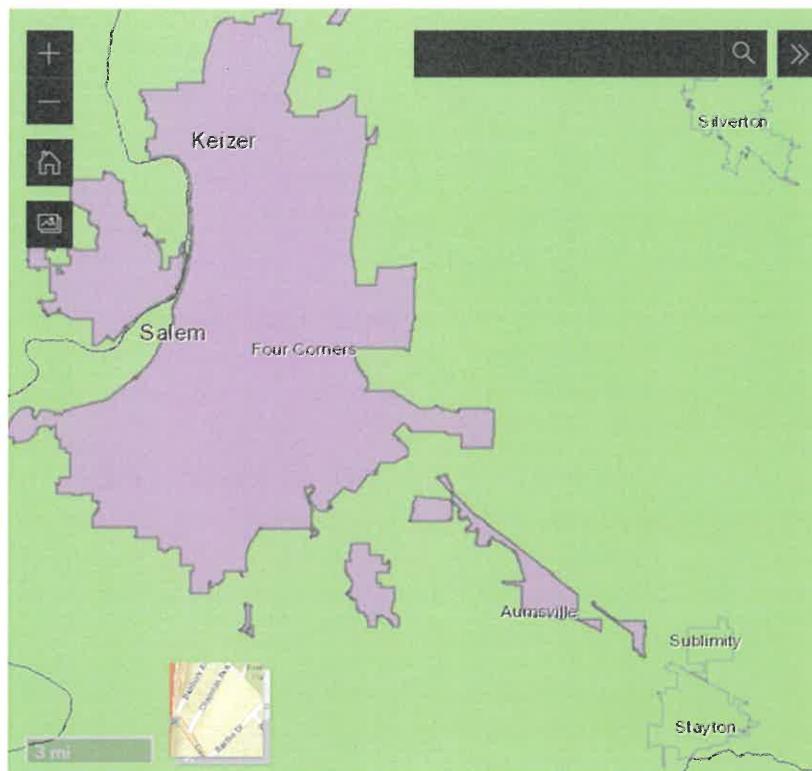
March 14, 2024

Mike Jaffe,

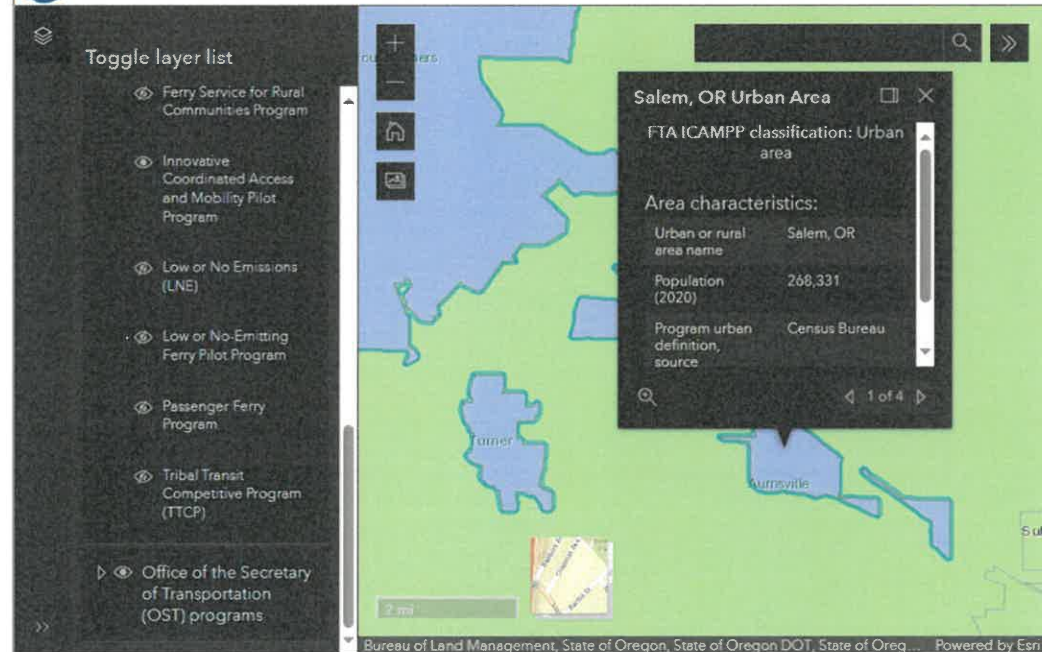
The original letter was in response to the letters from Salem residents. We were simply countering their claims, not representing Aumsville as a funding authority.

It seems like SKATS staff would have a much better understanding of how the MPO works and what funding qualifies than I, as Aumsville is new to this process. However, I will do my best to answer the committee's request. My understanding is that Aumsville is now listed as part of the MPO and thus all application criteria are as an MPO entity for the federal transportation grant programs.

When I search Rural grant opportunities and go through the eligibility process. We are no longer listed as a rural eligible community, see the Eligibility classification below. I have included a couple of grant locations for reference, we are showing these for reference to our understanding. We do not know what future grant opportunities would present themselves and which of those we would even want to apply for. We are just highlighting that the federal view of the city is no longer rural.



BTS Rural Funding Eligibility Tool



RURAL GRANTS:

A few grants we are missing out on as we no longer classify as rural for federal transportation funding:

[The Rural Surface Transportation Grant Program | US Department of Transportation](https://www.transportation.gov/grants/rural-surface-transportation-grant-program)
<https://www.transportation.gov/grants/rural-surface-transportation-grant-program>

[Federal Funding Programs | US Department of Transportation](https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-funding-and-financing/federal-funding-programs)
<https://www.transportation.gov/rural/ev/toolkit/ev-infrastructure-funding-and-financing/federal-funding-programs>

[Rural Opportunities to Use Transportation for Economic Success \(ROUTES\) | US Department of Transportation](https://www.transportation.gov/rural)
<https://www.transportation.gov/rural>

[Advanced Transportation Technologies and Innovative Mobility Deployment | US Department of Transportation](https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment)
<https://www.transportation.gov/rural/grant-toolkit/advanced-transportation-technologies-and-innovative-mobility-deployment>

I hope this addresses the question posed by committee members. I am happy to continue to provide support to the policy board in their process as they work through these policy concerns.

Ron

From: [Harris, Jasmine \(FHWA\)](#)
To: [Jaffe, Mike](#)
Cc: [Sapunar, Kim](#); [Steve Dobrinich](#); [Jackson, Ray](#); [Laura Conroy](#)
Subject: RE: 23 USC 134 v 23 CFR 450.3xx
Date: Thursday, October 12, 2023 10:53:07 AM
Attachments: [image001.png](#)

Hi Mike,

I am not sure if this is helpful as I know you were looking for something more definitive, but please let me know if you have any follow-up questions.

"The updated provision in [23 U.S.C. 134\(d\)\(3\)\(D\)](#) is on the books and in effect now. This provision will also be included in the Notice of Proposed Rulemaking (NPRM) for the upcoming update to [23 CFR Part 450](#). Through that NPRM, FHWA and FTA will invite the public to comment on this provision and other updates to the planning regulations. At this point in the rulemaking process, I'm not in a position to get ahead of the NPRM, but I can share with you this publicly available [report](#) that the House Committee on Transportation and Infrastructure put together to accompany the Infrastructure Investment and Jobs Act (IIJA). Here is a snippet:

(D) Equitable and proportional representation.--

(i) In general.--In designating officials or representatives under paragraph (2), the metropolitan planning organization shall ensure the equitable and proportional representation of the population of the metropolitan planning area.

(ii) Savings clause.--Nothing in this paragraph shall require a metropolitan planning organization in existence on the date of enactment of this subparagraph to be restructured.

(iii) Redesignation.--Notwithstanding clause (ii), the requirements of this paragraph shall apply to any metropolitan planning organization redesignated under paragraph (6).

I will also say that in the conversations I've had with FHWA Division Offices, FTA Regional Offices, State DOTs, MPOs, and transit agencies during TMA Certification Reviews, I've heard a lot of discussion about geographic representation, proportional membership, proportional voting, and other voting structures and decisionmaking procedures. Please encourage your planning partners to comment on the NPRM when it is published (hopefully soon, fingers crossed)."

Until the regulations are updated (23 CFR 450 and 420), I am expecting there will be more discussions on the interpretation of equitable and proportional representation. Potentially guidance etc.....

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SEPTEMBER 2023

SIGNIFICANT RULEMAKING REPORT.v.3

31. Statewide and Nonmetropolitan and Metropolitan Transportation Planning

Popular Title: The FHWA-FTA Planning Rule

RIN 2125-AF98

Stage: NPRM

Abstract: This joint rulemaking would amend the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations for Statewide and Nonmetropolitan and Metropolitan Transportation Planning and Programming at 23 CFR Part 450. This rulemaking would: implement relevant requirements of the Infrastructure Investment and Jobs Act (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law"); consider allowing additional flexibility in the development and content of the Transportation Improvement Program/Statewide Transportation Improvement Program (TIP/STIP); and consider other revisions, including updates to the planning factors and plan requirements and changes to improve the transportation planning process.

Dates for NPRM:

Action	Publication Date(s)	FR Cite
NPRM	05/24/2024	

References.

<https://www.reginfo.gov/public/do/agencyRuleList>

<https://www.transportation.gov/regulations/september-2023-significant-rulemaking-report>

<https://www.transportation.gov/regulations/report-on-significant-rulemakings>

<https://www.transportation.gov/regulations/rulemaking-process#notices>

This content is from the eCFR and is authoritative but unofficial.

Title 23 —Highways

Chapter I —Federal Highway Administration, Department of Transportation

Subchapter E —Planning and Research

Part 450 —Planning Assistance and Standards

Subpart C —Metropolitan Transportation Planning and Programming

Authority: 23 U.S.C. 134 and 135; 42 U.S.C. 7410 *et seq.*; 49 U.S.C. 5303 and 5304; 49 CFR 1.85 and 1.90.

Source: 81 FR 34135, May 27, 2016, unless otherwise noted.

§ 450.310 Metropolitan planning organization designation and redesignation.

- (a) To carry out the metropolitan transportation planning process under this subpart, an MPO shall be designated for each urbanized area with a population of more than 50,000 individuals (as determined by the Bureau of the Census).
- (b) MPO designation shall be made by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population, as named by the Bureau of the Census) or in accordance with procedures established by applicable State or local law.
- (c) The FHWA and the FTA shall identify as a TMA each urbanized area with a population of over 200,000 individuals, as defined by the Bureau of the Census. The FHWA and the FTA shall also designate any urbanized area as a TMA on the request of the Governor and the MPO designated for that area.
- (d) **TMA structure:**
 - (1) Not later than October 1, 2014, each metropolitan planning organization that serves a designated TMA shall consist of:
 - (i) Local elected officials;
 - (ii) Officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and
 - (iii) Appropriate State officials.
 - (2) An MPO may be restructured to meet the requirements of this paragraph (d) without undertaking a redesignation.
 - (3) **Representation.**
 - (i) Designation or selection of officials or representatives under paragraph (d)(1) of this section shall be determined by the MPO according to the bylaws or enabling statute of the organization.
 - (ii) Subject to the bylaws or enabling statute of the MPO, a representative of a provider of public transportation may also serve as a representative of a local municipality.
 - (iii) An official described in paragraph (d)(1)(ii) shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials described in paragraph (d)(1) of this section.

- (4) Nothing in this section shall be construed to interfere with the authority, under any State law in effect on December 18, 1991, of a public agency with multimodal transportation responsibilities—
 - (i) To develop the plans and TIPs for adoption by an MPO; and
 - (ii) To develop long-range capital plans, coordinate transit services and projects, and carry out other activities pursuant to State law.
- (e) To the extent possible, only one MPO shall be designated for each urbanized area or group of contiguous urbanized areas. More than one MPO may be designated to serve an urbanized area only if the Governor(s) and the existing MPO, if applicable, determine that the size and complexity of the urbanized area make designation of more than one MPO appropriate. In those cases where two or more MPOs serve the same urbanized area, the MPOs shall establish official, written agreements that clearly identify areas of coordination, and the division of transportation planning responsibilities among the MPOs.
- (f) Nothing in this subpart shall be deemed to prohibit an MPO from using the staff resources of other agencies, non-profit organizations, or contractors to carry out selected elements of the metropolitan transportation planning process.
- (g) An MPO designation shall remain in effect until an official redesignation has been made in accordance with this section.
- (h) An existing MPO may be redesignated only by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census).
- (i) For the purposes of redesignation, units of general purpose local government may be defined as elected officials from each unit of general purpose local government located within the metropolitan planning area served by the existing MPO.
- (j) Redesignation of an MPO (in accordance with the provisions of this section) is required whenever the existing MPO proposes to make:
 - (1) A substantial change in the proportion of voting members on the existing MPO representing the largest incorporated city, other units of general purpose local government served by the MPO, and the State(s); or
 - (2) A substantial change in the decisionmaking authority or responsibility of the MPO, or in decisionmaking procedures established under MPO by-laws.
- (k) Redesignation of an MPO serving a multistate metropolitan planning area requires agreement between the Governors of each State served by the existing MPO and units of general purpose local government that together represent at least 75 percent of the existing metropolitan planning area population (including the largest incorporated city, based on population, as named by the Bureau of the Census).
- (l) The following changes to an MPO do not require a redesignation (as long as they do not trigger a substantial change as described in paragraph (j) of this section):
 - (1) The identification of a new urbanized area (as determined by the Bureau of the Census) within an existing metropolitan planning area;
 - (2) Adding members to the MPO that represent new units of general purpose local government resulting from expansion of the metropolitan planning area;

- (3) Adding members to satisfy the specific membership requirements described in paragraph (d) of this section for an MPO that serves a TMA; or
- (4) Periodic rotation of members representing units of general-purpose local government, as established under MPO by-laws.
- (m) Each Governor with responsibility for a portion of a multistate metropolitan area and the appropriate MPOs shall, to the extent practicable, provide coordinated transportation planning for the entire MPA. The consent of Congress is granted to any two or more States to:
 - (1) Enter into agreements or compacts, not in conflict with any law of the United States, for cooperative efforts and mutual assistance in support of activities authorized under 23 U.S.C. 134 and 49 U.S.C. 5303 as the activities pertain to interstate areas and localities within the States; and
 - (2) Establish such agencies, joint or otherwise, as the States may determine desirable for making the agreements and compacts effective.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93470, Dec. 20, 2016; 82 FR 56543, Nov. 29, 2017]

23 U.S. Code § 134 - Metropolitan transportation planning

(3) Representation.—

(A) In general.—

Designation or selection of officials or representatives under paragraph (2) shall be determined by the metropolitan planning organization according to the bylaws or enabling statute of the organization.

(B) Public transportation representative.—

Subject to the bylaws or enabling statute of the metropolitan planning organization, a representative of a provider of public transportation may also serve as a representative of a local municipality.

(C) Powers of certain officials.—

An official described in paragraph (2)(B) shall have responsibilities, actions, duties, voting rights, and any other authority commensurate with other officials described in paragraph (2).

(D) Considerations.—

In designating officials or representatives under paragraph (2) for the first time, subject to the bylaws or enabling statute of the metropolitan planning organization, the metropolitan planning organization shall consider the equitable and proportional representation of the population of the metropolitan planning area.

Note: section (D) added to 23 USC via the 'Infrastructure Investment and Jobs Act', Public Law 117–58, Nov. 15, 2021

Agenda Item F

TIP Modifications

SKATS Policy Committee

March 26, 2024

Action Requested:

Informational Item.

2024-2029 SKATS TIP Modifications (Since February 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	2/27/2024	23504	Pringle Creek Path Connection (Salem)	Salem	24-2	\$6,686,727	\$8,240,000	\$0	\$0	Increase total project cost listed in STIP 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.
2	2/27/2024	22029	Oregon Transportation Network - SAMTD FFY22	ODOT Transit	24-3	\$1,188,378	\$1,590,614	\$0	\$0	Increase project estimate by \$402,236 to match FTA grant/allocation amount.
3	2/27/2024	21912	Transit Urban (5339) Formula Program 2023 SKT	SAMTD	24-4	\$1,082,500	\$601,395	\$0	\$0	Decrease project cost by \$481,105 to match actual apportionment. Funding amount listed is out of date.
4	3/5/2024	21908	Transit Urban (5307) Formula Capital ADA PM 2023 SKT	SAMTD	24-AA5	\$3,939,315	\$3,311,975	\$0	\$0	Decrease project allocation listed in STIP by \$627,340 (\$501,872 Federal; \$125,468 local match) so as not to exceed actual 5307 apportionment.
5	3/5/2024	21909	Transit Urban (5307) Formula Capital Projects 2023 SKT	SAMTD	24-AA6	\$2,467,410	\$2,212,588	\$0	\$0	Decrease project allocation listed in STIP by \$254,822 (\$203,858 Federal; \$50,964 local match) so as not to exceed actual 5307 apportionment.
6	3/5/2024	21910	Transit Urban (5307) Formula-Operating 2023 SKT	SAMTD	24-AA7	\$2,891,240	\$2,209,826	\$0	\$0	Decrease project allocation listed in STIP by \$681,414 (\$340,707 Federal; \$340,707 local match) so as not to exceed actual 5307 apportionment.