

Agenda Salem-Keizer Area Transportation Study (SKATS)

Policy Committee (PC)

We request Policy Committee members, local staff, and the public to participate remotely rather than attend in person meetings hosted by the MWVCOG. Meetings are being recorded in compliance with Oregon Public Records regulations.

Meetings are hosted with Zoom and may be attended either via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting:

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

Meeting ID: 947 4826 2895

Passcode: 038486

or call: 1 253 215 8782 to join by phone (audio only)

Direct link for this meeting: <https://zoom.us/j/94748262895?pwd=cCtObkpkTmhEeEFvRGg0dUIKMWM4UT09>

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 Kim Sapunar (503 540 1611).

Date: Tuesday, December 21, 2021
Time: 12:00 Noon
Place: Online Meeting (*See information above.*)
Phone: (503) 588 6177
E-mail: mwvcog@mwvcog.org
Website: www.mwvcog.org

- A. Call to Order Cathy Clark**
- B. Approval of PC Minutes (November 23, 2021) 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 Lori Moore at (503) 540-1609 or send e-mail to lomoore@mwvcog.org at least 72 hours prior to the meeting. *Hearing impaired please call Oregon Telecommunications Relay Service, 7-1-1.* Thank you.

D. Letter to OTC on IIJA Flexible Funds Mike Jaffe

Background: The **Infrastructure Investment and Jobs Act (IIJA)** was signed into law on November 15, 2021. Among its many programs, the IIJA contains a full five-year transportation reauthorization and will significantly increase federal funding to Oregon. ODOT estimates that IIJA will provide Oregon an **additional \$1.2 billion over 5 years**, compared to the previous 5-year federal allocations received by Oregon. About \$1 billion is for highways, and \$200 million is for transit.

Approximately \$350 - \$400 million of the \$1 billion in additional highway funds Oregon will receive are flexible funds, with their use to be discussed and decided by the Oregon Transportation Commission (OTC) over the next three months. ODOT staff and the OTC are seeking stakeholder and public input on the use of these flexible funds. They have asked which categories in the State Transportation Improvement Program (STIP) should be bolstered by these new funds. They also want to know how these funds can be used to advance the goals in the OTC/ODOT **Strategic Action Plan** and the state's transportation plan.

At their November meeting, the Policy Committee discussed suggestions for a letter to the OTC about general and specific needs within SKATS. Staff has prepared a draft letter (**attached**) based on that discussion and wants the Policy Committee's review of that letter.

ODOT held a webinar on December 7th about IIJA funds and took public comments as well. The schedule shared at that meeting for future public comments and discussion by the OTC was as follows:

- January 20
- February 17 (special meeting on IIJA)
- March 10
- March 30 (special meeting on IIJA)

Action

Requested: Discuss, recommend changes, and authorize the chair to sign the letter (when revised, as necessary) and submit as SKATS' public comment to the OTC.

E. Other Business SKATS Staff

- Next Policy Committee Meeting - January 25, 2022
 - Includes Election of SKATS Chair and Vice Chair for 2022
- Next TAC Meeting – January 11, 2022

F. Adjournment..... Cathy Clark

DRAFT

Minutes

Salem-Keizer Area Transportation Study (SKATS)

Policy Committee

November 23, 2021

100 High St. SE, Suite 200

Salem, OR

Noon

**This was a Zoom meeting.
Attendance is listed as follows:**

Policy Committee Members Present

Danielle Bethell, Marion County Board of Commissioners

Sadie Carney, SAMTD Board of Directors

Cathy Clark, 2021 Chair, Keizer Mayor

Anna Henson, Interim ODOT Region 2 Representative

Maria Hinojos-Pressey, Salem-Keizer School District

Steve Horning, Turner Mayor

Jim Lewis, Salem City Council

Lyle Mordhorst, 2021 Vice Chair, Polk County Board of Commissioners

Others Present

Steve Dickey, Salem-Area Mass Transit District (SAMTD)

Sara Duncan, SAMTD BOD (Alternate for Sadie Carney)

Nick Fortey, West Salem Neighborhood Association

Dan Fricke, ODOT Region 2

Ray Jackson, MWVCOG-SKATS

Lori Moore, MWVCOG-SKATS

Karen Odenthal, MWVCOG-SKATS

Lani Radtke, Marion County Public Works

Kim Sapunar, MWVCOG-SKATS

Janelle Shanahan, Marion County Public Works

Julie Warncke, Salem Public Works

Agenda Item A. Call to Order

Chair Cathy Clark called the meeting to order at 12:03 p.m.

Agenda Item B. Approval of Minutes of October 26, 2021

Motion was made by Lyle Mordhorst, seconded by Danielle Bethell, to approve the minutes of the October 26, 2021, meeting as submitted. Those voting in favor of the motion were Danielle Bethell, Sadie Carney, Cathy Clark, Anna Henson, Maria Hinojos-

Pressey, Steve Horning, Jim Lewis, and Lyle Mordhorst. **The motion passed unanimously.**

Agenda Item C. Public Comment

Nick Fortey, West Salem Neighborhood Association, provided context related to previously submitted written comments. He acknowledged the difficulty in getting public input. Mr. Fortey requested that the policies state that SKATS staff members be available to the public including after business hours given sufficient notice to make arrangements, such as attending neighborhood association meetings and other public functions. In addition, documents and other work products should be made available to the public on the internet.

Regarding Policy 3, WSNA would like to see language included in the policy related to accessibility of staff time to groups including outside business hours. They suggested making all work products and publications available to the public as soon as possible via the website and in hard copy, if requested.

WSNA suggestions for increasing public outreach include community surveys and community panels to provide opportunities for input and feedback regarding transportation issues and trends. Press releases were also encouraged along with staff attendance at civic or community meetings. It was also suggested to use online crowdsourcing to collect creative input. He advocated the establishment of a public advisory committee.

Agenda Item D. Draft SKATS Public Participation Plan (PPP)

Kim Sapunar provided an overview of activities/events/timeline related to the update of the SKATS PPP from June to the present. The TAC and Policy Committees reviewed the goals, objectives, and policies in July, reviewed the results of an online survey in August (with 80 respondents), reviewed the complete draft document in September, and released it for a 45-day comment period. During the public comment period, 2 comments were emailed, and one Facebook posting was received, which are included in the agenda packet. After the agenda was mailed, 2 additional comments and one phone call were received which have been forwarded to the Policy Committee. Also included is a listing of the specific outreach activities taken during this period.

Ms. Sapunar provided some context regarding the comments coming from Mr. Fortey and Mr. Kylo. Regarding Mr. Kylo's comment, Ms. Sapunar described the outreach towards the Spanish speaking population. Regarding Mr. Fortey's comments, she referenced other sections of the current document with the available tools for outreach including a citizen advisory committee.

Committee members discussed the potential of a citizen advisory committee (CAC). The current Public Participation Plan has a CAC as an available choice for outreach, which the Policy Committee may direct staff to enact. Discussions were held regarding whether it

would be a standing committee, or of short-term duration, and whether a CAC would be useful for the upcoming long-range plan update. Enacting a CAC may be discussed in a future meeting for the upcoming TIP and RTSP work products. Other public outreach suggestions and ideas about targeted surveys, ensuring input from across the entire SKATS area, convenient input opportunities, producing easy to read materials, easy to share (internet) materials, and gathering input from people of all ages were discussed. Sadie Carney shared an example of a “shifted” outreach approach, to ask community groups about their concerns and interests, rather than asking them for response to our work products.

Discussion was also held regarding Mr. Fortey’s request to have staff available for after hours meetings. Chair Clark commented that she did not want to mandate a policy requiring staffing; however, broadening the statement to include staff or designees, if available, would be desirable. After further consideration, the Policy Committee decided to amend the language of Goal 3, Objective 1, Policy 3 as suggested in Mr. Fortey’s comment.

Motion was made by Jim Lewis, seconded by Sadie Carney, to approve Resolution 21-18 adopting the SKATS Public Participation Plan (PPP) with the revisions proposed and agreed upon at today’s meeting. Those voting in favor of the motion were Danielle Bethell, Sadie Carney, Cathy Clark, Anna Henson, Maria Hinojos-Pressey, Steve Horning, Jim Lewis, and Lyle Mordhorst. **The motion passed unanimously.**

Agenda Item E. IIJA Funds for Oregon and SKATS

Karen Odenthal noted that this issue will consist of three topics. Dan Fricke will provide information related to the federal Infrastructure and Investment Jobs Act (IIJA). The second topic will be the amount of additional federal funds that SKATS is anticipated to get; and finally, PC members will discuss advising the Oregon Transportation Commission (OTC) on how to allocate federal flexible funds.

Dan Fricke announced Congress enacted IIJA in November 2021. This legislation includes five years of transportation reauthorization with increases in federal funding to Oregon. The legislation includes \$1 trillion in funding for infrastructure. Approximately \$567 billion is included for transportation.

Dan Fricke provided a presentation related to the additional funding that will be allocated among the various transportation programs including programs that address climate change, bridges, safety, resilience, active transportation, and public transportation among others. A portion of these funds will be flexible in how they may be used.

Referencing funding for Oregon, there will be a 38 percent increase in Highways/Special Programs over five years with an increase of 35 percent in transit funding during that time. Approximately a quarter billion dollars will be directly invested in fixing Oregon’s failing bridges. The All-Road Transportation Safety (ARTS) program will receive about \$45 million in additional funding. Mr. Fricke offered to forward today’s PowerPoint presentation to committee members.

The OTC will determine how the funds will be used. Therefore, the OTC is requesting input to assist in making their decisions regarding the allocation of the IJA. SKATS staff seek Policy Committee direction related to programming the FY 2022 and FY 2023 funds. PC members discussed funding for the Center St. Bridge Seismic Retrofit project. ODOT has committed to funding the project. Anna Henson commented that leftover funding from a Corvallis project will be directed to the Center St. Bridge Retrofit. Sadie Carney noted that the Policy Committee recently approved the proposed resurfacing of the Marion St. Bridge. Mr. Fricke and Ms. Henson confirmed that the Center St. project is anticipated for FY 2025. Discussion continued with an update from Ms. Henson related to the Aurora-Donald Interchange Phase 1A project. This project includes the realignment of Bents Road, construction of a noise wall on the SE side of the project, and the lengthening and widening of the northbound off ramps.

Mr. Fricke provided information related to themes of public feedback for the FY 2024-2027 State Transportation Improvement Program (STIP). Public support was expressed for Public and Active Transportation, Enhance Highway investments, and Fix-it projects. Referencing State Highway Set-aside funds, Mr. Fricke explained that state law requires that 1 percent of highway funds is required to be set aside for active transportation, which includes bicycle and pedestrian projects.

The OTC has requested input regarding how to allocate the additional flexible funds to advance the Oregon Strategic Action Plan and the state's transportation goals. Have public priorities changed since 2020, and what are investment priorities in public and active transportation? Mr. Fricke noted that the OTC would like broad-based input rather than individual project feedback. Specific project recommendations will likely occur later in the process.

Councilor Jim Lewis expressed support for completion of the McGilchrist improvements. It is an important issue to the city of Salem. Councilor Lewis also noted concern related to sidewalk issues. Completion of the sidewalk network will not be possible for quite some time at the current funding levels. He would like as much funding as possible be allocated to providing a safe sidewalk and biking network. Walking and bicycling assist in climate protection.

Commissioner Lyle Mordhorst advocated complete funding for the Aurora-Donald Interchange. He emphasized the importance of the Center St. Bridge Seismic Retrofit project. It is important to have access across the river in the event of an earthquake in the area. He also supported ODOT and county efforts toward getting improvements to the Highway 51/22 area off the ground.

Sadie Carney asked if the STIP and the MPO TIP need to be aligned and how that works. Dan Fricke explained that the MPOs do their own project selection process. By law, the MPO TIP must be incorporated verbatim into the state STIP. Ms. Carney expressed confusion as to why the state develops goals and priorities if the MPO TIPs must be included verbatim in the STIP. Ms. Odenthal and Mr. Fricke responded that the STIP

consists of more than just the MPO areas. Ms. Carney concurred with Councilor Lewis regarding the priority of the McGilchrist project along with filling in gaps and the importance of completing the sidewalk system. She supported the Center Street Bridge retrofit project and suggested that this is the perfect opportunity to consider active transportation connections on both sides of the river including options for enhanced transit.

Maria Hinojos-Pressey concurred about sidewalks such as filling in gaps and sidewalk repair along with providing safer street crossings, street lighting, and infrastructure. It is important to provide safe connections from point A to point B, especially for our children going to school.

Commissioner Danielle Bethell is excited regarding the opportunity for completing the Aurora-Donald project. She also is supportive of sidewalks in general, with a priority on the Safe Routes to School (SRTS) program for safety and health reasons.

Chair Cathy Clark agreed with what everyone has said so far. She commented that there is no need to develop new projects for consideration. There are numerous projects that are ready to go and on lists that have just been lacking the funding to complete them. We have the list – just fund the list, especially sidewalks.

Commissioner Danielle Bethell, via the Zoom Chat Feature, noted that she needs to leave (1:28 p.m.) but she supports completion of projects. Sadie Carney noted that due to the amount of public transit funding, she would like to see leveraging transit and sidewalk projects for the maximum benefits to the active transportation system.

Committee discussion continued related to completing the I-5 widening project. Chair Clark noted that the I-5 project is being taken care by ODOT.

Referencing action for today, Ms. Odenthal noted that the Policy Committee has provided their thoughts on how the OTC should spend flexible funds. She suggested that staff members work with the SKATS TAC to develop a letter to the OTC for Policy Committee members to review. Regarding the timeline for submission of the letter to the OTC, Dan Fricke volunteered to find out that information.

Anna Henson mentioned that there will be a webinar related to this issue on December 7, 2021. Staff will forward information about the webinar to PC members.

SKATS is likely to receive approximately \$8 million over the five years of FY 2022-2026 over the amount that was received in 2020. Ms. Odenthal noted that staff had projected an increase in federal funding when developing the FY 2021-2026 TIP, so have already accounted for some of the increase in funds. The timeline for obligating funds in the first two years is short. Funds for the remaining years may be included in the FY 2024-2027 Transportation Improvement (TIP) project selection process. We just received notice that we are receiving approximately \$511,000 in new Highway Improvement Program (HIP) funds. Ms. Odenthal also noted that two projects in the adopted TIP have been

recommended for cancellation. The federal funding (\$538,000) freed up by cancelling the two projects will need to be re-allocated quickly, as well as programming the HIP funds. A decision needs to be reached on how to spend the funds by February 2022.

Commissioner Mordhorst suggested that some of the funds might be applied to the McGilchrist project, which was shorted in the last TIP cycle in order to fund the Orchard Heights project. Ms. Odenthal suggested performing a mini-application process to identify projects in need of additional funding to make it fair to all jurisdictions.

Agenda Item F. SKATS FY 2022-2023 Unified Planning Work Program (UPWP)

Ray Jackson noted that the schedule and activities for the next UPWP was highlighted in the agenda and an e-mail related to a summary of proposed actions distributed to the group prior to the meeting. He recommended that PC members review the information and provide staff with their thoughts.

Agenda Item G. ODOT Response to DLCD on Conditioning MPO Funds

Ray Jackson noted that PC members had previously discussed this issue. This discussion will be ongoing in the coming year.

Agenda Item H. Other Business

Referencing the need for a December PC meeting to finalize the input to the OTC on the use of IIJA funds, since several members had already left the meeting members will be polled to determine which date is preferred to the majority of members: December 21 or December 28.

Two letters of support were included in the agenda package related to support for transit applications for FTA funding.

- The January PC meeting will include the annual election of officers, a written draft UPWP, TIP funding discussion, and the kick-off of the update of the RTSP.
- The next virtual SKATS TAC meeting is scheduled for 1:30 p.m. on Tuesday, November December 14, 2021.
- A table was included with the status of the following local projects was again included:
 - Brooklake Rd @ I-5 Interchange Area Management Plan (IAMP)
 - Wheatland Rd Multimodal Corridor Plan
 - Cordon/Kuebler Corridor Study and Management Plan
 - SKATS Regional Transportation Safety Action Plan
 - Oregon Household Activity Survey (OHAS)

Chair Cathy Clark adjourned the meeting at 1:53 p.m.

DRAFT

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 - SKATS Regional Transportation Safety Action Plan
 - Oregon Household Activity Survey (OHAS)

Chair Cathy Clark adjourned the meeting at 1:53 p.m.

Agenda Item D

Letter to OTC on IIJA Flexible Funds

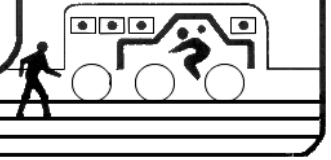
SKATS Policy Committee

December 21, 2021

Action Requested: Discuss, recommend changes, and authorize the chair to sign the letter (when revised, as necessary) and submit as SKATS' public comment to the OTC.

SALEM-KEIZER AREA TRANSPORTATION STUDY

SKATS



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

December XX, 2021

Chair Robert Van Brocklin and Commissioners
Oregon Transportation Commission (OTC)
355 Capitol Street NE, MS #11
Salem, OR 97301-3871

Chair Van Brocklin and Commissioners:

Re: SKATS MPO Recommendations on the Use of IIJA Flexible Funds

Thank you for the opportunity to provide input regarding the roughly \$400 million of IIJA flexible funds and how they should be used to meet Oregon's transportation priorities. This additional funding is a historic opportunity to make important investments in Oregon's transportation needs and priorities, and we appreciate that the OTC is asking to hear many voices – including the MPOs in the state – on this topic.

The OTC is requesting input on the following two primary questions:

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
- What are the specific priorities for investment of funds in public and active transportation?

In response to these questions, the SKATS MPO has four recommendations:

Recommendation 1 – Expand existing programs and/or develop new programs in the STIP that can direct funds towards active transportation and safety projects, especially in communities with a higher proportion of BIPOC persons.

Recommendation 2 – Provide capital funding for the development and construction of transit centers to make transit more efficient, convenient, comfortable, and safe for all riders.

Recommendation 3 - To assist Oregon's metropolitan areas achieve state and local emission reduction requirements, provide either additional funding or a new category of

program funding in the STIP which would be available to local jurisdictions for projects that reduce GHG emissions (including projects that link active transportation and transit).

Recommendation 4 – Add funds to the Enhance category in the STIP. Allow applications for Enhance funds on both state and local facilities of regional and statewide importance that can demonstrate advancing one or more of the Oregon Transportation Plan and Strategic Action Plan goals.

This letter provides additional information about each of these recommendations and examples of specific projects within the SKATS MPO area if IIJA funds were allocated in this manner. We also describe how these recommendations and projects align with the goals and outcomes of the OTC’s **Strategic Action Plan (SAP)**, the Oregon Transportation Plan (OTP), and Governor Brown’s Executive Order 20-04.

Recommendations supporting the SAP Goals of Equitable Priority

According to the 2020 Census, the BIPOC community comprises about one-third of Salem’s population. The SKATS MPO and local jurisdictions have a long track record of funding projects that directly benefit BIPOC residents and communities for traveling to work, school, shopping, and other trips. The map of past and current transportation investments in Salem-Keizer in the last 20 years shows an extensive number of completed and planned projects – such as new sidewalks, sidewalk infill, new bicycle facilities, dozens of mid-block pedestrian safety crossings, and transit enhancements and amenities – throughout SKATS, but particularly, in the northeast and central neighborhoods of Salem and Keizer where there is a higher proportion of the BIPOC community and lower income households. However, there remains a sizeable backlog of needed active transportation and safety projects in these neighborhoods and the funding available to SKATS and our local jurisdictions limits us to develop only a small number of these projects in any 4-year STIP/MTIP cycle. At current funding levels, these communities can expect to wait many years before meeting their needs for a well-connected pedestrian-bicycle-transit system.

- ❖ **Recommendation 1** – Expand existing programs and/or develop new programs in the STIP that can direct funds towards active transportation and safety projects, especially in communities with a higher proportion of BIPOC persons.

Lower-income households are generally more reliant than other groups on public transit for their travel needs. Salem-Keizer Transit (Cherriots) is developing a new long-range plan to guide the development of a transit system that serves all residents including those that rely on transit for most of their trips. As part of this work, Cherriots is currently engaged in the planning and design of a new transit center in south Salem followed by a transit center for east Salem (possibly next to Chemeketa College). The costs of these transit centers are likely to be around \$8 - \$10 million each, which makes them out of reach for either the MPO or Cherriots to fully afford without outside funding assistance.

- ❖ **Recommendation 2** – Provide capital funding for the development and construction of transit centers, in order to make transit more efficient, convenient, comfortable and safe for all riders.

Recommendation supporting the SAP Goals and Strategies for Reliable Funding, Investments in Active Transportation, Reducing VMT, and Reducing Greenhouse Gases

The SAP's goal of Sufficient and Reliable Funding includes the following statement: *"We must change today's funding model to one that invests more money in alternative transportation options, including bikeways, pedestrian routes, and public transportation."* In addition, the SAP's goal #3 (Reduce our Carbon Footprint) includes the action of *"Adjust investment programs to invest in lower emission projects (e.g., bike, walk, transit)."*

Following almost two years of development, the city of Salem is scheduled to adopt a new *Salem Climate Action Plan* (CAP) in 2022, with the objective of reducing local level GHGs by 50 percent by 2035 and being carbon neutral by 2050. A major strategy in the CAP is for the city and Salem-Keizer Transit to coordinate their efforts with the objective of increasing transit ridership four-fold. Land use changes (as a result of the "Our Salem" update to the city's comprehensive plan) will promote higher density housing and mixed-use developments, especially along higher frequency transit routes (Cherriots' adopted *Core Network*) with a related strategy of completing Salem's sidewalk network within ½ mile of transit routes. The Salem CAP includes 176 strategies in total, 42 of which are land use and transportation strategies and actions including many with an equity-based focus.

- ❖ **Recommendation 3** - To assist Oregon's metropolitan areas achieve state and local emission reduction requirements, provide either additional funding or a new category of program funding in the STIP which would be available to local jurisdictions for projects that reduce GHG emissions (including projects that link active transportation and transit),

This recommendation supports the goals in the OTC Strategic Action Plan, the *Oregon Statewide Transportation Strategy* (for reducing GHGs), and Governor Brown's Executive Order 20-04 "...to develop and implement programs that reduce emissions to reach the state's GHG goals."

Recommendation for Funding Local and Regionally Projects that Advance the OTP Goals of Mobility and Accessibility (Goal 1), Economic Vitality (Goal 3), and Safety and Security (Goal 5)

The Oregon Transportation Plan is based on seven goals. The table below lists the SKATS MPO's top priority Enhance projects on the state and urban transportation system. These projects would advance mobility, economic vitality, safety, and security in the MPO and the Willamette Valley area and should be allowed to compete for IIJA flexible funds with other Enhance projects in the state.

- ❖ **Recommendation 4** – Add funds to the Enhance category in the STIP. Allow applications for Enhance funds for on both state and local facilities of regional and statewide importance that can demonstrate advancing one or more of the Oregon Transportation Plan and Strategic Action Plan goals.

SKATS Area - Priority Enhance Projects	OTP Goals that would be Advanced
Ensuring full funding for the seismic retrofit of OR22 (Center Street) bridge over the Willamette River in downtown Salem. This was a named project in HB2017. The twin bridges in downtown Salem have the highest daily traffic volume on any state highway outside of the Portland metro area. A major seismic event affecting these critical bridges would have a devastating effect to travel and congestion, safety, emergency response, and the local and regional economies. The OTC needs to ensure that this project has sufficient funding for the seismic retrofit.	Mobility and Accessibility Economic Vitality Safety and Security
Provide construction funds for the upgrade of McGilchrist Street , which is the city of Salem’s top priority for transportation enhancements. The project is intended to revitalize an older industrial area (the 468-acre McGilchrist Opportunity Area, next to the Salem Municipal Airport) in south central Salem. The current condition of the road inhibits investment in the area. Additionally, the roadway lacks any provisions for pedestrians or bicyclists and experiences flooding during wet weather. With an improved McGilchrist, the area has significant opportunities for infill and redevelopment which would provide new jobs close to residential areas. McGilchrist Street is currently part of Oregon’s designated Critical Urban Freight Network, making it eligible for federal freight funding. To date, the city and SKATS have invested over \$14 million combined for environmental studies, preliminary design, right of way purchases, and an initial construction phase. To complete the project, \$15 million is needed for the final two phases of construction.	Mobility and Accessibility Economic Vitality Safety and Security Reducing VMT
The OTC adopted the Highway 22W Facility Plan in 2010, which includes developing an interchange at Highway 22W and Highway 51 (Independence Highway) which is a top SPIS site. Development of the interchange plan and design work has started, but funds will be needed to complete the right-of-way and initial construction phases.	Mobility and Accessibility Safety and Security

From Oregon’s IIJA formula funds or national competitive funds, obtain the \$30 million needed to complete all phases of the Interstate-5 Interchange at Donald/Aurora .	Mobility and Accessibility Economic Vitality Safety and Security
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Lastly, we believe that SKATS’ recommendations described in this letter correspond very closely to prior input to the OTC from local agencies, ACTs, MPOs, other stakeholders and the public in 2020 as top priorities for the 2024-2027 STIP, namely:

- ❖ Support to increase **funding for public and active transportation to advance equity, address climate change**, and enhance accessibility and mobility for all.
- ❖ Support for **Fix-It investments** and reluctance to cut spending on **bridge and pavement preservation** to avoid accelerating system deterioration.
- ❖ Support for **Enhance Highway investments** to reduce congestion and **facility economic development**.

Thank you for your consideration of our recommendations.

Sincerely,

Chair, Salem Keizer Area Transportation Study (SKATS) MPO

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A few screen shots as reference to the draft letter - these won't be in the letter to the OTC.

Themes of Public Input on the 2024-2027 STIP

- Support to increase funding for Public and Active Transportation to advance equity, address climate, and enhance accessibility and mobility for all
- Support for Fix-It investments and reluctance to cut spending on bridge and pavement preservation to avoid accelerating system deterioration
- Support for Enhance Highway investments to reduce congestion and facilitate economic development



Questions for Advisory Committees and Stakeholders

To inform development of funding scenarios for the OTC

- Given the investments already made in the STIP and the federal infrastructure bill, how should the OTC allocate flexible funding to best advance the OTC/ODOT Strategic Action Plan and the state's transportation goals?
- Do the priorities expressed in 2020 – particularly strong support for public and active transportation and Fix-It – remain? Or have these priorities changed in some ways?
- What are the specific priorities for investment of funds in public and active transportation?

