

SKATS FY 2024-FY 2029

Metropolitan Transportation Improvement Program and Air Quality Conformity Determination

Adopted May 23, 2023



Salem-Keizer Area Transportation Study

Cover Photos

Top left: Safe Routes to School – Ruby Bridges Day

Top center: State Street, Salem

Top right: Commercial Street – Vista to Ratcliff, Salem

Middle left: Orchard Heights Road NW, Salem

Middle center: Cherriots bus

Middle right: Verda Lane, Keizer

Bottom left: Connecticut Avenue at Macleay Road, Marion County

Bottom center: Rideshare van

Bottom right: McGilchrist Street SE, Salem

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EXECUTIVE SUMMARY

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The Transportation Improvement Program (TIP) for federal fiscal years (FY) 2024-2029 is the region's short-range capital improvements program for roads, bicycle and pedestrian facilities, transit, and other transportation elements in the Salem-Keizer-Turner urbanized area. It includes a description of the regional transportation planning process. It describes the state and federal regulations that guide regional transportation planning, and it includes lists of transportation projects proposed for FY 2024 through 2029. The TIP is developed through a cooperative planning process by the Salem-Keizer Area Transportation Study (SKATS), this area's federally designated Metropolitan Planning Organization (MPO).

As part of the planning process for the development of the TIP, the financial plan covers proposed transportation investments. The financial plan demonstrates which projects can be implemented (annually) using current revenues and funding sources, as well as determining that the responsible operating agencies have the capacity to finance the operations, maintenance, and capital replacement activities required to preserve the existing system of transportation facilities.

This document describes how almost **\$270 million** will be invested to support the transportation system over the next four years. SKATS has discretion over programming more than **\$36 million** in federal funds for FY 2024-2027. Several factors affected the decision in how to program those funds. The Policy Committee committed to funding on-going programs and the projects and project phases in the illustrative years from the FY 2021-2026 TIP. A combined solicitation to select projects for the remaining funding also encouraged project sponsors to ask for additional funds for previously selected projects that were underfunded. During the prioritization process, the costs for existing projects increased dramatically. The Policy Committee recommended reserving unprogrammed funds to make sure that there would be adequate funds to deliver projects in the pipeline. Therefore, no new projects, beyond those that were included in the previous illustrative years and on-going programs, were recommended for funding during this TIP Update. The prioritized list of projects would be maintained in the event that funds were available for new projects. Regionally significant and/or federally funded ODOT and local projects are also included in the TIP.

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. The MPO is required to account for all funds expended within SKATS not just funds that we have control over. The most important financial consideration when creating and/or maintaining a TIP is *fiscal constraint*. This means that each year's list of projects cannot exceed the amount of funding reasonably available in the fiscal year. A summary of anticipated revenues and expenditures for all funding sources is included in this document and demonstrates that the TIP is fiscally constrained.

Several strategies were used to involve traditionally underserved segments of the population in the transportation planning process. In addition, SKATS analyzed the

projects in the FY 2024-2029 TIP to ensure federal transportation investments are proportionally funded and equitably located in areas with underserved populations. The public, agencies, and interested parties were included in outreach and consultation activities.

After a formal public outreach and comment period, on May 23, 2023, the Air Quality Conformity Determination (AQCD) for the SKATS FY 2024-2029 TIP was adopted by **Resolution 23-15** and the SKATS FY 2024-2029 TIP was adopted by **Resolution 23-16**.

Chapter 1 – INTRODUCTION AND SUMMARY

[TOC](#)

This chapter describes the SKATS MPO and a TIP. It includes historical information about projects that have been programmed since 2003, including more detailed information about projects in the most recent TIP.

What is SKATS?

A metropolitan planning organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. MPOs are required to represent localities in all urbanized areas with populations over 50,000, as determined by the U.S. Census. The Salem-Keizer Area Transportation Study (SKATS) is the MPO designated by the Governor for the Salem-Keizer-Turner urbanized area to develop and implement a coordinated, comprehensive, and continuing planning process that addresses issues related to the transportation systems of regional significance in the urban area. The population within SKATS was approximately 271,000 in the 2020 census.

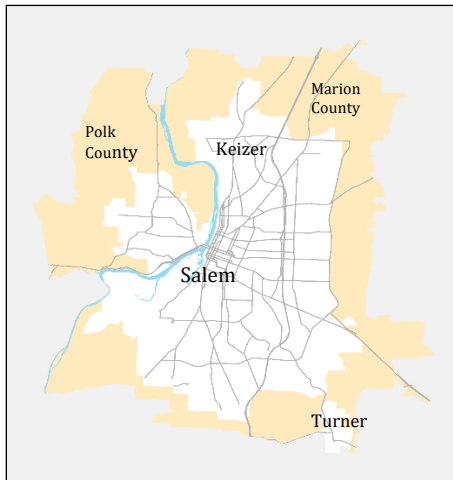


Figure 1: Map of the SKATS Region

SKATS is governed by a policy committee made up of elected officials from the jurisdictions within the area (the cities of Salem, Keizer, and Turner and Marion and Polk Counties) and representatives of agencies such as the Oregon Department of Transportation (ODOT), the Salem Area Mass Transit District (SAMTD), and the Salem-Keizer School District (SKSD) which are responsible for building and operating the transportation infrastructure. The SKATS Policy Committee provides a valuable forum to consider the issues, develop coordinated strategies, and recommend prudent investments in the system to solve the transportation challenges faced in the future. Many of the significant improvements to the transportation system require a pooling of many types of federal, state, and local dollars; and several projects have more than one sponsor. The SKATS Policy Committee provides the means to develop the "community of interest" necessary to coordinate the transportation planning and investments to solve the current and expected problems and to create a workable system for the future.

SKATS committee and staff members are listed in **Appendix A**.

What is a TIP?

The SKATS Transportation Improvement Program (TIP) authorizes the allocation of federal, state, and matching local funds for transportation activities and projects within the SKATS boundary during the period October 1, 2023, through September 30, 2027, (federal

fiscal years (FY) 2024 through 2027) and includes information on illustrative projects for FY 2028 and 2029. It identifies the anticipated timing, cost, and description of transportation projects within the SKATS MPO. The SKATS MPO, in cooperation with the State of Oregon Department of Transportation and Salem Area Mass Transit District (the area's public transportation operator), developed the SKATS FY 2024 - 2029 TIP. It is a program of specific projects, not a plan.

Transportation Planning and Programming

The TIP represents the formal programming mechanism by which funds are committed to specific transportation projects by the affected jurisdictions in the SKATS MPO area. Projects and funding schedules in the TIP are developed through a cooperative process facilitated by SKATS and involving active participation by representatives from the cities of Salem, Keizer, and Turner; Marion and Polk Counties; SAMTD, ODOT; and the Salem-Keizer School District. Funding levels adopted by the SKATS Policy Committee in the TIP represent regional commitments of specific federal dollar amounts. Additional costs and unexpected cost overruns remain the responsibility of the implementing jurisdiction(s). However, the Policy Committee is committed to completing projects and many jurisdictions request additional funds to cover the unexpected costs.

This TIP was prepared as a coordinated and cooperative effort of the jurisdictions participating in SKATS. In addition to the regular committee meetings at which progressive drafts of the TIP were discussed, the draft document requires a 30-day public review and comment period and a public hearing as required by the *SKATS Public Participation Plan for the Regional Transportation Planning Process in the Salem-Keizer Urban Area* (PPP) adopted by the SKATS Policy Committee in November 2021. Input from the public is considered by the Policy Committee prior to the adoption of the TIP.

Projects selected and scheduled for implementation in this TIP are drawn from the adopted long-range SKATS Regional Transportation Systems Plan (RTSP)¹. In that the Salem-Keizer-Turner area is currently designated as a maintenance area for carbon monoxide and has an EPA-approved Limited Maintenance Plan, the TIP requires an Air Quality Conformity Determination (AQCD) (*refer to chapter 9*). Individual projects may require additional project-level air quality "hot spot" analyses as determined through the regional consultation process conducted by the SKATS Technical Advisory Committee (TAC). SKATS is designated as a Transportation Management Area (TMA); and therefore, projects that significantly affect single occupancy vehicle (SOV) capacity must be derived from the established Congestion Management Process (CMP) to be included in the TIP.

Status of Major Projects from the FY 2021-2026 TIP

As mandated by the federal requirements for transportation planning, major projects implemented from the FY 2021-2026 TIP must be tracked and any significant delays in the

¹ It should be noted that the Transportation Plan was being updated at the same time as this document and is now referred to as the Metropolitan Transportation Plan (MTP). However, it was not adopted as this document was being updated and was not used as a reference.

planned implementation must be explained. The status of projects from the FY 2021-2026 TIP is listed in **Table 1**. In addition, funding for programs and transit formula funds were obligated, or will be obligated, as anticipated.

Table 1: Status of Major Projects from FY 2021-2026 TIP

Major Projects from the FY 2021-2026 TIP - STATUS		
Completed Projects – The following projects have been completed or obligated by the end of FY 2022:		
Key Number	Project Name	Jurisdiction
17312	Traffic signal interconnects (Marion County)	Marion County
18322	OR22: Doaks Ferry Rd - Riggs Ave (Salem)	Polk County
18726	Doaks Ferry Road Realignment	Polk County
18750	Hayesville Dr: NE Portland Rd - Fuhrer St (Salem)	Marion County
20187	City of Salem signal enhancements (unit 3)	ODOT
20190	NW Oregon (Central Portion) curve warning upgrades	ODOT
20204	Broadway Street at Pine Street (Salem)	Salem
20214	Mission Street: 17th Street - I-5 north ramps (Salem)	ODOT
20220	City of Salem local road signal enhancements unit 2	Salem
20735	Salem area traffic signal control center operations 2021-22	Salem
20737	Union St NE: Commercial St NE to 12th St NE (Salem)	Salem
20740	River Rd: Shangri-La Ave to Wheatland Rd (Keizer)	Keizer
20743	Hollywood Dr: Silverton Rd to Greenfield Ln (Salem)	Marion County
20745	Lancaster Dr: Center St to Monroe Ave (Salem)	Marion County
20757	Oregon household travel and activity survey SKATS	SKATS
20760	Mid-valley regional transportation options prog (SFY21-22)	SAMTD
21479	SAMTD Bus Stop Improvements Phase 2	SAMTD
21559	State St. @ 25th St. (Salem)	Salem
21569	Commercial St.: Madrona Ave. - Robins Ln. SE (Salem)	Salem
21571	City of Salem Downtown Signal Improvements (2024)	Salem
21777	SAMTD Del Webb Fence and Security Upgrades	SAMTD
22108	SAMTD intelligent transportation system improvements	SAMTD
22291	SAMTD Low or No Emission Vehicle Project	SAMTD
22309	SAMTD Enterprise resource planning system	SAMTD
22356	South Salem Multi-Modal Transit Facility	SAMTD
22359	FY 20-22 Vehicle Replacement - SAMTD	SAMTD
22365	SAMTD Local Fixed Route Bus Replacement	SAMTD
22472	SAMTD Diesel Bus Replacement 2021-5339c Low-No Grant	SAMTD
22512	OR22: Westbound Marion Street Bridge (Salem)	SAMTD
22521	OR219/OR214/OR211 & OR99E curb ramps (Woodburn & Salem)	ODOT

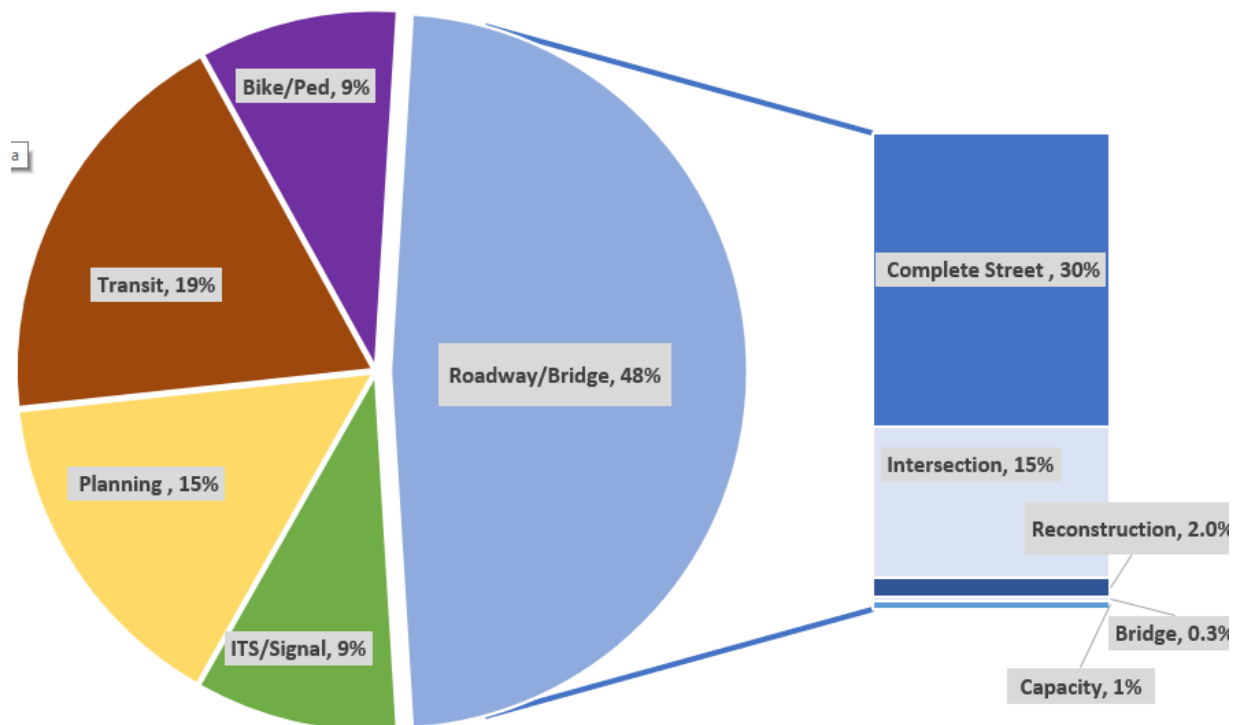
Pending Projects –		
The following projects are on track to be obligated by the end of FY 2023:		
Key Number	Project Name	Jurisdiction
19929	I-5: Kuebler Blvd to Delaney Rd widening	ODOT
20169	Commercial St: Oxford St SE-Madrona Ave SE (Salem)	Salem
20738	Hilfiker Ln SE at Commercial St SE (Salem)	Salem
21104	Salem Industrial Drive Northeast Rail Crossing	ODOT
21238	Mill Street SE rail crossing (Salem)	ODOT
21301	Center St: Lancaster Dr. to 45th Pl. NE	Marion County
21536	Salem area traffic signal control center operations 2023-24	Salem
21539	I-5: N. Santiam - Kuebler	ODOT
21705	OR 22: Center St Bridge (Salem)	ODOT
21887	McGilchrist Street SE at 22nd Street SE (Salem)	Salem
21918	SAMTD Transportation Options FFY22-FF24	SAMTD
Pending Projects –		
The following projects are scheduled to be delivered in the FY 2024-2029 TIP:		
Key Number	Project Name	Jurisdiction
20741	Verda Ln: Dearborn Av to Salem Pkwy (Keizer)	Keizer
21304	Connecticut Ave: Macleay Rd to Rickey St	Marion County
21553	I-5: Salem - Albany	ODOT
21859	State St: 4106 State St to 46th Ave	Marion County
21569	Commercial St: Madrona Ave.-Robins Ln SE (Salem)	Salem
21572	OR99EB: Market St.-Union St.	ODOT
21879	Pedestrian Safety Improved Crossings (Salem)	Salem
21883	Orchard Heights Rd NW: Snowbird to Westhaven (Salem)	Salem
21890	Commercial St SE: Vista St to Ratcliff Dr (Salem)	Salem
21895	State St: 4106 State St to 46th Ave	Marion County
21899	SAMTD Fixed Route Vehicle Replacement FY 2024	SAMTD
21901	Salem Area Safe Routes to School Program	SKATS
Delayed Project –		
The following project was delayed due to funding issues:		
Key Number	Project Name	Jurisdiction
21896	Delaney Rd: Battle Creek Bridge	Marion County
Canceled Projects –		
The following projects were canceled pending further refinements:		
Key Number	Project Name	Jurisdiction
17979	Wheatland Rd: River Rd-N city limit	Keizer
21305	Turner Rd: Mill Creek to Chicago St SE	Turner
20740	River Rd at Manzanita/McNary Estates (Keizer)	Keizer

Historical Projects

Historically, SKATS has funded a variety of transportation projects in the region. SKATS uses funds from the following federal programs: Surface Transportation Block Grant – Urban (STBG-U), Transportation Alternatives – Urban (TA-U), Congestion Mitigation and Air Quality Program (CMAQ), Highway Improvement Program (HIP), and Carbon Reduction (CR) funds. Between 2003 and 2027, more than \$120 million will have been spent on projects within SKATS using these federal funds. The percentage of the total SKATS funds obligated or programmed by category between 2003 and 2027 are summarized in **Figure 2**.

Note that while projects have been categorized into **five primary categories**, many individual projects have elements that could place the project in more than one category. For example, while only nine percent of the projects in **Figure 2** were exclusively a Bike/Pedestrian project (projects that exclusively serve pedestrians and non-motorized vehicles and are not within the road right-of-way), approximately 75 percent of the road/bridge projects included new bicycle lanes and sidewalks and most also included other elements such as a bridge replacement or a new signal or turn lanes at an intersection. Almost all projects also include a safety component so were not called out separately.

Figure 2: Percentage of MPO Funds Obligated or Programmed from 2003 through 2027 by Project Category



Outline of the TIP

The TIP is organized as follows:

- **Executive Summary**
A brief summary of the entire document.
- **Chapter 1 - Introduction**
This chapter describes the SKATS MPO and a TIP. It includes historical information about projects that have been programmed since 2003, including more detailed information about projects in the most recent TIP.
- **Chapter 2 - Consistency**
This chapter describes the federal requirements for the preparation of the TIP. It also explains how the plan is consistent with the Metropolitan Transportation Plan (previously known as the Regional Transportation Systems Plan) and other state and local plans.
- **Chapter 3 - Financial Plan**
This chapter begins with a description of the funding sources that are available including Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State, and Local sources. This is followed by revenue assumptions and the revenue projections by fund. The general guidelines for the use of transportation funding are included in a Funding Flexibility Matrix. The last part of the chapter addresses the adequate maintenance and operations of the existing system. Financial constraint is addressed in **Chapter 7**.
- **Chapter 4 - Performance-Based Planning**
This chapter introduces performance-based planning and the federal performance measures and associated targets. It describes how the projects in the TIP will help achieve the performance targets – linking investment priorities to those targets.
- **Chapter 5 - TIP Development Process**
This chapter describes the process that was used in soliciting, prioritizing, and recommending projects for funding using funds over which SKATS has discretion. Specific application information is included in **Appendix B** and proposed project information in **Appendix C**.
- **Chapter 6 - TIP Project Listing**
This chapter contains a description of all the projects recommended for inclusion in the TIP including ODOT-funded, transit-funded, and regionally significant locally funded projects. The TIP tables are in this chapter with funding source, amount, and year for each phase of the projects listed. A map showing the location of the projects that have a geographical component is included in this chapter.
- **Chapter 7 - Demonstration of Fiscal Constraint**
This chapter summarizes the anticipated revenues and expenditures by fund type and demonstrates that there are adequate and "reasonably available" funds for transportation projects included in the TIP. The SAMTD Statement of Financial Capacity is included here.
- **Chapter 8 - TIP Modification Procedures**
The required procedures to be used when modifying a project in the TIP are included in this chapter including a helpful matrix and flow chart.

- **Chapter 9 - Analysis of Selected Projects**

This chapter contains the environmental justice analysis which evaluates the TIP projects for potential impacts to the neighborhoods. Also included is the process used for Consultation and the Air Quality Conformity Determination (AQCD).

- **Chapter 10 - Public Outreach and Participation**

The public outreach activities are included in this chapter. The comments received and responses will be summarized and included in this chapter after the TIP is adopted. Specific information will be included in the appendix.

- **Chapter 11 – Resolutions adopting the AQCD and TIP**

The Policy Committee resolutions adopting the Air Quality Conformity Determination for the SKATS FY 2024-2029 TIP and the SKATS FY 2024-2029 TIP are included here.

- **Appendix A**

- **Appendix B**

- **Appendix C**

- **Appendix D**

- **Appendix E**

Chapter 2 – CONSISTENCY

[TOC](#)

This chapter describes the federal requirements for the preparation of the TIP. It also explains how the plan is consistent with the Regional Transportation Systems Plan and other state and local plans.

Federal Requirements

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. IIJA is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. IIJA provides the basis for FHWA programs and activities through September 30, 2026. It makes a once-in-a-generation investment of \$350 billion in highway programs. This includes the largest dedicated bridge investment since the construction of the Interstate Highway System. New programs under IIJA focus on key infrastructure priorities including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity. It replaces the Fixing America’s Surface Transportation (FAST) Act that authorized Federal highway, highway safety, transit, and rail programs for five years from federal fiscal years (FY) 2016 through 2020. IIJA builds upon the changes of previous legislation to make the Federal surface transportation legislation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

Specific requirements for the TIP are outlined in various implementation rules developed by FHWA, FTA, and the Environmental Protection Agency (EPA). This section of the TIP provides a brief explanation of these requirements. Regulations developed to guide the implementation of the Federal legislation specify several requirements:

Time Period

23 CFR 450.326(a)²

The TIP must cover a period of not less than four years. Beyond the four-year period, projects in outlying years are considered informational only. The TIP must be updated at least every four years.

² Code of Federal Regulations located at: www.fhwa.dot.gov/legregs/directives/cfr23toc.htm

Public Involvement and Comment

23 CFR 450.326(b) and 49 USC 5303 (j)(1)(B)

There must be reasonable opportunity for public comment prior to approval, and the TIP must be made readily available including in electronically accessible formats and means such as publication on the World Wide Web. Specific procedures are outlined in the approved SKATS Public Participation Plan (PPP).

Performance Targets

23 CFR 450.326(c), (d)

All TIPs approved or amended after May 27, 2018, shall be designed such that once implemented, it makes progress towards achieving the performance targets identified in the metropolitan transportation plan.

Projects

23 CFR 450.326(d), (e), (f), (g), (h), (i)

The TIP must include all federally funded projects (including pedestrian walkways, bicycle transportation facilities, and transportation enhancement projects) to be funded under Title 23 and the Federal Transit Act and all regionally significant projects requiring an action by USDOT regardless of funding source within the MPO area. Projects in the TIP must be consistent with the long-range transportation plan.

Financial Constraint

23 CFR 450.324(j), (k), (l)

The TIP must be consistent with funding that is expected to be available during the relevant period. The TIP must be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed revenue sources. Only projects for which funds are reasonably expected to be available can be included in the TIP. Since the MPO area is an air quality maintenance area, projects included in the first two years of the TIP must be limited to those for which funds are available or committed.

Allocation of Surface Transportation Block Grant Program – Urban Funds

23 CFR 450.324(m), (n)

As a Transportation Management Area (TMA), SKATS is required to develop a process for allocating the MPO's Federal Surface Transportation Block Grant Program Urban (STBG-U) and Transportation Alternatives Set Aside (TA) funds. The MPO cannot sub-allocate funds to individual jurisdictions or modes by pre-determined percentages or formulas. The TIP shall identify the criteria and process for prioritizing implementation of transportation plan elements.

Public Transportation Planning

49 USC 5303 and FTA Circular 8100.1c

The TIP must be developed to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by

metropolitan planning organizations, state departments of transportation, and public transit operators.

Relationship between TIP and the Statewide Transportation Improvement Program (STIP)

23 CFR 450.326(a) and 450.328(b)

The frequency and cycle for updating the TIP must be compatible with Oregon's Statewide Transportation Improvement Program (STIP) development and approval process. The current TIP expires when FHWA and FTA approval of the current STIP expires. After approval of the TIP by SKATS and the Governor, the TIP must be included without modification directly, or by reference, in the STIP. The portion of the STIP in the metropolitan planning area shall be developed by SKATS in cooperation with ODOT.

SKATS updates the TIP every three years to be compatible with the update cycle of the State Transportation Improvement Program (STIP). The draft STIP currently under development covers FY 2024-2027. The following STIP will cover FY 2027-2030; and therefore, the next TIP will coincide with those years. The TIP must contain all the transportation projects which either: a) use federal funds; or b) use state and/or local funds and are deemed to be "regionally significant." In addition, the TIP must describe the selected projects, estimate the total project costs in year-of-expenditure dollars; and identify the funding, both amount(s) and source(s), necessary to accomplish the improvements.

Consistency with State and Local Plans

The process to establish transportation investment priorities on the regional system is a collaborative approach between the affected local jurisdictions in the SKATS MPO area, ODOT, Salem Area Mass Transit District (SAMTD), the Salem-Keizer School District, and the general public. Initially, location-specific project needs are identified by ODOT or the local jurisdictions during the development of facility plans, modal plans, and local Transportation System Plan (TSP) updates. SAMTD also develops short- and long-term strategic plans including capital and facility needs. Projects in these facility plans, TSPs, or other plans and studies are reviewed by the public through a series of individual public participation workshops, meetings, and hearings before final adoption.

Consistency with the Regional Transportation Systems Plan

Every four years, the SKATS Regional Transportation Systems Plan (RTSP)³ is updated to reflect regionally significant needs and projects developed at the local level. Other regional needs may also be identified, e.g., the Regional Intelligent System Transportation (ITS) Plan. The RTSP update includes a financial plan and prioritization process to identify

³ It should be noted that the Transportation Plan was being updated at the same time as this document and is now referred to as the Metropolitan Transportation Plan (MTP). However, it was not adopted as this document was being updated and was not used as a reference.

projects and regionally significant programs needed and reasonably likely to be funded within the first ten years of the plan, the second ten years of the plan, or funded beyond the 20-year horizon of the plan. The RTSP update process has its own public participation and outreach to review these priorities. This process represents an important consensus among the jurisdictions and communities in the SKATS MPO area concerning the identification and implementation of priority transportation improvements.

The purpose of the TIP is to serve as the mechanism for the incremental implementation of the regional transportation and program priorities in the adopted RTSP. Setting priorities in the TIP involves: a) considering both local and regional needs; b) recognizing that the TIP must address deficiencies associated with both small-scale improvements as well as major, multi-year and long-range projects; and c) allocating investments among the various modes of transportation. Projects that are selected for funding in the TIP should conform with the goals and objectives of the RTSP.

The goals of the RTSP are to have a Regional Transportation System that is:

1. Designed to allow easy access to people and goods, and meet the mobility needs of the region for the next 20 years;
2. Preserved in good repair and replaced at the end of their useful life, as necessary, and maintained to be usable to protect the region's investment;
3. Developed with the collaboration of state and local governments to enhance the safety and security of the regional system for all users and modes of travel;
4. meets the needs for users of the regional transportation system: that the benefits and burdens of the transportation system are not disproportionately distributed;
5. Efficient to use: this refers to a system that provides the greatest benefit to the users of the system and does with projects that are cost appropriate;
6. Multimodal and comprehensive, supportive of moving goods and people by the mode of their choice;
7. Planned to minimize the impacts to the natural and built environment, including coordination with local government policies and plans;
8. Invests in transportation infrastructure that supports a vibrant regional economy; and
9. Based on the result of an open and continuous dialog with the public, other stakeholders, local jurisdictions, and agencies within the SKATS area.

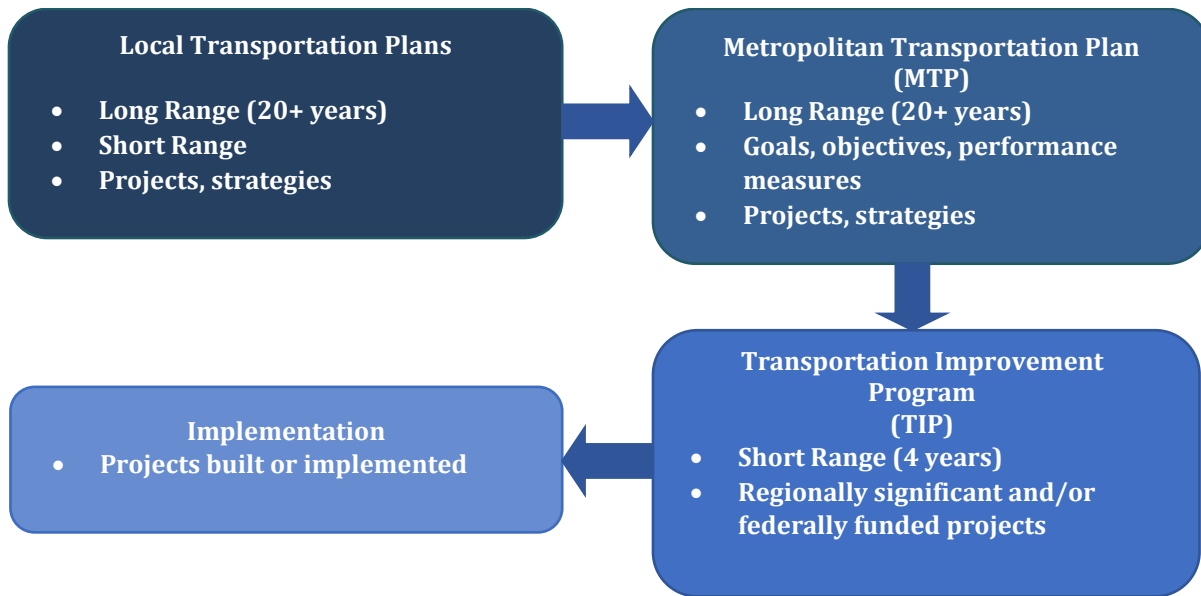
In addition to the criteria established in the adopted RTSP for the determination of overall transportation investment priorities for the TIP, the following general criteria are considered:

- The development of a financially constrained TIP requires that adequate resources be made available to ensure the continuing preservation of the existing system of transportation facilities in the urban area. This means that a high priority should be given to investments necessary for the adequate maintenance and operation of the existing system including capital replacement requirements.

- Should they become necessary, activities required to implement Transportation Control Measures (TCMs) contained in the approved State Implementation Plan (SIP) for air quality will be given the highest priority.
- Improvements in major regional travel corridors will give priority to options that are cost effective and increase people- and goods-moving capacity in the most efficient manner utilizing techniques and strategies drawn from RTSP and Congestion Management Process (CMP). Examples include funding for the regional traffic signal control center and traffic signal upgrades; investments in Intelligent Transportation Systems (ITS) activities such as signal interconnects and other Transportation System Management (TSM) improvements; transit ITS such as electronic fare payment, transit signal priority, and enhanced bus stops with real-time arrival information; and Transportation Demand Management (TDM) programs and projects that serve to better manage traffic demand and extend the capacity of regional facilities.
- The mobility, economic, and safety needs of all segments of the population within SKATS involve multiple modes of transport systems (cars, trucks, rail, air, transit, bicycling, and walking); and therefore, regional transportation investments should extend to all modes of travel, as long as they meet the requirements of funding.
- Large projects will be broken into manageable sections, where possible and practical, so that the most critical portions of the overall project are given priority for implementation.
- Projects that significantly affect single occupant vehicle (SOV) capacity must demonstrate consistency with the adopted Congestion Management Process (CMP) established. This ensures that significant SOV capacity is only added if other activities have been shown to be ineffective; and also ensures that once capacity is added, it is managed and protected effectively.

The relationship between local transportation plans, the RTSP, the TIP, and the implementation of a project is illustrated in **Figure 3**.

Figure 3: Relationship Between Plans, TIP, and Project Implementation



Chapter 3 – FINANCIAL PLAN

[TOC](#)

This chapter begins with a description of the funding sources that are available including Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State, and Local sources. This is followed by revenue assumptions and the revenue projections by fund. The general guidelines for the use of transportation funding are included in a Funding Flexibility Matrix. The last part of the chapter addresses the adequate maintenance and operations of the existing system.

Background

In urban areas, a financial plan covering proposed transportation investments is required by federal regulations associated with the Infrastructure Investment and Jobs Act (IIJA) to be produced by the Metropolitan Planning Organization (MPO) as part of the planning process for the development of the TIP. This financial plan must be developed in cooperation with the local jurisdictions and other affected agencies such as the Oregon Department of Transportation (ODOT) and the Salem Area Mass Transit District (SAMTD) and reviewed by the community through the public involvement process associated with the respective TIP of which it is a part. The financial plan must demonstrate which projects can be implemented (annually) using current revenues and funding sources and which projects are to be implemented (annually) using proposed new revenue sources, while at the same time demonstrating that the existing system of transportation facilities is being adequately operated and maintained. Credible cost estimates and replacement schedule(s) must support this determination.

It is important to note that although the information presented in the financial plan covers sources of revenues and expenditures on all transportation projects, only the projects that are federally funded or regionally significant are specifically listed in this document. Unless the project secures federal funds, most operations and maintenance projects and capital projects that are not regionally significant are not specifically listed in the TIP.

This chapter includes a discussion on the assumptions that were used in determining the level of funding that would be available for capital projects. The demonstration of fiscal constraint is in **Chapter 7**, following the selection of projects. This chapter is organized as follows:

- Revenue funding sources - including FHWA, FTA, state, and local funds.
- Revenue projections
 - Financial planning assumptions
 - Anticipated funding revenue by fund type
- Funding flexibility matrix
- Adequate Maintenance of the existing system - operations and maintenance revenue and costs.

Funding Sources Programmed in the FY 2024-2029 TIP

A variety of federal, state, regional, and local funding sources are used in programming the transportation system improvements called for in this TIP. Federal funds for a project usually require a local match using state or local jurisdiction funds. It is not unusual for a project to contain funding from several federal sources as well as multiple state or local sources. This section of the TIP describes each of the funding sources available to the region for implementing projects. Tables at the end demonstrate fiscal constraint by fund type for each program year.

Federal Highway Administration (FHWA) Funding

Federal surface transportation legislation is the primary federal revenue source for highway projects in the region. On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. IIJA is the largest long-term investment in our infrastructure and economy in our Nation’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband. IIJA provides the basis for FHWA programs and activities through September 30, 2026. IIJA replaces the FAST Act, which was the first long-term, comprehensive surface transportation legislation since the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Act in 2005. It replaced the Moving Ahead for Progress in the 21st Century (MAP-21) Act from 2012. The IIJA builds upon the changes of the FAST Act and MAP-21 to make the Federal surface transportation more streamlined, performance-based, and multimodal and to address challenges facing the U.S. transportation system including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The IIJA expires in September 2026, during the timeframe of this TIP. A discussion of the Highway programs from the IIJA is included here.

National Highway Performance Program (NHPP)

The IIJA continues the National Highway Performance Program (NHPP), which was established under MAP-21. The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. MAP-21 previously combined the Interstate Maintenance and National Highway System programs and a portion of Bridge funding (those bridges on the NHS).

These funds will be used to fund the upgrade and improvement of the Interstate facilities and State Highways such as Interstate 5 (I-5) and Oregon 22 in the SKATS area. Interstate maintenance is considered part of the program funding total.

NHS funds have historically been used in the SKATS area to upgrade and widen Interstate 5 and its interchanges with regional arterials. The match rate for NHPP projects is 89.73 percent federal and 10.27 percent local.

Highway Safety Improvement Program (HSIP)

The IIJA continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. HSIP funds pay for infrastructure projects that improve highway safety. States that see increased crashes face a requirement to obligate a set amount for these projects.

The All Roads Transportation Safety (ARTS) Program is the ODOT program that implements the HSIP. Safety funding is distributed to each ODOT region based on their share of fatal and serious injury crashes. The regions collaborate with local governments using a data-driven approach to select projects that can reduce fatalities and serious injuries regardless of whether they lie on a local road or a state highway. To achieve the maximum benefit, the focus of the ARTS program is on cost-effective use of the funds allocated for safety improvements addressing fatal and serious-injury crashes. The Federal HSIP currently requires a 7.78 percent non-federal cash match for projects.

National Highway Freight Program

The IIJA continues the National Highway Freight Program to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals including:

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

The IIJA established the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make transportation systems safer, more accessible, more affordable, and more sustainable.

Infrastructure for Rebuilding America (INFRA) Grants Program

INFRA (known statutorily as the Nationally Significant Multimodal Freight & Highway Projects) was updated to include new eligibilities under IIJA. The program awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program

The PROTECT program is a new program established under IIJA with both formula and competitive grants available. The focus is on making the transportation infrastructure more resilient, able to continue operating or recovery rapidly from natural disasters and weather events.

Mega Grants Program

The Mega Program (known statutorily as the National Infrastructure Project Assistance program) will support large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

Bridge Formula Program

The Bridge Formula Program (BFP) is a new program established under IIJA to replace, rehabilitate, preserve, protect, and construct highway bridges.

Federal Surface Transportation Block Grant Program (STBG) Funds

The IIJA continues the Surface Transportation Block Grant Program. This program has the most flexible eligibilities among all Federal-aid highway programs. The Federal surface transportation program provides funding for roads functionally classified as urban collector and above. The program is largely the same as under previous legislation.

ODOT STBG Funds

In the SKATS MPO area, STBG funds allocated to the State of Oregon through ODOT are primarily used to fund improvements to state highways such as I-5, OR 22, and Wallace Rd.

(OR 221). STBG-funded projects generally require a 10.27 percent non-federal match. Bridges not on the NHS are funded using STBG flexible funds.

The state distributes a portion of the STBG funds to counties and cities outside of TMAs, including Marion and Polk Counties, which may expend a portion within SKATS.

After a public process, the Oregon Transportation Commission (OTC) and ODOT committed to spending the IIJA flexible funding on the following programs during the FY 2024-2027 STIP time frame:

- Great Streets (\$50 million) - improve urban main streets in communities of all sizes. The “Great Streets” program prioritizes safety, accessibility, and equity, and will address declining road conditions and other needs.
- Safe Routes to School (\$30 million) - makes improvements that help students bike or walk safely to elementary and middle schools.
- Innovative Mobility Pilot Program (\$10 million) - will provide grants to community-based organizations and government agencies for innovative public and active transportation programs and projects that will enhance sustainable and equitable mobility.
- Local Climate Planning (\$15 million) – assist local governments to reduce transportation greenhouse gas emissions by planning climate-friendly communities.
- Americans with Disabilities Act Curb Ramps (\$95 million) – improve accessibility for individuals with disabilities.
- Fix-It (\$75 million) - repair damaged and unsafe roadways in Oregon.
- Enhance Highway (\$50 million) - transform state-owned arterials in urban areas to reflect their status as community main streets and to make them safer to use for people walking near and traveling on these roads.
- Business and Workforce Development (\$7 million) - to help grow small construction contracting firms and to increase the size and diversity of the construction workforce.
- Match for US DOT Competitive Grants (\$40 million) - helps Oregon compete effectively for billions of dollars in competitive federal grant opportunities that will be awarded in the coming years by the U.S. Department of Transportation.
- Operations and Maintenance (\$40 million) - fund maintenance and operations activities which have become increasingly underfunded.

SKATS STBG-U Funds

Federal STBG-U funds appropriated to the SKATS MPO area are the primary source of funds over which SKATS has sole discretion. SKATS can veto the use of other types of federal transportation funding within the MPO area but can neither compel their use nor direct their allocation. In general, STBG projects may not be on local roads or rural minor collectors. There are a number of exceptions to this requirement. Exceptions include: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails; pedestrian and bicycle projects; safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways;

inspection/evaluation of bridges, tunnels, and other highway assets; and projects within the pre-FAST Act title 23 definition of “transportation alternatives.”

The IIJA reauthorized federal highway, transit, transportation safety, and rail programs for federal fiscal years 2022 through 2026. The amount SKATS receives can vary; but is estimated to be between \$5 and \$5.15 million annually in federal STBG-U funds, after limitation is applied. The SKATS Policy Committee has discretion of these funds within the TIP. A variety of multi-modal projects can be funded with STBG-U funds. Projects must include a 10.27 percent non-federal match.

At the time of development of this TIP, there is uncertainty whether future funding beyond 2026 will increase, stay relatively stable, or be substantially cut. This update was developed using projections developed cooperatively by the MPOs and ODOT for STBG-U for FY 2024 through 2027, which is based upon the MPO's relative share of the population. Historically, MPOs in Oregon have seen an increase of 2.2 percent per year in funding. This TIP assumed the same 2.2 percent increase in funds over the life of the TIP. If the actual amount received is significantly different than the assumed amount, new projects can be added, or existing projects delayed to match the actual funding levels.

Transportation Alternative (TA) Set Aside Funds

The IIJA continues the Transportation Alternatives (TA) set-aside from the STBG program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under MAP-21. This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Funding is sub-allocated to MPOs with populations larger than 200,000. Previously, jurisdictions within SKATS competed statewide for limited funds. Projects funded under TA must comply with all applicable Federal requirements. All TA projects must be funded through a competitive process. SKATS combined the solicitation and selection of projects for TA-U funds with the process for selecting projects to be funded using STBG-U, CMAQ and CR funds. Projects must include a 10.27 percent non-federal match.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program Funds

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program is a federally funded program of surface transportation improvements designed to improve air quality and mitigate congestion. Jointly administered by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), the CMAQ program was created in 1991 and reauthorized most recently in 2021 under IIJA. CMAQ funds are apportioned annually to each State according to the severity of its air quality problems.

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act.

Funding is available for projects that reduce traffic congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide levels, or particulate matter (“nonattainment” areas) or have recently become compliant (“maintenance” areas). The SKATS area began receiving a portion of Oregon’s CMAQ funds in 2016 based on a formula approved by the Oregon Transportation Commission (OTC). These funds were included in the combined project selection process with STBG-U, TA-U, and CR funds.

Carbon Reduction (CR) Program Funds

The Carbon Reduction (CR) Program is a new program as of 2021 focused on reducing the amount of carbon dioxide attributable to the surface transportation system. Funding is available for projects and programs from diesel engine retrofit to travel demand programs (e.g., Cherriots Transportation Options) to projects that facilitate and support walking, biking, transit, and shared rides. Funds are distributed via formula similar to STBG. These funds were included in the combined project selection process with STBG-U, TA-U, and CMAQ funds.

Metropolitan Planning (PL) Funds

The purpose of Metropolitan Planning funds is to carry out the requirements of 23 U.S.C. 134 and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process. Metropolitan Planning funds shall be made available to each MPO designated for an urbanized area with a population of more than 50,000 individuals and responsible for carrying out the 3-C metropolitan planning process.

Federal Transit Administration Funding

The Federal Transit Administration (FTA) carries out the federal mandate to improve urban public transportation. It is the principal source of federal assistance to help urban areas (and, to some extent, nonurban areas) plan, develop, and improve comprehensive public transportation systems. Under the IIJA, the transit formula and discretionary program requirements and program structure remains in place.

The IIJA will provide assistance to transit providers under the following formula grant programs:

- Urbanized Areas
- Rural Areas
- Enhanced Mobility for Seniors and Individuals with Disabilities
- Bus and Bus Facilities
- State of Good Repair
- Public Transportation Safety Program
- Transportation Planning

Urbanized Area Formula Program (Section 5307 and 5340) Funds

Providers serving urbanized areas of 50,000 or more will continue to receive funding directly from FTA under the Section 5307 Urbanized Area program. Transit systems in urban areas of over 200,000 population that operate fewer than 100 buses in peak service are allowed to use a portion of their Urbanized Area funds for operating expenses. The federal share for capital assistance is 80 percent. The federal share for operating assistance is 50 percent. The federal share for Americans with Disabilities Act (ADA) non-fixed route paratransit service is 80 percent and can use up to 20 percent of a recipient's apportionment.

Rural Area Formula Program (Section 5311) Funds

The Rural Area program (Section 5311) provides funding to states to distribute to transit providers in small towns and rural areas (defined as areas outside urbanized areas of 50,000 or more).

Formula Grants for the Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310) Funds

The Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) funds activities designed to enhance the mobility of seniors and individuals with disabilities. Eligible projects include both traditional capital investment and nontraditional investment beyond the ADA complementary paratransit services. Under IIJA state and local governments that operate public transportation and are eligible to receive direct grants under the Section 5307 or 5311 formula programs are eligible to be direct recipients of 5310 formula funding. The federal share is 80 percent for capital projects, and operating assistance has a 50 percent non-federal match rate. Funds are distributed by formula.

Grants for Buses and Bus Facilities (Section 5339) Funds

The Grants for Buses and Bus Facilities program makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles (5339(c)). The grant program requires a 20 percent match.

State of Good Repair (Section 5337) Funds

The State of Good Repair program is a formula-based program that is dedicated to repairing and upgrading the nation's rail transit system along with high-intensity motor bus systems that use high-occupancy vehicle lanes. SAMTD does not receive 5337 funds.

Metropolitan Statewide Transportation Planning (Section 5303) Funds

The 5303 funds provide funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that is cooperative, continuous, and comprehensive resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding.

Transit Cooperative Research Program (Section 5313) Funds

Section 5303 funds can be used for planning and research purposes.

Public Transportation Safety Program (Section 5329) Funds

The Public Transportation Safety Program requires FTA to implement and maintain a national public transportation safety program to improve the safety of all public transportation systems that receive federal funding. The safety program includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a state safety oversight program.

Community Developmental Disability (DD53) Funds

Federal funds passed through the state for transporting individuals with disabilities to and from a work site.

Community Project Funding Transit Infrastructure Grant

Community Project Funding is a source of grants for public transportation projects whose recipients and purposes are specifically identified by Congress in an appropriations act, most recently in the FY 2022 Consolidated Appropriations Act.

State Funds

Oregon State Highway Fund

The major source of funding transportation capital improvements and activities statewide is the State Highway Fund. The Highway Fund derives its revenue through fuel taxes, weight-mile taxes, and licensing and registration fees. Approximately 40 percent of this Highway Fund is distributed to cities and counties for developing and maintaining transportation facilities. ODOT retains the remaining 60 percent for improving and maintaining the state system. County shares of the Fund are based on the number of vehicle registrations while the allocations to the cities are based on population. The majority of the funds received by cities and counties are used for maintenance projects and are also used as local match projects with federal funding.

Oregon House Bill 2017 (Keep Oregon Moving) Transportation Funds

In 2017, the Oregon Legislature passed a comprehensive transportation funding bill that identifies several new funding sources, increases existing taxes and fees, and imposes accountability requirements.

Oregon State Transportation Improvement Fund (STIF)

In 2019, ODOT was directed by the Oregon Legislature to consolidate the State Transportation Improvement Fund (STIF) and the Special Transportation Fund (STF) into one program. The merger of these two funds into the new STIF will be effective on July 1, 2023. Funding comes from a variety of sources, including a payroll tax of one-tenth of one percent on employees in Oregon, fees for ID cards, non-highway gas taxes, and cigarette taxes. The funds are distributed to transit districts and operators within the state primarily via a formula program, with a small percent awarded via a discretionary program.

Local Funding

Local revenue sources include, but are not limited to, transportation system development charges (TSDCs), general obligation bonds, urban renewal district financing, and private developer funding of projects. The following describes these revenue sources. (***Note: more information on these sources is found in Chapter 6 of the SKATS Metropolitan Transportation Plan.***)

City of Salem Funds

City of Salem State Highway Fund Allocations

Allocations from the State Highway Fund to cities are based on population size. In most cases, the city uses their State Highway Fund allocations for maintenance activities, but it can use these funds as local match to leverage other federal and state monies available for projects identified in the TIP.

City of Salem General Obligation Bonds

The city of Salem has historically relied on voter-approved general obligation bonds to fund major street projects. The taxing authority of the city is pledged to pay interest and principal to retire the debt. These bonds are backed by the city's full faith and credit; and in Salem's case, are repaid by property tax revenues.

City of Salem Transportation System Development Charges (TSDC)

The city of Salem adopted TSDCs in 1995 to help fund identified transportation system deficiencies that are expected to be created by future growth and development. The city relies on these to fund many of their locally sponsored projects as well as match for federally funded projects.

Urban Renewal District

The city also relies on Urban Renewal District financing for transportation improvements within the districts.

Other Fees

Stormwater fees collected through the National Pollutant Discharge Elimination System (NPDES) permit are used to pay for street sweeping. Other fees used for transportation include franchise fees, and intracity billings.

City of Keizer Funds

City of Keizer State Highway Fund Allocations

The city of Keizer uses State Highway Fund allocations as a local match to the federally funded projects identified in the TIP and for maintenance activities. Annual highway fund allocations to cities are based on population size.

City of Keizer Transportation System Development Charges (TSDC)

The city of Keizer adopted TSDCs in 2005 to help fund identified transportation system deficiencies that are expected to be created by future growth and development. The city relies on these to fund many of their locally sponsored projects as well as match for federally funded projects.

Urban Renewal District

The city also relies on Urban Renewal District financing for transportation improvements within the districts.

City of Turner Funds

City of Turner State Highway Fund Allocations

The city of Turner uses State Highway Fund allocations as a local match to the federally funded projects identified in the TIP and for maintenance activities. Annual highway fund allocations to cities are based on population size.

City of Turner Franchise Fees

The city also relies on franchise fees for transportation improvements.

Marion County Funds

Marion County State Highway Fund Allocations

The county uses State Highway Fund allocations as a local match to the federally

funded projects identified in the TIP, as well as operations and maintenance activities. Highway fund allocations to counties are based on the number of vehicle registrations.

Marion County Transportation System Development Charges (TSDC)

Marion County adopted TSDCs in 1995 to help fund identified transportation system deficiencies that are expected to be created by future growth and development. The county relies on these to fund many of their locally sponsored projects as well as match for federally funded projects.

Other Fees

Stormwater fees collected through the National Pollutant Discharge Elimination System (NPDES) permit are used to pay for street sweeping.

Polk County Funds

Polk County State Highway Fund Allocations

The county uses State Highway Fund allocations as a local match to the federally funded projects identified in the TIP, as well as operations and maintenance activities. Highway fund allocations to counties are based on the number of vehicle registrations.

Transit District Funds

The Salem Area Mass Transit District uses its General Fund monies as a local match for the federal transit funding described earlier. The district's General Fund consists of the following sources:

- 1) Property tax base. A portion of the property tax revenue (0.76 cents per \$1000 assessed valuation) collected by the county goes to the Salem Area Mass Transit District.
- 2) Transit in-lieu payments. The state does not pay property tax but provides compensation to the transit district through transit in-lieu payments. Consists of state-paid payroll assessment on its employees within each of the state's mass transit districts, limited to six-tenths of one percent of gross wages.
- 3) Oregon State Transportation Improvement Fund (STIF).
- 4) Farebox revenues and bus pass sales.
- 5) Investment income. The transit district invests funds in a local investment pool managed by the state.

Local Agency Resources

The Section 5310 and STF program funds (described earlier) provide transportation services for elderly and disabled persons. These funds generally go to private,

nonprofit organizations that provide services to the elderly and disabled. These organizations are required to provide a local match in order to receive the Section 5310 funds.

Revenue Projections

Revenue Assumptions

The assumptions used for developing the revenue forecasts include:

- **Historical** - An evaluation of the historical levels of various local, state, and federal revenue streams used to support transportation operations, maintenance, and capital investments.
- **Formula Fund Growth Rate** – ODOT and the three large MPOs developed a coordinated revenue projection for the MPO federal formula funds. Since the current surface transportation bill expires in 2026, the actual annual obligation authority is not known for 2027. Therefore, the coordinated projection was based on the historical growth of 2.2 percent per year.
- **Limitation Rate** – A varying limitation rate was assumed based on the recent historical rate, with a 90 percent rate for 2024, 88 percent for 2025 and 2026 and 85 percent for 2027.
- **MPO Federal Formula Administered Funds** - These federal funds include Congestion Mitigation Air Quality (CMAQ), Surface Transportation Block Grant-Urban (STBG-U), Transportation Alternatives - Urban (TA-U) and Carbon Reduction (CR). These funds are appropriated by Congress to the State which by agreement with the MPOs allocates a portion to each MPO. Appropriation of these formula funds has been in place since ISTEA during the 1990s and has continued to the present MTIP. The general process used by SKATS in determining six years of future CR, CMAQ, STBG-U, and TA-U revenue estimates for FY 2024-2029 involves starting with the last known annual obligation authority limitation amount and then applying a 2.2 percent annual growth rate for each future year.
- **Special Federal Formula Allocations to MPOs through ODOT** - These include MPO Planning funds (PL) and transit Planning (Section 5303) funds. These funds are used by MPOs to undertake a comprehensive analysis and evaluation of the potential impact of transportation plans and programs while addressing the aspirations and concerns of the society served by these plans and programs. The funds are primarily committed and programmed to annual Unified Planning Work Program (UPWP) projects. Future allocation estimates are based on the agreed upon growth rate of 2.2 percent.
- **ODOT-Managed Federal Formula Funds** - FHWA appropriates various federal transportation improvement funds to the state of Oregon through formula lump sum which ODOT manages and allocates to projects throughout each ODOT Region. Examples of these funds include National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), Highway Safety Improvement Program (HSIP), Railway-Highway Crossings Program, STBG-State. Revenue projections for

ODOT-managed federal funds were provided by ODOT and generally equal the programmed expenditures within the MPO for the same period of time.

Available and Committed Revenues and Funding Sources

For the first two years of the TIP in air quality maintenance areas (such as SKATS), the funds for identified projects must be available or committed. Available funds means those funds derived from an existing source of funds dedicated to, or historically used for, transportation purposes which the financial plan in the TIP approved by the MPO and the Governor shows to be available to fund projects. In the case of state funds that are not dedicated to, or historically used for, transportation purposes, only those funds over which the Governor has control may be considered to be committed funds. In this case, approval of the TIP by the Governor will be considered to be committed funds. For local or private sources of funding involved in regionally significant projects, those not dedicated to or historically used for transportation purposes (including donations of property), a commitment in writing or letter of intent by the responsible official or body having control of the funds is needed to establish a commitment. If these commitments cannot be demonstrated, the state, local, or private funding source should be treated as a "new" funding source and must be demonstrated to be "reasonably available." With respect to federal funding sources, "available" or "committed" means authorized and/or appropriated funds generally available to the region on an annual basis. Federal funds distributed by formula can be extrapolated beyond the current authorization period based on historic authorizations and considered "available" or "committed." Federal funds distributed on a "discretionary" basis should be regarded as a "new" source and must be shown to be "reasonably available." The STBPG-U, TA-U, CR, and CMAQ-U funds programmed in this TIP are considered available or committed.

Reasonably Available Revenues and Funding Sources

For the remaining two years of the TIP in nonattainment and maintenance areas, funding must be shown to be "reasonably" available but does not need to be currently available or committed. Such funding sources may not currently exist or may require some steps (legal, executive, legislative, voter approval, etc.) before a jurisdiction, agency, or private party can commit such revenues to transportation projects. The financial plan must identify strategies and a specific plan of action that describe the steps that will be taken to ensure the availability of such funding sources within the timeframe shown in the plan.

The plan of action should provide information on the actions that will be taken to obtain the new funding such as how the support of the public, elected officials, the business community, and special interests will be obtained. Experience (including historical data) with obtaining this type of funding, e.g., success in obtaining legislative and/or voter approval for new bond issues, tax increases, special appropriations, etc., should be included. Where efforts are already underway to obtain a new revenue source, information such as the amount of support (and/or opposition) for the measure(s) by the community should be provided.

For "innovative" financing techniques, the plan of action should identify the specific actions that are necessary to implement these techniques, describing the responsible parties, actions to be taken, and a timetable. An indication of the degree of commitment by the responsible parties should be provided.

Revenues and Funding Sources Not Considered to be Reasonably Available

The following are examples of specific cases where new revenues and funding sources should not generally be considered to be "reasonably available" and, as such, none of these types of fund sources are used to finance any of the transportation improvements programmed in the SKATS TIP.

- Those cases where past efforts to enact new revenue sources have generally been unsuccessful.
- Those cases where the extent of current public, elected official, business community, and/or special interest support indicates that the passage of a pending funding measure is problematic and/or doubtful.
- Those cases where no specific plan of action exists for securing the new funding source and/or a lack of other information that would demonstrate a strong likelihood that the funds will be secured.

Summary of Revenue

The anticipated funding available by year and fund type is summarized in **Table 2**. The amount of federal funds listed in the table is after the limitation rate has been applied.

- **STBG-U Funds** – SKATS is assuming it will receive between \$5.06 and \$5.14 million in STBG-U funds (after the limitation is applied).
- **TA-U Funds** – SKATS is assuming it will receive between \$470,000 and \$480,000 in TA-U funds for each year (after the limitation is applied). SKATS will have a balance of approximately \$260,000 at the end of fiscal year 2023 which has been carried forward into FY 2024.
- **CMAQ-U Funds** – SKATS is assuming it will receive between \$1.7 million and \$1.73 million in CMAQ funds for each year (after the limitation is applied). SKATS will have a balance of approximately \$1 million at the end of fiscal year 2023 which has been carried forward into FY 2024.
- **CR-U Funds** - SKATS is assuming it will receive approximately \$600,000 in urban CR funds each year (after the limitation is applied).

Funding Flexibility

The potential uses of transportation funds are summarized in **Table 3**. Even though there is some flexibility of use, there are also restrictions. For example, transit operations and TDM/Rideshare activities are eligible under only two categories of funds; and many fund sources are restricted entirely to highway-related uses or transit activities.

Table 2: Anticipated Revenue by Fund Type

Revenue Source	Carryover	2024	2025	2026	2027	TOTAL
SKATS Funds - Limitation Amount						
STBG-U	\$2,610,951	\$5,057,591	\$5,044,104	\$5,144,985	\$5,068,980	\$22,926,611
TA-U	\$252,072	\$470,628	\$470,405	\$480,846	\$473,743	\$2,147,694
CMAQ-U	\$2,537,937	\$1,702,097	\$1,697,558	\$1,731,509	\$1,705,930	\$9,375,031
CR-U	(\$13,836)	\$596,309	\$594,718	\$606,613	\$597,652	\$2,381,456
PL	\$0	\$564,036	\$746,366	\$746,137	\$745,907	\$2,802,446
PL 5303	\$0	\$169,370	\$280,847	\$292,861	\$305,269	\$1,048,347
SKATS TOTAL	\$5,387,124	\$8,560,031	\$8,833,998	\$9,002,951	\$8,897,481	\$40,681,585
ODOT Funds* Limitation Amount						
STBG	\$0	\$2,776,829	\$0	\$0	\$0	\$2,776,829
HSIP	\$0	\$2,082,826	\$444,252	\$696,139	\$2,838,590	\$6,061,807
NHFP	\$0	\$7,503,726	\$0	\$0	\$0	\$7,503,726
Advance Construct	\$0	\$10,710,000	\$86,757,400	\$0	\$0	\$97,467,400
State	\$0	\$1,393,677	\$85,425	\$85,399	\$85,372	\$1,649,873
ODOT TOTAL	\$0	\$24,467,058	\$87,287,077	\$781,538	\$2,923,962	\$115,459,635
Public Transit System (sources other than from SKATS or ODOT sources included above)						
5307	\$0	\$6,670,000	\$5,788,603	\$5,915,952	\$6,046,103	\$24,420,658
5310	\$0	\$258,000	\$1,806,991	\$1,815,544	\$1,824,285	\$5,704,820
5339	\$0	\$888,000	\$515,951	\$532,977	\$550,565	\$2,487,493
TRANSIT TOTAL	\$0	\$7,816,000	\$8,111,545	\$8,264,473	\$8,420,953	\$32,612,971
Other Federal Funds (sources from direct grant award)						
RAISE	\$0	\$1,429,640	\$11,799,680	\$0	\$0	\$13,229,320
Other Total	\$0	\$1,429,640	\$11,799,680	\$0	\$0	\$13,229,320
Local Funds (sources other than from SKATS or ODOT sources included above)						
Salem	\$0	\$2,492,619	\$18,234,877	\$472,125	\$188,172	\$21,387,793
Keizer	\$0	\$562,751	\$0	\$0	\$0	\$562,751
Turner	\$0	\$0	\$0	\$0	\$0	\$0
Marion Co.*	\$0	\$713,407	\$0	\$0	\$715,340	\$1,428,747
Polk Co.*	\$0	\$0	\$0	\$0	\$0	\$0
SAMTD	\$0	\$3,663,333	\$2,837,552	\$2,948,847	\$2,854,860	\$12,304,592
LOCAL TOTAL	\$0	\$7,432,110	\$21,072,429	\$3,420,972	\$3,758,372	\$35,683,883
TOTAL ALL SOURCES	\$5,387,124	\$49,704,839	\$137,104,729	\$21,469,934	\$24,000,768	\$237,667,394
* Portion attributed to area within SKATS						

Table 3: Funding Flexibility Matrix – General Guidelines for the Use of Transportation Funding

FUNDING SOURCES	TRANSIT			HIGHWAY					OTHER	
	Transit Operation	Capital Improvements	ADA/Elderly & Handicapped	Maintenance & Operations	Roadway Capacity	Bicycle	Pedestrian	Rideshare/TDM	Passenger Rail & Facilities	Freight Rail and Facilities
Federal										
FHWA-National Highway Performance Program (NHPP)	no	(a)	no	yes	yes	yes	yes	no	no	no
FHWA-National Highway Freight Program (NHFP)	no	no	no	no	yes	no	no	no	no	(j)
FHWA-Highway Safety Improvement Program (HSIP)	no	no	no	no	no	yes	yes	no	no	no
FHWA-Congestion Mitigation and Air Quality (CMAQ)	(h)	yes	no	(e)	(i)	yes	yes	yes	yes	(k)
FHWA – Carbon Reduction Program	no	yes	yes	(l)	(l)	yes	yes	yes	yes	no
FHWA – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) [Formula funds]	no	yes	no	yes	no	no	no	no	no	no
FHWA-ODOT Surface Transportation Block Grant Program (STBGP)	no	yes	yes	yes	yes	yes	yes	yes	yes	no
FHWA-ODOT Transportation Alternative (TA) Set Aside	no	no	no	no	no	yes	yes	no	no	no
FTA - Metropolitan Transportation Planning (Section 5303)	no	no	no	no	no	no	no	no	no	no
FTA - Urbanized Area Program (Section 5307 and 5340)	yes	yes	yes	no	no	(b)	(b)	no	yes	no
FTA - Rural Area Program (Section 5311)	yes	yes	yes	no	no	(b)	(b)	no	no	no
FTA - Enhanced Mobility for Seniors and Individuals with Disabilities (Section 5310)	yes	yes	yes	no	no	yes	yes	no	no	no
FTA - Bus and Bus Facilities (Section 5339)	no	yes	yes	no	no	(b)	(b)	no	no	no
State										
State Highway Funds	no	no	no	yes	yes	yes	yes	(c)	no	no
Special Transportation Fund (STF) (d)	yes	yes	yes	no	no	no	no	no	no	no
State Transportation Improvement Fund (STIF)	yes	no	yes	no	no	no	no	no	no	no
Transit in Lieu Payments	yes	yes	yes	no	no	no	no	no	no	no
State Transit Tax	yes	yes	yes	no	no	no	no	no	no?	no
Regional										
SKATS STBGP-U	no	yes	yes	(e)	yes	yes	yes	yes	yes	no
SKATS TA-U Set Aside	no	no	no	no	no	yes	yes	no	no	no
Local										
Salem G.O. Bonds	no	no	no	yes	yes	yes	yes	no	no	no
Fuel Tax Revenue	no	no	no	yes	yes	yes	yes	no	no	no
Transportation System Development Charges (f) (g)	no	no	no	no	yes	yes	yes	no	no	no
Urban Renewal	no	yes	no	no	yes	yes	yes	no	no	no
Property Tax	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes
Transit Employer Tax (m)	yes	yes	yes	no	no	no	no	no	no	no

(a) May be used for construction of publicly owned intracity or intercity bus terminals servicing the NHS.

(b) If near a transit route and with proper justification.

(c) Potential uses may include park-and-ride facilities only as part of eligible highway improvements projects.

(d) May be used for transit capital improvements and ADA/elderly & handicapped operations, cannot be used for transit system operations.

(e) May be used for operations and infrastructure renewal but not maintenance.

(f) Limited to roadway capacity projects. Bicycle and pedestrian facility improvements may be included as part of roadway capacity projects.

(g) TSDCs are currently implemented by the cities of Keizer, Salem and Turner and Marion County.

(h) Funds may be used to start or expand transit service for the first three years only.

(i) Capacity projects are limited to HOT/HOV lanes, roundabouts, and left-turn/managed lanes.

(j) No more than 10% of yearly state apportionment may be used for freight intermodal or freight rail projects.

(k) Retrofit of diesel engines.

(l) If the State can show a reduction in vehicle emissions.

(m) Currently not implemented by SAMTD but allowed starting January 2026

Adequate Maintenance and Operation of the Existing System

To produce a financial plan that demonstrates that the necessary resources are reasonably available to implement the TIP, the financial plan must also demonstrate that the responsible operating agencies have the capacity to finance the operations, maintenance, and capital replacement activities required to preserve the existing system of transportation facilities. Although SKATS, as the MPO for the Salem-Keizer urban area, has no direct operations or maintenance authority, its responsibilities related to the production of coordinated, comprehensive transportation plans for the urban area (such as the MTP and TIP) involve the cooperative development of a financial statement indicating the ability of the various operating jurisdictions to adequately maintain, operate, and provide for capital replacement of their respective facilities. While these activities are not funded through, or scheduled in the TIP, they are included here for information purposes.

Operations & Maintenance (O&M) means the functions, duties and labor associated with the daily operations and normal repairs, replacement of parts and structural components, and other activities needed to preserve an asset so that it continues to provide acceptable services and achieves its expected life.

Operations and Maintenance of the Highway System

Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement preservation and markings, bridge repair, guardrail and sign replacement, and traffic signal maintenance. Operations may include more routine items such as painting and right of way maintenance.

Operations and maintenance costs on the highway system typically include routine activities such as: street sweeping, street lighting, curb and gutter repair, signal operation and repair, snow and ice removal, litter control, pothole repair, crack sealing, chip sealing, pavement markings, sign repair, mowing, and vegetation maintenance.

Road surface maintenance of the regional transportation system is the responsibility of either ODOT or the local jurisdictions.

Funding sources:

Most of the funds dedicated to operating and maintaining the existing highway system come from the local share of the state highway funds. Additional sources of revenue include stormwater fees collected through the National Pollutant Discharge Elimination System (NPDES) permit, franchise fees, and intracity billings. ODOT allocates approximately \$12 million annually from the state highway fund for the operation and maintenance budget for Yamhill, Marion, and Polk counties. The amount allocated within SKATS was calculated using the percentage of lane miles and adding an additional amount due to the increased costs of maintaining I-5.

The local jurisdictions within the SKATS area (Marion and Polk Counties and the cities of Salem, Keizer, and Turner) all have expressed commitments to established minimum levels of facility maintenance. This is generally defined as the level of maintenance required to stop further deterioration of the street pavement, bridges, and non-traffic control system components. Each jurisdiction typically will dedicate a small portion of their share of the state highway funds for capital improvements with the remainder dedicated to operating and maintaining the roadway system. Salem uses stormwater fees for street sweeping. The Oregon Transportation Commission has adopted a policy that preservation of the existing system is its first priority and has directed the increase of funds to that purpose statewide. The projects on the ODOT system included in this and past TIPs reflect that commitment and ability.

Operations and Maintenance of the Transit System

Most of the transit budget goes to operate and maintain the transit system. These are the costs associated with operating and maintaining the buses and bus facilities, including personnel and fuel costs. The Salem Area Mass Transit District has submitted a financial statement indicating they have the financial capacity to carry out the capital, planning, and maintenance activities listed in the TIP. **(See Statement of Financial Capacity, Chapter 7.)**

Operations and maintenance costs on the transit system typically include: Vehicle operators and street supervision, fuel, tires, mechanics, garage foremen, parts, cleaning and maintaining facilities, safety and security, claims, administration

Funding sources:

SAMTD receives funding for the operations and maintenance of the transit system through a variety of sources. Federal sources of funds include STBG, 5303, 5307, 5309, 5310, 5311 (rural portion only), 5339, DD53, and Community Project Funding. State sources of funds include Oregon State In-Lieu, STF, and STIF. Local sources include passenger fares, property taxes, and advertising. The district receives STIF funds, which includes payroll-based and population-based (formerly STF) funds. These funds allow transit service in the Salem-Keizer urban area to be expanded to include evening and Saturday and Sunday service and more frequent service on the routes with the highest ridership. A Youth Zero Pass program was started in September 2022, eliminating fares for youths aged 0 to 18. The Youth Zero Pass is made possible through a collaboration between Cherriots (using STIF funding), the City of Salem, and the City of Keizer. The cities of Salem and Keizer have committed to funding this program for the fiscal year 2023. In the event funding is not available in following years, SAMTD plans STIF funding to help support the Youth Zero Fare program in the 2024-2025 biennium.

Operations and Maintenance Summary

The estimated annual costs incurred by each MPO jurisdiction involved in the operations and maintenance of transportation infrastructure are presented in **Table 4**. The estimated

expenditure amounts are increased by a 3.1 percent inflation factor annually. Each MPO member is responsible for ensuring that the local share of operations and maintenance activities is provided for through the local budget process.

Table 4: Summary of Annual Operation and Maintenance Expenses by Jurisdiction

Jurisdiction/Agency	Annual Revenue		Annual Expenditures	
Roadway System				
ODOT*	\$1,900,000		\$1,900,000	
Salem	\$17,000,000		\$17,000,000	
Keizer	\$3,100,000		\$3,100,000	
Turner	\$220,000		\$220,000	
Marion County*	\$6,000,000		\$6,000,000	
Polk County*	\$910,000		\$910,000	
Public Transit System	\$40,000,000		\$40,000,000	
TOTAL	\$69,130,000		\$69,130,000	

* Portion attributed to area within SKATS

Chapter 4 – PERFORMANCE-BASED PLANNING

[TOC](#)

This chapter introduces performance-based planning and the federal performance measures and associated targets. It describes how the projects in the TIP will help achieve the performance targets – linking investment priorities to those targets.

Background

The Infrastructure Investment and Jobs Act (IIJA) continues the performance-based approach to planning and programming that was established under Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid program and provides for a framework to support improved investment decision making through a focus on performance outcomes for key national transportation goals. This process will ensure the most efficient investment of Federal transportation funds.

The rules establish a set of national performance measures that have implications for transportation planning at state departments of transportation (DOTs), Metropolitan Planning Organizations (MPOs) and mass transit districts. SKATS is working closely with the Oregon Department of Transportation (ODOT) and the Salem Area Mass Transit District (SAMTD) to incorporate these federal performance measures into state and regional transportation planning and provide useful performance barometers of the regional transportation system. In accordance with 23 CFR 450.326 (c)(d), any TIP approved or amended after May 27, 2018, shall be designed such that once implemented, it makes progress towards achieving the performance targets identified in the metropolitan transportation plan and describes how the projects in the TIP would achieve the MPO performance targets—linking investment priorities to those targets.

Performance Measures

MAP-21 introduced a set of national goals regarding surface transportation, focusing mainly on roads. These are (from 23 USC §150(b)):

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process including reducing regulatory burdens and improving agencies' work practices.

MAP-21 also specified, in broad strokes, the performance measures that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) would need to develop to show progress toward meeting the national goals. The FHWA and FTA have developed a set of performance measures that can be applied nation-wide to track the progress of the DOTs and MPOs. The final performance measures along with the date they were published, and frequency of updating are summarized in **Table 5**. The initial rules pertaining to the greenhouse gas (GHG) emissions measure never took effect and were revoked in 2018. In July 2022, FHWA released new proposed rules for a greenhouse gas related measure. They were not finalized as this document was being prepared.

Once a rule for a performance measure has been finalized, DOTs and public transit providers have up to one year to adopt targets for that measure. MPOs have 180 days after that to develop their targets or agree to support the state DOT or mass transit district target. SKATS worked with ODOT and SAMTD in developing the initial targets for most of the performance measures. For most of the performance measures the targets are set every four years (2022-2026, 2026-2030 ...), while the road safety, transit safety, and transit state of good repair performance measures are set yearly for the upcoming year.

At the time of this revision, SKATS has agreed to support the ODOT targets for the following performance measures (discussed below):

- Road Safety
- Pavement and Bridge condition
- Performance of the National Highway System (NHS) (Travel Time Reliability, Freight Movement, and Total Emissions Reductions for all CMAQ funded projects)

SKATS has accepted the Transit Asset Management and Transit Safety performance measures established by SAMTD (discussed below).

SKATS established targets for the SKATS specific targets for annual hours of peak-hour excessive delay per capita and percent of non-single occupancy vehicles travel measures.

The targets listed in this document are the most current available in October 2022. For the most recent information, refer to the SKATS Performance Measure webpage located at: <http://www.mwvcog.org/programs/transportation-planning/skats/reports-and-data/>.

Table 5: Federal Performance Measures

Performance Measure	Target Due	
	ODOT	SKATS
Roadway Safety – Final Rules as of May 27, 2016		
<ul style="list-style-type: none"> - Serious injuries per vehicle mile traveled - Fatalities per vehicle mile traveled - Number of serious injured - Number of fatalities - Number of fatalities and serious injuries for non-motorized users 	Targets updated every year	180 days after ODOT submittal
Pavement and Bridge Condition – Final Rule Effective Date May 20, 2017		
Pavement <ul style="list-style-type: none"> - Percentage of pavements of the Interstate System in Good condition - Percentage of pavements of the Interstate System in Poor condition - Percentage of pavements of the non-Interstate NHS in Good condition - Percentage of pavements of the non-Interstate NHS in Poor condition NHS Bridge <ul style="list-style-type: none"> - Percentage of NHS Bridges Classified as in Good condition - Percentage of NHS Bridges Classified as in Poor condition 	October 1, 2022 (four-year cycle)	180 days after ODOT submittal
Performance of the National Highway System* – Final Rule Effective Date May 20, 2017		
Travel Time Reliability <ul style="list-style-type: none"> - Percent of the Person-Miles traveled on the Interstate System that are reliable - Percent of the Person-Miles traveled on the non-Interstate NHS that are reliable Freight Movement <ul style="list-style-type: none"> - Truck Travel Time Reliability Index Congestion Mitigation and Air Quality Improvement Program (CMAQ) <ul style="list-style-type: none"> - Total Emissions Reduction for all CMAQ funded projects - Annual Hours of Peak Hour Excessive Delay Per Capita (new for 2022) - Percent of Non-SOV Travel (new for 2022) 	October 1, 2022 (four-year cycle)	180 days after ODOT submittal
Transit Asset Management (TAM)– Final Rules as of October 1, 2016		
<ul style="list-style-type: none"> - Percent of revenue vehicles (by type) that exceed the useful life benchmark (ULB) - Percent of non-revenue service vehicles (by type) that exceed ULB - Percent of facilities (by type) that are rated less than 3 on the TERM scale - Percent of track segments that have performance restrictions 	Targets updated every year	180 days after SAMTD submittal
Transit Safety – Final Rules as of July 19, 2018		
<ul style="list-style-type: none"> - Total number of reportable fatalities and rate per total unlinked passenger trips by mode - Total number of reportable injuries and rate per total unlinked passenger trips by mode - Total number of reportable events and rate per total vehicle miles by mode 	Yearly by July 20	180 days after SAMTD submittal

* While a performance measure for Greenhouse Gases was included in the original legislation, and FHWA developed rules for the implementation, they were revoked in 2017. In July 2022 FHWA released new Proposed Rules for a Greenhouse Gas related measure. This table will be revised after the proposed rule is finalized.

The most recently adopted Metropolitan Transportation Plan (MTP) includes a Complete Performance Report in Appendix P.

ODOT has the most recently established targets listed on their Performance Management webpage at: <https://www.oregon.gov/ODOT/PerformMang/Pages/index.aspx>.

For most of the federal performance measures, two options are available for setting targets⁴. Either SKATS can “agree to plan and program projects” to support the target(s) set by ODOT or SAMTD; or SKATS can commit to a quantifiable target that is specific to the metropolitan planning area.

If SKATS decides to “accept and support” the target for a performance measure set by ODOT or SAMTD, this means that SKATS will:

- Work with ODOT or SAMTD to identify portions of the regional system that are below the thresholds for each performance measure.
- Include in the MTP and TIP programs or projects that will contribute toward meeting the target for each performance measure.
- Include in the TIP a discussion of how the projects included will assist in making progress toward the target for each performance measure.

If SKATS decides to develop a region-specific quantifiable target for a performance measure, this means SKATS will:

- Work with ODOT or SAMTD to establish the baseline conditions for the performance measure.
- Develop programs or projects that will contribute toward meeting the target.
- Document in the TIP the projects or programs that are being funded to meet the target for that performance measure.
- Work with ODOT or SAMTD to track the progress toward meeting the target and report in each MTP update.

Safety

The FHWA Final Rule on National Performance Management Measures established five safety performance measures for Federal-aid highway programs (23 CFR 490.207).

- 1) Number of roadway fatalities;
- 2) Number of roadway serious injuries;
- 3) Roadway fatalities per vehicle mile traveled (i.e., fatality rate);
- 4) Roadway serious injuries per vehicle mile traveled (i.e., serious injury rate); and
- 5) Combined number of non-motorized fatalities and non-motorized serious injuries.

ODOT was required to establish specific numeric statewide targets for each of the five safety performance measures by August 31, 2017, for calendar year 2018, and is required to report targets annually in the Highway Safety Improvement Program (HSIP) hereafter.

⁴ The exceptions are the Annual Peak Hour Excessive Delay per capita and the Percent of Non-Single Occupant Travel performance measures. SKATS-specific targets are required as a state-wide value does not make sense.

In addition to the existing reporting requirements, the HSIP Final Rule also requires States to describe in their annual reports the progress toward achieving safety outcomes and performance targets.

ODOT developed targets in the 2016 Oregon Transportation Safety Action Plan (TSAP), which were updated in the 2021 TSAP. The road safety targets from the Oregon 2021 TSAP for the 2022 reporting period are summarized in **Table 6**. The targets are updated yearly. The targets listed in **Table 6** for each of the report years were submitted to FHWA on August 31 of the respective year, as their HSIP targets. The targets for subsequent years will be re-evaluated as part of the update to the TSAP.

Table 6: Statewide Safety Performance Targets

Oregon TSAP Performance Targets - Five-Year Average*						
Report Year	Base Period (5-years)	Fatalities (People)	Fatality Rate (People per 100 Million VMT)	Serious Injury (People)	Serious Injury Rate (People per 100 Million VMT)	Non-motorized Fatalities and Serious Injuries (People)
2021 Base	2014-2018	448	1.48	1,739	5.03	257
2022 Target	2015-2019	444	1.46	1,722	4.98	254
2022 Base	2016-2020	488.0	1.37	1783	4.99	259
2023 Target	2016-2020	488.0	1.37	1783	4.99	259

*Refer to <https://www.oregon.gov/ODOT/PerformMang/Pages/index.aspx> for the most recently established targets.

According to 23 CFR 490.209 (c)(4) and FHWA guidance, when setting targets, MPOs have three options: they can agree to support the state safety targets for the five performance measures, establish their own quantifiable target for each of the five safety performance measures, or do a combination of supporting the DOTs targets for some measures and setting their own target for the remaining measures. Agreeing to support ODOT's target means SKATS proposes to:

- 1) Work with ODOT and other safety stakeholders to address areas of concern within the SKATS area regarding fatalities and serious injuries;
- 2) Coordinate with ODOT and include the safety performance measures and HSIP (Highway Safety Implementation Program) targets in the Regional Transportation System Plan (RTSP);
- 3) Integrate into the planning process the safety goals, objectives, performance measures, and targets described in other ODOT safety plans and processes such as applicable portions of the HSIP including the State Highway Safety Plan (SHSP); and
- 4) Include a description in the SKATS TIP of the anticipated effect of the TIP toward achieving the HSIP targets, linking investment priorities in the TIP to those safety targets.

On August 23, 2022, the Policy Committee unanimously agreed to support the state targets for roadway safety.

How projects in the TIP help achieve Safety Targets

The safety of all users on our transportation system has always been a high priority for SKATS and the local jurisdictions, especially vulnerable users. One of the goals of the SKATS 2019-2043 Regional Transportation Systems Plan (RTSP) is to have a regional transportation system plan that is designed with the safety of all users in mind. The scoring criteria used to prioritize projects that are considered for SKATS funding directly links the goals of the RTSP with the selection of projects.

Almost every project in the TIP has a safety element. Projects that more directly benefit the safety of the transportation system include:

- HSIP projects – HSIP projects are specifically selected to improve the safety of the roadway. Projects include buffered bike lanes, road diet, enhanced pedestrian crossings, signal improvements, curve warning signs, rumble strips, turn lanes, and other proven safety measures. As of October 2022, over \$8 million in HSIP projects are programmed in the TIP.
- Improved Pedestrian Crossing Projects – Projects that provide opportunities for safer crossings improve the safety of some of our most vulnerable users. The TIP has \$1.4 million programmed to improve pedestrian crossings and another \$10.7 million to design for future construction of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards (although the majority of the ramps are not within the MPO).
- Urban Upgrade Projects - Projects that add bike lanes and sidewalks along the roadway reduce the need for people to walk or bike in the roadway, along narrow shoulders, or in the ditch. Separating the vulnerable users from motor vehicles provides a safer environment, reducing the chances of dying or being seriously injured. Over \$21 million in urban upgrade projects are programmed in the TIP.

SKATS tracks all completed safety projects to show cumulative investments in safety projects, available on the MWVCOG website.

Pavement and Bridge Condition

ODOT established specific numeric statewide targets for each of the six pavement and bridge performance measures and are required to report them every four years. The most recent ODOT statewide targets for pavement and bridge condition performance measures are summarized in **Table 7**.

SKATS targets are required to be submitted to ODOT within 180 days of ODOT submittal. On August 23, 2022, the Policy Committee unanimously agreed to support the state targets for pavement and bridge condition.

Table 7: Statewide Pavement and Bridge Condition Performance Targets

Oregon Pavement Condition Performance Targets*			
Performance Measure	Base Line 2022	<u>2-year Target 2024</u>	<u>4-year Target 2026</u>
Percentage of pavements of the Interstate System in Good condition	57.7%	50.0%	50.0%
Percentage of pavements of the Interstate System in Poor condition	0.2%	0.5%	0.5%
Percentage of pavements of the non-Interstate NHS in Good condition	33.5%	30.0%	30.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	2.9%	5.0%	5.0%
Oregon Bridge Condition Performance Targets*			
Performance Measure	Base Line 2022	<u>2-year Target 2024</u>	<u>4-year Target 2026</u>
Percentage of NHS Bridges Classified as in Good Condition	13.5%	11.4%	10.0%
Percentage of NHS Bridges Classified as in Poor Condition	1.8%	2.4%	3.0%

*Refer to <https://www.oregon.gov/ODOT/PerformMang/Pages/index.aspx> for the most recently established targets.

How projects in the TIP help achieve Pavement Condition Targets

There are currently no projects to reconstruct the pavement on a road segment on the Interstate or non-Interstate NHS which will increase the percentage of pavements in Good condition and reduce those in Poor condition.

How projects in the TIP help achieve Bridge Condition Targets

There are no bridges on the NHS within SKATS currently classified in “poor” condition. There are no bridge projects on the NHS programmed in the FY 2024-2027 TIP that will affect bridge condition.

System Performance of the National Highway System (NHS)

ODOT established specific numeric statewide targets for each of the six performance measures evaluating the system performance of the NHS and are required to report them

every four years. These include travel-time reliability, freight movement, and Congestion Mitigation and Air Quality Program (CMAQ) measures. For the CMAQ measures, SKATS is required to develop SKATS specific targets for the annual hours of peak-hour excessive delay per capita and percent of non-single occupancy vehicles travel measures and report those targets to ODOT. The current ODOT statewide and SKATS specific targets for performance of the NHS are summarized in **Table 8**.

On August 23, 2022, the Policy Committee approved the SKATS specific targets for annual hours of peak-hour excessive delay per capita and percent of non-single occupancy vehicles travel measures and agreed to support the state target for the remaining measures.

Table 8: System Performance of the NHS Targets

Statewide Reliability on the NHS Performance Targets*		
Performance Measure	2022 Performance Target (2- and 4-year)	
Percent of the Person-Miles traveled on the Interstate System that are reliable	78%	
Percent of the Person-Miles traveled on the non-Interstate NHS that are reliable	78%	
Truck Travel Time Reliability Index	1.45	
Statewide CMAQ Project Emission Reduction Targets*		
Performance Measure	2022 Performance Target	
Emissions Reductions of Carbon Monoxide (CO) (Kg/Day)	<u>2-Year</u> 46.13 kg/day	<u>4-Year</u> 92.25 kg/day
SKATS CMAQ Targets		
Performance Measure	2024 Target	2026 Target
Annual Hours of Peak Hour Excessive Delay Per Capita (new for 2022)	7.0 hrs	7.0 hrs
Percent of non-single occupancy vehicle (SOV) travel	23.2%	22.7%

*Refer to <https://www.oregon.gov/ODOT/PerformMang/Pages/index.aspx> for the most recently established targets.

How projects in the TIP help achieve System Reliability Targets

The MTP includes a goal to provide an efficient transportation system. Many projects in the TIP are designed to improve the efficiency of the road system and reduce congestion caused by bottlenecks and/or incidents such as crashes. This includes the Regional Traffic Signal Control Center that helps monitor traffic and to make signal timing adjustments to make the system operate more efficiently. Other projects relieve bottlenecks and reduce delay by adding turn lanes at intersections or travel lanes, or by interconnecting the signals to the Regional Traffic Signal Control Center. Projects and programs that encourage non-

single occupancy vehicle travel will also help reduce congestion. Because projects and programs have many purposes, it is difficult to identify all projects that may help achieve the system reliability performance targets. For the purposes of this analysis, only projects whose primary purpose of congestion relief or to improve freight movement are included.

More than \$1.7 million dollars are programmed in the TIP to fund the operation of the Regional Traffic Signal Control Center. More than \$6.2 million is programmed on a project to install traffic surveillance cameras to monitor traffic incidents along the I-5 corridor and install variable message signs to provide real-time information to drivers.

How projects in the TIP help achieve CMAQ Emissions Targets

SKATS receives CMAQ funds designated to improve air quality and mitigate congestion. The Salem area is a Carbon Monoxide (CO) maintenance area. To be eligible for funding, the estimated CO emissions benefit was calculated for each proposed project. In the FY 2018-2023 TIP, five programs and projects were considered eligible for funding and programmed using CMAQ funds, totaling over \$11.7 million with an anticipated benefit calculated at 37.55 kg/day in reduced CO emissions. For the FY 2021-2026 TIP, an additional four projects were approved for CMAQ funding using \$6.9 million in CMAQ funds with an anticipated benefit is calculated at an additional 7 kg/day in reduced CO emissions. No new CMAQ projects were selected for funding in the FY 2024-2029 TIP, however additional funds were added to existing projects due to cost increases. Nearly \$10 million in CMAQ funds are programmed in the FY 2024-2027 years.

SKATS set MPO specific targets for Annual Hours of Peak Hour Excessive Delay (PHED) in 2022. Projects that help achieve system reliability also tend to reduce annual hours of PHED. More than \$1.7 million dollars are programmed in the TIP to fund the operation of the Regional Traffic Signal Control Center. More than \$6.2 million is programmed on a project to install traffic surveillance cameras to monitor traffic incidents along the I-5 corridor and install variable message signs to provide real-time information to drivers.

SKATS set percent of Single Occupancy Vehicle (SOV) travel targets in 2022. Nearly \$1 million is programmed in the TIP to fund the Regional Transportation Options Program. This program encourages people to share rides, take transit, walk or bike, reducing the trips using a single occupant vehicle.

Transit Asset Management (TAM)

In 2012, MAP-21 mandated FTA to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The FTA Final Rule for Transit Asset Management (49 USC 625) established four performance measures for transit districts.

- 1) Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).

- 2) Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- 3) Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- 4) Infrastructure: The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile. (SAMTD does not operate a track system; therefore, this measure does not apply.)

It was stated in the Rule that transit districts must develop and adopt TAM targets by January 1, 2017, and finalize a Transit Asset Management plan by October 1, 2018. Targets are to be set and submitted each fiscal year. There is no penalty for missing a target, and there is no reward for attaining a target. MPOs were required to establish targets specific to the MPO planning area for the same performance measures for all public transit providers in the MPO planning area within 180 days of when the transit provider establishes its targets. SKATS is required to either develop separate targets or agree to support the Salem Area Mass Transit District (SAMTD) targets and work toward realizing them.

SAMTD established targets in January 2017 for the first three measures, which are summarized in **Table 9**. The target for each of the measures is, and has continued to be, to achieve the recommended useful life and condition for all vehicles and facilities.

On August 23, 2022, the Policy Committee accepted the targets for the Transit Asset Management performance measures as adopted by SAMTD.

SAMTD adopted their initial Transit Asset Management Plan on September 27, 2018, and has reviewed it yearly and revised it as necessary.

How projects in the TIP help achieve TAM Targets

SKATS is committed to supporting the transit system in the area. Historically, SKATS' federal funds have been used to purchase approximately one bus per year. For efficiency purposes, the funds for several years and sources have been combined for one larger purchase once every several years. Approximately \$11 million is programmed for bus replacement. Approximately \$16 million in formula funds and grant programs are programmed for capital projects and is available for bus purchases and facility improvements. These projects will help achieve the TAM targets.

Table 9: Transit State of Good Repair Targets (Source: SAMTD)

#	Reporting Category	Asset Inventory	Detail	Type	TAM Targets
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	35 ft.	Diesel	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	40 ft.	Diesel	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	35 ft.	CNG	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Fixed Route Bus (BU)	40 ft.	CNG	No more than 10% above CPC ULB
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	32 ft.	Diesel/hybrid	No more than 10% above CPC ULB
1	Rolling Stock/ Rural	Fixed Route Bus (BU)	33 ft.	Diesel	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Paratransit Service (CU)	22-24 ft.	Gas	No more than 10% above CPC ULB
1	Rolling Stock/ Urban	Paratransit Service (VN)	15 ft.	Gas	No more than 10% above CPC ULB
2	Equipment	Non-Revenue Service Vehicle	Utility Non-Revenue Service	Maintenance Pickups	No more than 10% above CPC ULB
2	Equipment	Non-Revenue Service Vehicle	Staff Non-Revenue Vehicles	Supervisor vehicles and pool cars	No more than 10% above CPC ULB
3	Facilities	DW Maintenance Operations Facilities	All systems and components	SAMTD-Owned Facilities	100% at 3.0 or above on TERM scale
3	Facilities	DW Operations Facilities	All systems and components	SAMTD-Owned Facilities	100% at 3.0 or above on TERM scale
3	Facilities	Keizer Transit Center/ Layover	All systems and components	SAMTD-Owned Facilities	100% at 3.0 or above on TERM scale
3	Facilities	Downtown Transit Center/ Layover	All systems and components	SAMTD-Owned Facilities	100% at 3.0 or above on TERM scale

Transit Safety

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

SAMTD adopted The Public Transportation Agency Safety Plan in July 2020, which has been updated and certified by the transit agency annually. The plan includes safety performance targets, the most recent are summarized in **Table 10**.

MPOs must establish targets 180 days for the applicable measures after the transit district establishes targets. The Policy Committee accepted the most recent Transit Safety Targets on February 28, 2023.

Table 10: Transit Safety Targets (2023), SAMTD

Transit Safety Targets				
Mode of Transit Service	Fatalities	Injuries	Safety Events	System Reliability
Fixed Route Bus	0	3	1.0 / 100,000	9,000 miles
Demand Response	0	2	1.0 / 100,000	3,000 miles

How projects in the TIP help achieve Transit Safety Targets

SKATS is committed to supporting the transit system in the area. No projects in the TIP are specifically designed to improve transit safety. However, projects that improve safety on the roadway system, including pedestrian and bicycle facilities, also improve safety for transit users.

Chapter 5 – TIP DEVELOPMENT PROCESS

[TOC](#)

*This chapter describes the process that was used in soliciting, prioritizing, and recommending projects for funding using funds over which SKATS has discretion. Specific application information is included in **Appendix B** and the prioritization process and proposed project information is in **Appendix C**.*

The TIP represents a policy document for the SKATS Metropolitan Planning Organization (MPO) area describing which projects will be given funding priority in the period covered and conforms to United States Department of Transportation (USDOT) and Oregon State requirements. Federal regulations state that a program of transportation investments for the urban area shall be updated at least every four years under the direction of the MPO. SKATS updates the TIP every two to three years to be compatible with the update cycle of the State Transportation Improvement Program (STIP). This TIP will cover FY 2024-2029 with 2028 and 2029 as illustrative years. The following STIP will cover FY 2027-2031; and therefore, the next TIP will coincide with those years. The TIP must contain all the transportation projects which either: a) use federal funds; or b) use state and/or local funds and are deemed to be "regionally significant." In addition, the TIP must describe the selected projects; estimate the total project costs in year-of-expenditure dollars; and identify the funding, both amount(s) and source(s), necessary to accomplish the improvements.

The TIP represents the formal programming mechanism by which funds are committed to specific transportation projects by the affected jurisdictions in the SKATS MPO area. Projects and funding schedules in the TIP are developed through a cooperative process facilitated by SKATS and involving active participation by representatives from the cities of Salem, Keizer, and Turner; Marion and Polk Counties; Salem Area Mass Transit District (SAMTD); the Oregon Department of Transportation (ODOT); and the Salem-Keizer School District (SKSD). Funding levels adopted by the SKATS Policy Committee in the TIP represent regional commitments of specific federal dollar amounts, not necessarily the total funds for the completion of projects. Additional costs and unexpected cost overruns remain the responsibility of the implementing jurisdiction(s). However, the Policy Committee is committed to completing projects and project sponsors have been requesting additional federal funds to cover unexpected cost increases.

Regional Priority Setting Process

The process to establish transportation investment priorities on the regional system is a collaborative approach between the affected local jurisdictions in the SKATS MPO area, ODOT, SAMTD, SKSD, and the general public. Initially, location-specific project needs are identified by ODOT or the local jurisdictions during the development of facility plans, modal plans, and local Transportation System Plan (TSP) updates. SAMTD also develops short- and long-term strategic plans including capital and facility needs. Projects in these

facility plans, TSPs, or other plans and studies are reviewed by the public through a series of individual public participation workshops, meetings, and hearings before final adoption.

The purpose of the TIP is to serve as the mechanism for the incremental implementation of the regional transportation and program priorities in the adopted MTP. Setting priorities in the TIP involves: a) considering both local and regional needs; b) recognizing that the TIP must address deficiencies associated with both small-scale improvements as well as major, multi-year, and long-range projects; and c) allocating investments among the various modes of transportation. Projects that are selected for funding in the TIP should conform with the goals and objectives of the most recently adopted Transportation Plan, which are consistent with the national goals.

The goal of the RTSP⁵ is to have a Regional Transportation System that:

1. Allows easy access to people and goods, and meet the mobility needs of the region for the next 20 years;
2. Is preserved in good repair and replaced at the end of their useful life, as necessary, and maintained to be usable to protect the region's investment;
3. Is developed with the collaboration of state and local governments to enhance the safety and security of the regional system for all users and modes of travel;
4. Meets the needs for users of the regional transportation system: that the benefits and burdens of the transportation system are not disproportionately distributed;
5. Is efficient to use: this refers to a system that provides the greatest benefit to the users of the system and does with projects that are cost appropriate;
6. Is multimodal and comprehensive, supportive of moving goods and people by the mode of their choice;
7. Minimizes the impacts to the natural and built environment, including coordination with local government policies and plans;
8. Is developed and maintained with the funds available to the region;
9. Invests in transportation infrastructure that supports a vibrant regional economy; and
10. Is based on the result of an open and continuous dialog with the public, other stakeholders, local jurisdictions, and agencies within the SKATS Public Participation Plan.

In addition to the criteria established in the adopted RTSP for the determination of overall transportation investment priorities for the TIP, the following general criteria are considered:

- The development of a financially constrained TIP requires that adequate resources be made available to ensure the continuing preservation of the existing system of

⁵ The RTSP was in the process of being updated as this document was being prepared and is now called the Metropolitan Transportation Plan (MTP). The goals listed here, and the project selection criteria are from the adopted 2019-2043 RTSP.

transportation facilities in the urban area. This means that a high priority should be given to investments necessary for the adequate maintenance and operation of the existing system including capital replacement requirements.

- Should they become necessary, activities required to implement Transportation Control Measures (TCMs) contained in the approved State Implementation Plan (SIP) for air quality will be given the highest priority.
- Projects on major regional travel corridors will give priority to options that are cost effective and increase people- and goods-moving capacity in the most efficient manner utilizing techniques and strategies drawn from the MTP (formally known as RTSP). Examples include funding for the regional traffic signal control center and traffic signal upgrades; investments in Intelligent Transportation Systems (ITS) activities such as signal interconnects and other Transportation System Management (TSM) improvements; transit ITS such as electronic fare payment, transit signal priority, and enhanced bus stops with real-time arrival information; and Transportation Demand Management (TDM) programs and projects that serve to better manage traffic demand and extend the capacity of regional facilities.
- The mobility, economic, and safety needs of all segments of the population within SKATS involve multiple modes of transport systems (cars, trucks, rail, air, transit, bicycling, and walking); and therefore, regional transportation investments should extend to all modes of travel.
- Large projects will be broken into manageable sections, where possible and practical, so that the most critical portions of the overall project are given priority for implementation.
- Projects that significantly affect single occupant vehicle (SOV) capacity must demonstrate consistency with the Congestion Management Process (CMP). This ensures that significant SOV capacity is only added if other activities have been shown to be ineffective; and ensures that once capacity is added, it is managed and protected effectively.

A formal process to select projects to fund in the TIP was updated to better link the goals and objectives of the adopted RTSP and the performance measure targets to selecting projects. The approved process is summarized in **Appendix C**.

Project Selection Criteria

Within the framework of the overall priorities established in the adopted RTSP, a range of criteria have been historically used to determine which specific projects would be programmed in the TIP for a given year. A formal process was used to solicit and prioritize projects for Surface Transportation Block Grant Program-Urban (STBG-U), Congestion Mitigation and Air Quality (CMAQ), Carbon Reduction (CR), and Transportation Alternatives (TA-U) funding for the following reasons:

- The application form emphasizes that applicants identify project benefits corresponding to the goals in the SKATS RTSP which helped evaluate, rank, and select projects that are meant to implement the RTSP.
- The form requires specific information on project costs and readiness. This is to better determine the value and deliverability of a project.

As part of the project selection process, projects must meet the following minimum eligibility requirements before being considered for funding:

Minimum Project Eligibility Criteria

- Consistency with the RTSP (or MTP), ODOT facility and highway plans, and/or local TSPs;
- Affordability within the parameters of financial constraint and available funding;
- Sufficiency of funding for completion of the project or specified phase;
- Availability of matching funds;
- Consistency with eligible activities for STBG funding [available at <http://www.law.cornell.edu/uscode/text/23/133>]; and
- Consistency with eligible activities for TA funding.

Project Selection Process

Project Solicitation

On October 1, 2021, SKATS formally started the process to identify projects to be funded in the FY 2024-2029 TIP. It was a combined solicitation for all eligible parties to apply for STBG-U, CMAQ and TA-U funds for eligible projects, and included reference for potential Carbon Reduction (CR) funds. Sponsors of projects that were previously funded in FY 2024 and continuing into the previous illustrative years (2025, and 2026) requiring additional funds were to also submit applications through the combined solicitation process. The application materials are included in **Appendix B**.

A total of 27 pre-applications were received from five agencies for projects to be considered for funding, plus four Requests for Additional Funds. The Technical Advisory Committee (TAC) discussed the relative merits of the projects, ranking the projects high, medium, or low, and offered suggestions on how to improve the applications, as well as evaluating what regionally significant projects were missing. Seventeen full applications were subsequently submitted, including four applications for additional funds for existing projects, with requests totaling more than \$50 million in federal funding. A list of the pre-applications and full applications are included in **Appendix C**. The complete applications are available on the MWVCOG website.

Public Outreach

An effort was made to solicit public opinion on the projects prior to their prioritization. In conjunction with the update to the MTP, a SKATS Transportation Hub website was launched in March 2022 with information and an online map with the draft TIP project applications (<https://skats-mwvcog.hub.arcgis.com/>). The availability of the website was announced via various channels. A summary of the public outreach is included in **Appendix D**. We received 101 individual comments via the online map.

Project Selection

The project applications were scored and ranked using the approved project prioritization process, summarized in **Appendix C**. A technical review committee, comprised of technical staff from the cities of Salem, Turner, and Keizer; Marion and Polk Counties; SAMTD; SKSD; DLCD; ODOT; and MWVCOG met and agreed upon a consensus technical score for each of the projects using the criteria listed in the approved prioritization process. The Technical Advisory Committee (TAC) evaluated and provided a non-quantifiable score for each of the applications, using the guidelines in the approved prioritization process. The scores were added together to develop an initial project ranking that was used to select projects to send to ODOT for further evaluation (included in **Appendix C**). ODOT evaluated the cost estimates for six of the construction projects.

Due to multiple factors (supply issues, inflation - especially in fuels) jurisdictions across Oregon and the U.S. saw project development costs rise dramatically between the time project estimates were prepared and when ODOT evaluated the project cost estimates. Based on recommendations from ODOT, jurisdictions revised the cost estimates for all projects, including the additional fund requests, and projects that were currently funded in FY 2024 to 2027.

To prepare for the final review of projects, staff inflated the cost estimates of each proposed project to the proposed year of expenditure as required by federal guidelines. Recently, staff used an inflation factor of about 3.1 percent when adjusting project costs to the programmed year of expenditure. Knowing that inflation was increasing at a higher rate, staff reached out to ODOT. ODOT provided inflation factors for 2022 to 2027 ranging from 3.2 percent to 4.6 percent. Staff also inflated SKATS funded programs that continue from year to year to programmed year of expenditure (Transportation Options, Regional Traffic Control Center, and MPO Support).

At this point in the project selection process, cost escalations impacted projects that recently went to bid. Cost overruns were more than local jurisdictions could cover and they came to SKATS looking for additional funds to be able to deliver the projects. Staff provided several scenarios to the TAC, who then recommended funding existing programs and projects, adding funds to underfunded projects, delaying a project, and funding no new projects at this time in order to cover the unexpected cost increases. They also recommended maintaining project applications and priorities if the funding situation

improves. The Policy Committee reaffirmed their commitment to completing projects and directed staff to proceed to develop the TIP with the TAC recommendation.

When this document is adopted, the SKATS Policy Committee prioritized and selected the projects identified in FY 2024 through FY 2027 "Four-Year Schedule of Transportation Projects" for implementation and funding, as scheduled. No additional action by the Policy Committee is required for the funding of these projects up to the dollar amounts programmed in this TIP. The schedule of projects utilizes all the anticipated federal funds as quickly as possible. If additional funds become available or if a project is delayed unexpectedly, the Policy Committee may select other projects from the first four years of the schedule to take advantage of the additional funds or to replace a delayed project (subject to the TIP Management process described in **Chapter 8**). Projects and phases identified as "illustrative" (and shown in the FY 2028 and FY 2029 of the TIP) may be moved into the FY 2024 through FY 2027 schedule by the SKATS Policy Committee following the TIP management procedures included in this document.

The entire prioritized project list is included in ***Appendix C***.

Chapter 6 – TIP PROJECT LISTING

[TOC](#)

This chapter contains a description of all the projects recommended for inclusion in the TIP including ODOT-funded, transit-funded, and regionally significant locally funded projects. The TIP tables are in this chapter with funding source, amount, and year for each phase of the projects listed. A map showing the location of the projects that have a geographical component is included in this chapter.

Overview

The TIP identifies all transportation projects (or phases of a project) expected to be implemented within the SKATS area using federal or state funds during the period FY 2024-2029. The TIP may also include regionally significant projects inside the SKATS area that are funded by the local jurisdictions. A map indicating the locations of construction projects is represented in **Figure 5**. The numbers on the map correspond to the project numbers in **Table 11**. Note that all projects do not have a geographic component, and therefore are not represented on the map. An interactive online map is available at www.MWVCOG.org.

Listing of FY 2024 through FY 2029 Projects

The amount and sources of funds for each project in the FY 2024-2029 TIP are included in **Table 11**. This TIP programs the use of these funds, often by spreading the project implementation and funding in logical phases (i.e., preliminary engineering, right-of-way purchase, and construction) over a multi-year period. Project information included in the 2024-2029 TIP is cursory. The entries include the project's name, a unique identifier that is assigned to each project—known as a key number, and responsible agency; a sufficient description that identifies general project location, purpose, scope and phase; an estimated cost including the amount of federal funds to be obligated by year; and the funding program(s) being used to pay for the work. The projects are listed by key number. A project description key is shown in **Figure 4**.

During the lifetime of the TIP, additional state and federal funds may become available to the area, or on a project-by-project basis, if the jurisdictions in the region are successful in competing for those funds. This includes potentially more federal formula funds, grants, local or state funds than anticipated. If funds are added to a project, the TIP will be updated using the TIP Management Process described in **Chapter 8**. The local jurisdictions and sponsoring agencies have committed to providing the required local match for the projects as illustrated in **Table 11**.

Figure 4: Project Description Key

The diagram illustrates the components of the 2024-2029 Draft MTIP form, with callouts explaining the purpose of various fields:

- Shows the name and location of each project:** Points to the "Name" field.
- Identifies which MPO boundary the project falls within (or Non-MPO for those outside):** Points to the "MPO" field.
- Indicates air quality status:** Points to the "Air Quality Status" field.
- Describes the work the project will accomplish:** Points to the "Description" field.
- Indicates the primary type of work scheduled:** Points to the "Work Type" field.
- Status indicates what is happening with the project:** Points to the "Status" field.
- Project key number – a unique identifier for each project:** Points to the "Key" field.
- ODOT Region to contact for questions:** Points to the "Region" field.
- Identifies who is sponsoring the project or who requested the project:** Points to the "Applicant" field.
- Shows estimated amount of funds, the federal share, the year the funds are committed, and the type of funds committed to the project:** Points to the "Current Project Estimate" table.
- Shows the year the project phase is anticipated to obligate:** Points to the "Year" column in the "Current Project Estimate" table.
- Amendment information:** Points to the "Amendment No." and "Requested Action" fields.
- Indicates Area Commission on Transportation:** Points to the "MTIP Approval Date" and "STIP Approval Date" fields.

2024-2029 Draft MTIP **SKATS** **2024-2029 MTIP**

Name: State St: 4106 State St to 46th Ave Key: 21855 Region: 2

Description: Construct a center turn lane, bike lanes, and sidewalks to improve pedestrian and bicyclist safety.

MPO: SalemKeizer Area MPO Air Quality Status: Non-Exempt Work Type: MODERN Status: PROJECT SCHEDULED FOR CONSTRUCTION

Applicant: MARION COUNTY

Location(s):

Mileposts	Length	Route	Roadway	ACT	County(s)
		State St	MID-WILLAMETTE VALLEY ACT		MARION

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2022	2024		2027		
Total		\$500,000	\$300,000		\$6,963,340		\$7,763,340
Fund 1		STBG-U \$448,650	STBG-U \$269,190		STBG-U \$6,250,000		\$6,967,840
Match		\$51,350	\$30,810		\$715,340		\$797,500

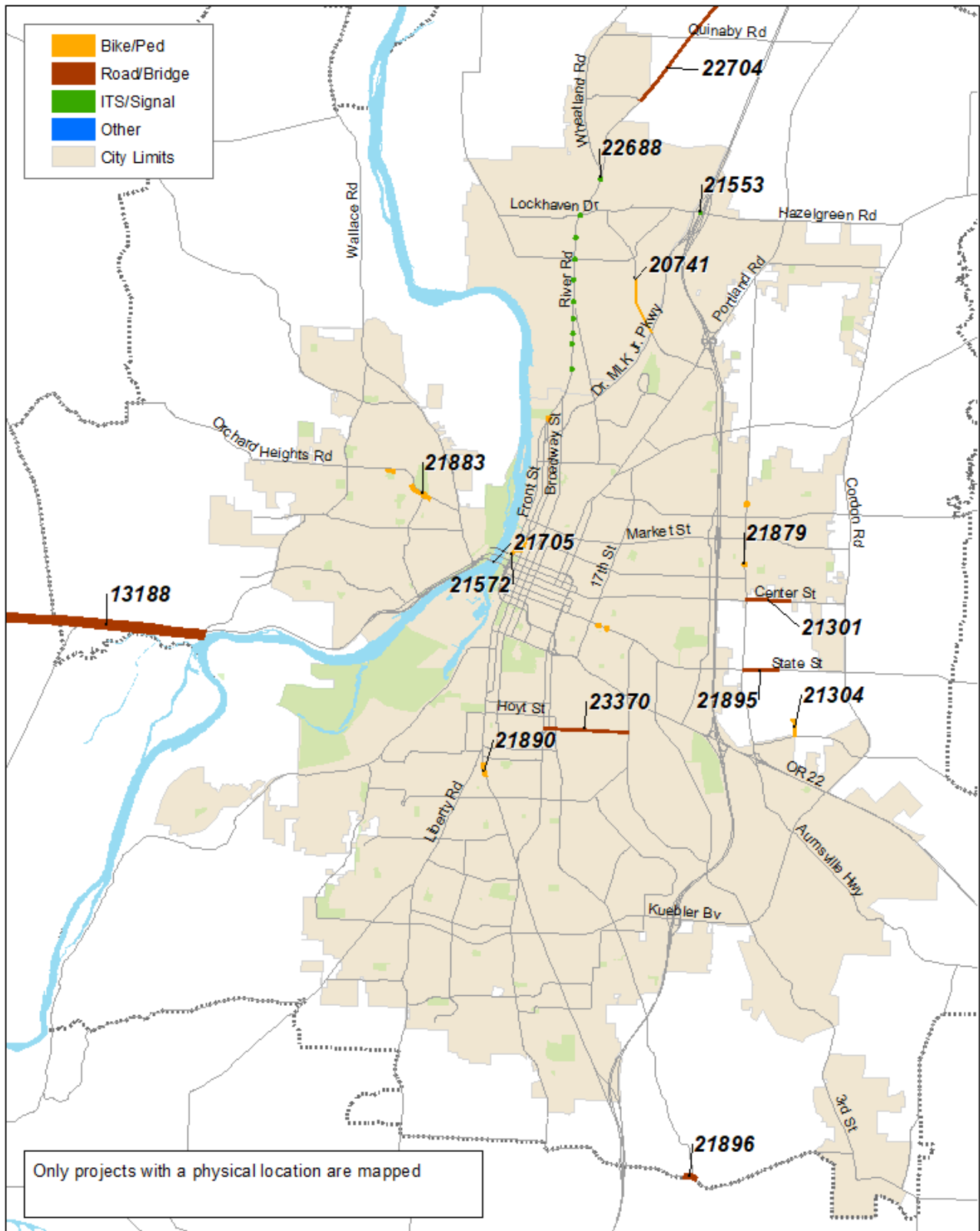
Footnote: MPO funds limited to \$6,967,840

Most Recent Approved Amendment

Amendment No: MTIP Approval Date: STIP Approval Date:

Requested Action: Construction phase added during TIP Update

Figure 5: Draft Projects FY 2024-2029 TIP



Illustrative Projects

The TIP tables include projects (or more commonly, phases of projects) and programs that are outside the regular four-year timeframe of the TIP, i.e., in this case in FY 2028 and FY 2029. These programs or phases have a check mark in the column "Illustrative" in the TIP tables. These funding amounts are included for purposes of planning beyond FY 2027. Should additional funding become available after the TIP is adopted, those projects may be included in the first four years of the TIP using the TIP management process described in **Chapter 8**.

Projects and funding amounts in FY 2028 and FY 2029 will not be included in the Oregon Department of Transportation's FY2024-2027 STIP.

TIP Tables

The tables on the following pages are continuously updated as various aspects of a project are revised according to the TIP management process described in **Chapter 8**. These updated tables will be posted on the MWVCOG website (<http://www.mwvcog.org>) separately from the adopted document. For current information on specific projects, please consult the website for the most current TIP tables.

Table 11: SKATS FY 2029 Transportation Improvement Program
(See Website for Updated TIP Table)

2024-2029 Draft MTIP				SKATS				2024-2029 MTIP			
Name: OR22: Rickreall Rd to Doaks Ferry Rd NW								Key: 13188			
Description		Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW.						Region: 2			
MPO: Salem/Keizer Area MPO		Air Quality Status:		Work Type: MODERN							
Applicant: POLK COUNTY		Non-Exempt		Status: Project approved through DAP							
Location(s)-											
Mileposts		Length	Route	Highway			ACT		County(s)		
19.30-21.87			OR-22	WILLAMINA-SALEM			MID-WILLAMETTE VALLEY ACT		POLK		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2003		2024						2019	
Total		\$10,444,380		\$525,536							\$10,969,916
Fund 1			Nat Corr	\$3,000,000							\$3,000,000
Match											
Fund 2			STBG	\$6,271,777	STBG	\$471,563					\$6,743,341
Match						\$53,973					\$771,806
Fund 2			STBG-U	\$408,065					ACPO		\$879,628
Match				\$46,705							\$100,677
Footnote:											
Most Recent Approved Amendment											
Amendment No:		22-5				MTIP Approval Date:		1/25/2022		STIP Approval Date:	
Requested Action:		Combine 18322 and 18726 into 13188 for efficiency. 13188: preliminary engineering \$1,907,465 added; add right of way phase; update name and description; Mile point changing 0.75 mile. Combined total cost not changing.									
Name: NW Oregon (Central Portion) curve warning upgrades										Key: 20190	
Description		Install chevrons and updated curve warning signs at various locations to increase safety						Region: 2			
MPO: Salem/Keizer Area MPO		Air Quality Status:		Work Type: SAFETY							
Applicant: ODOT		Exempt		Status: PROJECT SCHEDULED FOR CONSTRUCTION							
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	Project Total
Year		2020						2024			
Total		\$250,000						\$1,620,100			\$1,870,100
Fund 1			HSIP	\$250,000			HSIP	\$1,458,090		\$1,708,090	
Match								\$162,010			\$162,010
Footnote: Funds were added to PE after obligation											
Most Recent Approved Amendment											
Amendment No:		23-AA6				MTIP Approval Date:		3/6/2023		STIP Approval Date:	
Requested Action:		Reduce the Construction phase by \$72,660 and move to the Preliminary Engineering phase and updated fund match for PE.									
Amendment No:		21-AA26				MTIP Approval Date:		12/3/2021		STIP Approval Date: 12/10/2021	
Requested Action:		Slip construction to 2024. Move \$80,000 from construction to preliminary engineering to ensure sufficient funds to complete design. Construction remains fully funded.									
Name: Verda Ln: Dearborn Av to Salem Pkwy (Keizer)										Key: 20741	
Description		Construct bicycle lanes and sidewalks to increase safety and promote alternative methods of transportation.						Region: 2			
MPO: Salem/Keizer Area MPO		Air Quality Status:		Work Type: BIKPED, CMAQ							
Applicant: CITY OF KEIZER		Exempt		Status: PROJECT SCHEDULED FOR CONSTRUCTION							
Location(s)-											
Mileposts		Length	Route	Roadway			ACT		County(s)		
				Verda Ln			MID-WILLAMETTE VALLEY ACT		MARION		
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	Project Total
Year		2020		2024				2024			
Total		\$650,000		\$1,698,000				\$1,726,800			\$4,074,800
Fund 1			TAP-U	\$568,350						\$568,350	
Match				\$65,050							\$65,050
Fund 2			CMAQ	\$9,960	CMAQ	\$1,449,885	CMAQ	\$1,412,164		\$2,872,010	
Match				\$1,140		\$165,946		\$161,629			\$328,714
Fund 3			Local	\$5,500	Local	\$82,169	Local	\$153,007		\$240,676	
Match											
Footnote: MPO funds limited to \$3,440,359											
Most Recent Approved Amendment											
Amendment No:		22-AA18				MTIP Approval Date:		12/15/2022		STIP Approval Date:	
Requested Action:		Slip the right of way phase to begin in 2024									
Amendment No:		22-8				MTIP Approval Date:		3/22/2022		STIP Approval Date: 4/4/2022	
Requested Action:		Add \$148,400 (\$133,159 federal plus \$15,241 local match) to PE phase of project.									

2024-2029 Draft MTIP					SKATS					2024-2029 MTIP				
Name: Transit Urban (5339) Formula Program 2020 SKT										Key: 20773				
Description Procurement and installation of four replacement in-ground vehicle hoists at the Del Webb facility to improve service.										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, POLK					
Current Project Estimate														
Planning		Prelim. Engineering		Right of Way	Utility Relocation		Construction		Other		Project Total			
Year							2024		2024					
Total							\$329,504		\$560,000		\$889,504			
Fund 1							5339	\$263,603	5339	\$448,000	\$711,603			
Match							Local	\$65,901	Local	\$112,000	\$177,901			
Footnote:														
Most Recent Approved Amendment														
Amendment No:		23-AA7				MTIP Approval Date:		4/18/2023		STIP Approval Date:				
Requested Action:		Change project description to refine work being done. Create construction phase adding funds from other phase. Increase total project cost by \$60,754. Slip CN and OTH phases to FY2024.												
Amendment No:		21-AA19				MTIP Approval Date:		8/24/2021		STIP Approval Date:		8/31/2021		
Requested Action:		Slip the project to 2022 for delivery.												
Name: Mill Street SE rail crossing (Salem)												Key: 21238		
Description Install raised medians and a marked crosswalk connecting the AMTRAK Station to the Salem Promenade, add additional and updated railroad equipment, and improve the roadway condition and approaches for safer vehicular operation and enhanced design features to better meet the ADA guidelines.												Region: 2		
MPO: Salem/Keizer Area MPO			Air Quality Status:		Work Type: SAFETY, TRANST									
Applicant: ODOT			Exempt		Status: PROJECT SCHEDULED FOR CONSTRUCTION									
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			2020				2024							
Total			\$370,000				\$1,050,000				\$1,420,000			
Fund 1		RRX	\$333,000				RRX	\$900,000	RRX		\$1,233,000			
Match			\$37,000					\$100,000			\$137,000			
Fund 2							5313	\$40,000			\$40,000			
Match								\$10,000			\$10,000			
Footnote: *Funds were added to the PE phase after obligation. The total estimated cost of the project in the STIP is \$1,770,000.														
Most Recent Approved Amendment														
Amendment No:		22-AA19				MTIP Approval Date:		12/16/2022		STIP Approval Date:				
Requested Action:		Slip construction to 2024 for delivery												
Amendment No:		21-AA29				MTIP Approval Date:		11/30/2021		STIP Approval Date:		12/10/2021		
Requested Action:		Slip construction to 2023 for delivery												
Amendment No:		20-AA6				MTIP Approval Date:		4/23/2021		STIP Approval Date:		3/10/2021		
Requested Action:		Slip construction to 2022 for delivery												

2024-2029 Draft MTIP												SKATS												2024-2029 MTIP											
Name: Center St.: Lancaster Dr. to 45th Pl. NE																								Key: 21301											
Description		Design the interim and long-term widening of Center St. east of Lancaster Dr. to 45th Pl NE, and construction of the interim improvements on the north side including center turn lane, bike lanes and sidewalks to increase safety. Update existing crossing located at Center St. & 45th Pl																				Region: 2													
MPO: Salem/Keizer Area MPO												Air Quality Status:						Work Type: MODERN																	
Applicant: MARION COUNTY												Non-Exempt						Status: PROJECT SCHEDULED FOR CONSTRUCTION																	
Location(s)-																																			
Mileposts		Length		Route		Roadway						ACT						County(s)																	
						Center St						MID-WILLAMETTE VALLEY ACT						MARION																	
Current Project Estimate																																			
Planning				Prelim. Engineering				Right of Way				Utility Relocation				Construction				Other				Project Total											
Year				2019		2022				2023																									
Total				\$364,839		\$578,417				\$2,540,210												\$3,483,466													
Fund 1				STBG-U		\$327,370		STBG-U		\$317,031				STBG-U		\$1,710,140						\$2,354,541													
Match						\$37,469				\$36,286						\$195,733						\$269,488													
Fund 2								STBG-L		\$201,982				Local		\$334,337						\$536,319													
Match										\$23,118																									
Fund 3														HSIP		\$300,000						\$300,000													
Match																																			
Footnote: MPO funds limited to \$2,354,541																																			
Most Recent Approved Amendment																																			
Amendment No:				22-AA17								MTIP Approval Date:				10/21/2022				STIP Approval Date:															
Requested Action:				Slip construction to 2024 to better meet schedule																															
Amendment No:				22-AA9								MTIP Approval Date:				7/7/2022				STIP Approval Date:															
Requested Action:				Add \$225,099.74 of Marion County STBG funds to the right of way phase																															
Amendment No:				22-AA5								MTIP Approval Date:				5/25/2022				STIP Approval Date:															
Requested Action:				Update project description to include new crosswalk location. Increase the Construction phase by \$300,000.																															
Amendment No:				21-AA27								MTIP Approval Date:				11/30/2021				STIP Approval Date:				12/1/2021											
Requested Action:				Slip construction to 2023 to better meet schedule																															
Amendment No:				20-AA35								MTIP Approval Date:				11/25/2020				STIP Approval Date:				11/30/2020											
Requested Action:																																			
Name: Connecticut Ave: Macleay Rd to Rickey St																								Key: 21304											
Description		Complete the urban bicycle facilities and sidewalks along Connecticut Avenue SE between Macleay Road/Pennsylvania Avenue and Rickey Street/Macleay Road to improve safety.																				Region: 2													
MPO: Salem/Keizer Area MPO												Air Quality Status:						Work Type: BIKPED																	
Applicant: MARION COUNTY												Exempt						Status: PROJECT SCHEDULED FOR CONSTRUCTION																	
Location(s)-																																			
Mileposts		Length		Route		Roadway						ACT						County(s)																	
						Connecticut Ave						MID-WILLAMETTE VALLEY ACT						MARION																	
Current Project Estimate																																			
Planning				Prelim. Engineering				Right of Way				Utility Relocation				Construction				Other				Project Total											
Year				2020		2023				2024																									
Total				\$191,000		\$213,700				\$1,485,164												\$1,889,864													
Fund 1				STBG-U		\$171,384		STBG-U		\$52,043				STBG-U		\$785,138						\$1,008,565													
Match						\$19,616				\$5,957						\$89,863						\$115,435													
Fund 2								STBG		\$139,710												\$139,710													
Match										\$15,990												\$15,990													
Fund 3														CARB		\$547,500						\$547,500													
Match																\$62,664						\$62,664													
Footnote: MPO funds limited to \$1,556,065																																			
Most Recent Approved Amendment																																			
Amendment No:												MTIP Approval Date:								STIP Approval Date:															
Requested Action:				\$610,164 (\$547,000 CR plus \$62,664 local match) added during the TIP Update																															
Amendment No:				22-AA13								MTIP Approval Date:				7/27/2022				STIP Approval Date:				7/30/2022											
Requested Action:				Add \$155,700 of Marion County STBG funds to the right of way phase. Slip the right of way phase to 2023.																															

2024-2029 Draft MTIP				SKATS				2024-2029 MTIP			
Name: I-5: Salem - Albany								Key: 21553			
Description: Install traffic surveillance cameras to monitor traffic incidents along the I-5 corridor; Install variable message signs to provide real-time information to drivers.								Region: 2			
MPO: Non-MPO, Salem/Keizer Area MPO				Work Type: OP-ITS, OP-SSI							
Applicant: ODOT				Status: PROJECT SCHEDULED FOR CONSTRUCTION							
Location(s)-											
Mileposts		Length	Route	Highway		ACT		County(s)			
240.14 to 240.14		0	I-5	PACIFIC HIGHWAY		CASCADES WEST ACT		LINN			
245.00 to 245.00		0	I-5	PACIFIC HIGHWAY		MID-WILLAMETTE VALLEY ACT		MARION			
247.50 to 247.50		0	I-5	PACIFIC HIGHWAY		MID-WILLAMETTE VALLEY ACT		MARION			
260.00 to 260.00		0	I-5	PACIFIC HIGHWAY		MID-WILLAMETTE VALLEY ACT		MARION			
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2020		2022		2024					
Total		\$1,100,000		\$27,500		\$5,119,961				\$6,247,461	
Fund 1		NHPF \$1,014,420		NHPF \$25,361		NHPF \$4,594,141				\$5,633,922	
Match		\$85,580		\$2,140		\$525,820				\$613,539	
Footnote:											
Most Recent Approved Amendment											
Amendment No:		21-AA30		MTIP Approval Date:		11/30/2021		STIP Approval Date:		12/15/2021	
Requested Action:		Slip right of way to 2023									
Name: OR99EB: Market St. - Union St.								Key: 21572			
Description: Enhance/upgrade overhead guide & overhead lane-use signing and install bike lanes along Commercial Street, Liberty Street, and Front Street to improve driver navigation and safety for all users.								Region: 2			
MPO: Salem/Keizer Area MPO				Air Quality Status:		Work Type: SAFETY					
Applicant: ODOT				Exempt		Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Location(s)-											
Mileposts		Length	Route	Highway		ACT		County(s)			
4.36 - 4.84		0.48	OR-99EB	SALEM PARKWAY		MID-WILLAMETTE VALLEY ACT		MARION			
4.73 - 4.79		0.06	OR-99EB	SALEM PARKWAY		MID-WILLAMETTE VALLEY ACT		MARION			
4.37 - 4.73		0.480.36	OR-99EB	SALEM PARKWAY - CONNECTOR		MID-WILLAMETTE VALLEY ACT		MARION			
4.36 - 4.36		0	OR-99EB	SALEM PARKWAY		MID-WILLAMETTE VALLEY ACT		MARION			
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2022		2023		2024		2024			
Total		\$531,000		\$145,000		\$112,300		\$1,742,500		\$2,530,800	
Fund 1		HSIP \$489,688		\$133,719		HSIP \$103,563		STBG \$1,606,934		\$2,200,185	
Match		\$41,312		\$11,281		\$8,737		\$135,567		\$185,615	
Footnote:											
Most Recent Approved Amendments											
Amendment No:		23-AA5		MTIP Approval Date:		2/27/2023		STIP Approval Date:			
Requested Action:		Adding a Right of Way Phase and associated funding in order to proceed with the project.									
Amendment No:		22-9		MTIP Approval Date:		4/26/2022		STIP Approval Date:		5/4/2022	
Requested Action:		Extend project limits and update project name.									
Name: OR22: Center St Bridge (Salem)								Key: 21705			
Description: Design and construct seismic retrofit improvements such that the bridge could survive a major seismic event and continue to provide a functioning crossing of the Willamette River								Region: 2			
MPO: Salem/Keizer Area MPO				Air Quality Status:		Work Type: BRIDGE					
Applicant: ODOT				Exempt		Status: PROJECT FUNDED THROUGH FINAL PLANS					
Location(s)-											
Mileposts		Length	Route	Highway		ACT		County(s)			
25.90 to 25.90		0	OR-22	WILLAMINA-SALEM		MID-WILLAMETTE VALLEY ACT		POLK, MARION			
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2021		2024		2025					
Total		\$10,000,000		\$3,242,600		\$86,757,400				\$100,000,000	
Fund 1		NHPF \$8,973,000		NHPF \$2,909,585						\$11,882,585	
Match		\$1,027,000		\$333,015		\$86,757,400				\$1,360,015	
Footnote:											
Most Recent Approved Amendments											
Amendment No:		22-AA21		MTIP Approval Date:		12/22/2022		STIP Approval Date:			
Requested Action:		Slip right of way to begin in 2024.									

2024-2029 Draft MTIP				SKATS		2024-2029 MTIP	
Name: Salem-Keizer area MPO planning SFY25						Key: 21861	
Description: SKATS MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.							
MPO: Salem/Keizer Area MPO		Air Quality Status:		Work Type: PLANNING		Region: 2	
Applicant: SKATS		Exempt		Status: PLANNING ACTIVITY			
Location(s)-							
Mileposts	Length	Route	Highway	ACT		County(s)	
				MID-WILLAMETTE VALLEY ACT		MARION, POLK	
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2024						
Total	\$1,633,078						\$1,633,078
Fund 1	STBG-U \$750,000						\$750,000
Match	\$85,841						\$85,841
Fund 2	PL \$545,991.21						\$545,991.21
Match	\$62,491.14						\$62,491.14
Fund 3	PL-5303 \$169,370.00						\$169,370.00
Match	\$19,385.16						\$19,385.16
Footnote: MPO funds limited to \$750,000							
Most Recent Approved Amendment							
Amendment No: 23-AA12		MTIP Approval Date: 5/17/2023		STIP Approval Date:			
Requested Action:		Reduce project costs to match UPWP. Funding reduction of \$20,109.65 in PL funds is part of the e-TIP payment (22674).					
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.							
MPO: Salem/Keizer Area MPO		Air Quality Status:		Work Type: BIKPED		Region: 2	
Applicant: CITY OF SALEM		Exempt		Status: PROJECT SCHEDULED FOR CONSTRUCTION			
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		2021	2024		2024		
Total		\$260,000	\$65,000		\$1,075,000		\$1,400,000
Fund 1		STBG-U \$233,298	STBG-U \$58,325		STBG-U \$218,260		\$509,883
Match		\$26,702	\$6,676		\$24,981		\$58,359
Fund 2					TA-U \$717,801		\$717,801
Match					\$82,156		\$82,156
Fund 3					Local \$31,802		\$31,802
Match							
Footnote: MPO funds limited to \$1,227,684							
Most Recent Approved Amendment							
Amendment No: 23-AA3		MTIP Approval Date: 2/21/2023		STIP Approval Date:			
Requested Action:		Slip right of way phase to 2024.					
Amendment No: 22-17							
Requested Action:		MTIP Approval Date: 10/26/2022		STIP Approval Date:			
		Update the description to remove two crossings from the scope of the project to stay within budget.					

2024-2029 Draft MTIP												SKATS												2024-2029 MTIP											
Name: Orchard Heights Rd NW: Snowbird to Westhaven (Salem)												Key: 21883																							
Description: Add various improvements to extend useful life of current facilities.												Region: 2																							
MPO: Salem/Keizer Area MPO				Air Quality Status:				Work Type: BIKPED																											
Applicant: CITY OF SALEM				Exempt				Status: PROJECT SCHEDULED FOR CONSTRUCTION																											
Location(s)-																																			
Mileposts		Length		Route		Highway				ACT				County(s)																					
										MID-WILLAMETTE VALLEY ACT				POLK																					
Current Project Estimate																																			
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total																							
Year		2021		2024				2024																											
Total		\$475,000		\$135,000				\$1,765,000				\$2,375,000																							
Fund 1		CMAQ		\$426,218		CMAQ		\$121,136		CMAQ		\$1,135,085																							
Match				\$48,783				\$13,865				\$129,916																							
Fund 2										Local		\$500,000																							
Match												\$500,000																							
Footnote: MPO funds limited to \$1,682,438																																			
Most Recent Approved Amendment																																			
Amendment No:		23-AA2				MTIP Approval Date:		2/21/2023		STIP Approval Date:																									
Requested Action:		Corrected right of way phase from 2023 to 2024.																																	
Amendment No:		23-1				MTIP Approval Date:		1/24/2023		STIP Approval Date:																									
Requested Action:		Add new right of way phase and move \$135,000 from construction to right of way.																																	
Amendment No:		21-AA11				MTIP Approval Date:		7/30/2021		STIP Approval Date:		8/9/2021																							
Requested Action:		Advance preliminary engineering phase to 2021 to begin project.																																	
Name: Commercial St SE: Vista St to Ratcliff Dr (Salem)												Key: 21890																							
Description: Construction of sidewalks along the east side of Commercial Street SE between Ratcliff Drive and Vista Street, and new signal at Ratcliff to increase safety.												Region: 2																							
MPO: Salem/Keizer Area MPO				Air Quality Status:				Work Type: BIKPED																											
Applicant: CITY OF SALEM				Exempt				Status: PROJECT SCHEDULED FOR CONSTRUCTION																											
Location(s)-																																			
Mileposts		Length		Route		Roadway				ACT				County(s)																					
						Commercial St				MID-WILLAMETTE VALLEY ACT				MARION																					
Current Project Estimate																																			
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total																							
Year		2021		2024				2026																											
Total		\$640,000.00		\$320,000.00				\$4,597,125.00				\$5,557,125.00																							
Fund 1		STBG-U		\$233,864.20		STBG-U		\$287,136.00				\$521,000.20																							
Match				\$26,766.80				\$32,864.00				\$59,630.80																							
Fund 2		CMAQ		\$340,407.80				CMAQ		\$3,253,625.95		\$3,594,033.75																							
Match				\$38,961.20						\$372,392.05		\$411,353.25																							
Fund 3								TA-U		\$871,374.31		\$871,374.31																							
Match										\$99,732.69		\$99,732.69																							
Footnote: MPO funds limited to \$4,986,408																																			
Most Recent Approved Amendment																																			
Amendment No:						MTIP Approval Date:				STIP Approval Date:																									
Requested Action:		Construction phase added during the TIP update																																	
Amendment No:		21-AA12				MTIP Approval Date:		7/30/2021		STIP Approval Date:		8/9/2021																							
Requested Action:		Advance preliminary engineering phase to 2021 to begin project.																																	
Name: State St: 4106 State St to 46th Ave												Key: 21895																							
Description: Construct a center turn lane, bike lanes, and sidewalks to improve pedestrian and bicyclist safety.												Region: 2																							
MPO: Salem/Keizer Area MPO				Air Quality Status:				Work Type: MODERN																											
Applicant: MARION COUNTY				Non-Exempt				Status: PROJECT SCHEDULED FOR CONSTRUCTION																											
Location(s)-																																			
Mileposts		Length		Route		Roadway				ACT				County(s)																					
						State St				MID-WILLAMETTE VALLEY ACT				MARION																					
Current Project Estimate																																			
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other		Project Total																							
Year		2022		2024				2027																											
Total		\$500,000		\$300,000				\$6,965,340				\$7,765,340																							
Fund 1		STBG-U		\$448,650		STBG-U		\$269,190		STBG-U		\$6,250,000																							
Match				\$51,350				\$30,810				\$715,340																							
Footnote: MPO funds limited to \$6,967,840																																			
Most Recent Approved Amendment																																			
Amendment No:						MTIP Approval Date:				STIP Approval Date:																									
Requested Action:		Construction phase added during TIP Update																																	

2024-2029 Draft MTIP				SKATS		2024-2029 MTIP	
Name: Delaney Rd: Battle Creek Bridge						Key: 21896	
Description: Replace the existing bridge on Delaney Road over Battle Creek. Project includes various intersection and roadway improvements to improve traffic flow and safety.						Region: 2	
MPO: Salem/Keizer Area MPO		Air Quality Status: Exempt		Work Type: BRIDGE			
Applicant: MARION COUNTY				Status: FUNDED THROUGH Preliminary Engineering Only			
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		2021	2028		2029		(Does not include illustrative phases)
Total		\$465,000	\$220,000		\$3,900,000		\$4,585,000
Fund 1		STBG-U \$417,245	STBG-U \$197,406		STBG-U \$3,499,470		\$4,114,121
Match		\$47,756	\$22,594		\$400,530		\$470,880
Footnote:							
Most Recent Approved Amendment							
Amendment No: 22-15				MTIP Approval Date: 7/28/2022		STIP Approval Date: 8/4/2022	
Requested Action: Cancel the right of way phase, to be delivered in next TIP cycle.							
Name: SAWTD Fixed Route Vehicle Replacement FY 2024						Key: 21899	
Description: Replace up to ten diesel-fueled vehicles with alternative fueled, fixed route transit buses to provide more energy efficient vehicles for public transportation.						Region: 2	
MPO: Salem/Keizer Area MPO		Air Quality Status: Exempt		Work Type: Transit			
Applicant: SALEM-KEIZER TRANSIT DISTRICT				Status: NON-CONSTRUCTION PROJECT			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				MID-WILLAMETTE VALLEY ACT	MARION, POLK		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2024	
Total						\$2,100,000	\$2,100,000
Fund 1						STBG-U \$1,884,330	\$1,884,330
Match						\$215,670	\$215,670
Footnote: MPO funds limited to \$1,884,330							
Most Recent Approved Amendment							
Amendment No:				MTIP Approval Date:		STIP Approval Date:	
Requested Action:							
Name: Transit Urban (5307) Formula Capital ADA PM 2024 SKT						Key: 21913	
Description: Allocation used for Preventative Maintenance and ADA to promote alternative forms of transportation.						Region: 2	
MPO: Salem/Keizer Area MPO		Air Quality Status: Exempt		Work Type: TRANST			
Applicant: SALEM-KEIZER TRANSIT DISTRICT				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						\$3,998,665	\$3,998,665
Fund 1						5307 \$3,198,932	\$3,198,932
Match						\$799,733	\$799,733
Footnote:							
Most Recent Approved Amendment							
Amendment No:				MTIP Approval Date:		STIP Approval Date:	
Requested Action:							

2024-2029 Draft MTIP				SKATS		2024-2029 MTIP	
Name: Transit Urban (5307) Formula Capital Projects 2024 SKT						Key: 21914	
Description: Allocation used for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to						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						\$2,504,585	\$2,504,585
Fund 1						5307 \$2,003,668	\$2,003,668
Match						\$500,917	\$500,917
Footnote:							
Most Recent Approved Amendment							
Amendment No:				MTIP Approval Date:		STIP Approval Date:	
Requested Action:							
Name: Transit Urban (5307) Formula-Operating 2024 SKT						Key: 21915	
Description: Allocation used for transit operating expenses to promote the use of alternative forms of transportation.						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						\$2,934,800	\$2,934,800
Fund 1						5307 \$1,467,400	\$1,467,400
Match						\$1,467,400	\$1,467,400
Footnote:							
Most Recent Approved Amendment							
Amendment No:				MTIP Approval Date:		STIP Approval Date:	
Requested Action:							
Name: Transit Urban (5310) Formula Program 2024 SKT						Key: 21916	
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						\$322,500	\$322,500
Fund 1						5310 \$258,000	\$258,000
Match						\$64,500	\$64,500
Footnote:							
Most Recent Approved Amendment							
Amendment No:				MTIP Approval Date:		STIP Approval Date:	
Requested Action:							

Name: Transit Urban (5339) Formula Program 2024 SKT										Key: 21917	
Description: Allocation used for bus and bus facilities to provide alternative forms of transportation.										Region: 2	
MPO: Salem/Keizer Area MPO				Air Quality Status: Exempt		Work Type: TRANST					
Applicant: SALEM-KEIZER TRANSIT DISTRICT						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	
Year										2024	
Total										\$1,110,000	
Fund 1										\$888,000	
Match										\$222,000	
Footnote:											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											
Name: Oregon Transportation Network - SAMTD FFY24											
Description: Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.										Region: 2	
MPO: Salem/Keizer Area MPO				Air Quality Status: Exempt		Work Type: TRANST					
Applicant: SALEM-KEIZER TRANSIT DISTRICT						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	
Year										2024	
Total										\$1,188,378	
Fund 1										\$1,066,332	
Match										\$122,046	
Footnote:											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											
Name: River Rd. N: Glynbrook St. to McNary Estates Dr. (Keizer)											
Description: Modify the signal hardware at all ten signalized intersections on River Road N. Modifications include converting to flashing yellow arrow at Glynbrook St N, Sam Orcutt Way NE, Sunset Ave N, Cummings Ln N, Claggett St NE, and McNary Estates Dr N., Manbrin Dr NE, and Dearborn Ave NE. to aid in reducing congestion and improving air quality.										Region: 2	
MPO: Salem/Keizer Area MPO				Air Quality Status: EXEMPT		Work Type: Safety					
Applicant: CITY OF KEIZER						Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
						River Road N		MID-WILLAMETTE VALLEY ACT		MARION	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year		2025						2027			
Total				\$323,350				\$1,208,338		\$1,531,688	
Fund 1				HSIP				HSIP		\$1,208,338	
Match											
Footnote:											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											

2024-2029 Draft MTIP				SKATS		2024-2029 MTIP			
Name: Polk County Striping & Marking Improvements (2027)						Key: 22692			
Description: Install raised or recessed pavement markers and widen the lines on the edge of road on 5 corridors in Polk Co to reduce the number of crashes and road departure incidents. The roads involved are: Corvallis Rd, Zena Rd, Falls City Rd, Airlie Rd, Ellendale Rd.						Region: 2			
MPO: Salem/Keizer Area MPO			Air Quality Status:		Work Type: Safety				
Applicant: POLK COUNTY			EXEMPT		Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-									
Mileposts	Length	Route	Highway		ACT		County(s)		
			Various		MID-WILLAMETTE VALLEY ACT		MARION		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	
Year		2023						2026	
Total		\$182,209						\$681,411	
Fund 1		HSIP \$182,209						HSIP \$681,411	
Match									
Footnote:									
Most Recent Approved Amendment									
Amendment No:		23-AA10		MTIP Approval Date:		STIP Approval Date:			
Requested Action:		Advance CN phase from 2027 to 2026							
Amendment No:		23-7		MTIP Approval Date:		STIP Approval Date:			
Requested Action:		Advance the PE phase from the 24-27 STIP to the current STIP for delivery in FFY 2023							
Name: City of Salem South Signal Improvements (2027)						Key: 22697			
Description: Make signal improvements in South Salem to replace old substandard signal heads with new ones and replace outdated signal controllers to increase safety for both vehicles and pedestrians.						Region: 2			
MPO: Salem/Keizer Area MPO			Air Quality Status:		Work Type: SAFETY				
Applicant: CITY OF SALEM			Exempt		Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-									
Mileposts	Length	Route	Highway		ACT		County(s)		
			Commercial St., Liberty St.		MID-WILLAMETTE VALLEY ACT		MARION		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	
Year		2024						2027	
Total		\$323,996.00						\$1,213,002.00	
Fund 1		HSIP \$323,996.00						HSIP \$1,213,002.00	
Match								\$0.00	
Fund 2								\$0.00	
Match									
Footnote:									
Most Recent Approved Amendment									
Amendment No:				MTIP Approval Date:		STIP Approval Date:			
Requested Action:									
Name: River Rd NE / French Prairie Rd NE: OR219 to Parkmeadow Dr NE (Marion)						Key: 22704			
Description: Install centerline rumble strips and recessed pavement markers on River Rd NE from Parkmeadow Dr NE to French Prairie Rd NE; and French Prairie Rd NE from River Rd NE to OR-219 to reduce vehicle incidents.						Region: 2			
MPO: Salem/Keizer Area MPO			Air Quality Status:		Work Type: Safety				
Applicant: MARION COUNTY			EXEMPT		Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-									
Mileposts	Length	Route	Highway		ACT		County(s)		
			River Rd NE/French Prairie Rd		MID-WILLAMETTE VALLEY ACT		MARION		
Current Project Estimate									
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction	
Year		2025						2027	
Total		\$120,902						\$417,250	
Fund 1		HSIP \$120,902						HSIP \$417,250	
Match									
Footnote:									
Most Recent Approved Amendment									
Amendment No:				MTIP Approval Date:		STIP Approval Date:			
Requested Action:									

Name: Salem area traffic signal control center operations 2025-2026										Key: 22721	
Description: Operation of the regional traffic control center to improve traffic flow for the 2025-2026 federal fiscal years. Operated by the city of Salem.										Region: 2	
MPO: Salem/Keizer Area MPO			Air Quality Status:			Work Type: OPERAT					
Applicant: CITY OF SALEM			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	
Year										2025	
Total										\$848,883	
Fund 1										STBG-U	
Match										\$663,000	
Fund 2										Local	
Match										\$110,000	
Footnote: MPO funds limited to \$663,000											
Most Recent Approved Amendment											
Amendment No:						MTIP Approval Date:			STIP Approval Date:		
Requested Action:											
Name: Salem Area Traffic Signal Control Center Operations 2027-2028											
Key: 22722											
Description: Operation of the regional traffic control center to improve traffic flow for the 2027-2028 federal fiscal years. Operated by the city of Salem.										Region: 2	
MPO: Salem/Keizer Area MPO			Air Quality Status:			Work Type: OPERAT					
Applicant: CITY OF SALEM			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	
Year										2027	
Total										\$871,172	
Fund 1										STBG-U	
Match										\$683,000	
Fund 2										Local	
Match										\$78,172	
										\$110,000	
Footnote: MPO funds limited to \$663,000											
Most Recent Approved Amendment											
Amendment No:						MTIP Approval Date:			STIP Approval Date:		
Requested Action:											
Most Recent Approved Amendment											
Amendment No:			23-10			MTIP Approval Date:			STIP Approval Date:		
Requested Action:			Advance the PE phase from the 24-27 STIP to the current STIP for delivery in FFY 2023.								
Name: I-5: (Northern Oregon) and OR569 (Eugene) wrong way driving treatments										Key: 22723	
(2027)											
Description: Complete design to install the wrong way driving deterrents of signing, striping enhancements and/or other items at various exit ramps on I-5 to aid in preventing wrong way driving at interchange off-ramps. Similar deterrents will be designed for various exit ramps on OR-569 in										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		MID-WILLAMETTE VALLEY ACT		VARIOUS	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Year										2024	
Total										\$545,290	
Fund 1				HSIP						\$545,290	
Match											
Footnote:											
Most Recent Approved Amendment											
Amendment No:			23-10			MTIP Approval Date:			STIP Approval Date:		
Requested Action:			Advance the PE phase from the 24-27 STIP to the current STIP for delivery in FFY 2023.								

2024-2029 Draft MTIP										SKATS										2024-2029 MTIP									
Name: Northwest Oregon lighting & enhanced intersection warning (2027)															Key: 22726														
Description: Complete design to install enhanced regulatory, guide & warning signs, striping other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety.															Region: 2														
MPO: Salem/Keizer Area MPO										Air Quality Status: Exempt					Work Type: SAFETY														
Applicant: ODOT										Status: UTILITY RELOCATE																			
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		Project Total															
Year		2023				2026																							
Total		\$480,382				\$14,728								\$495,110															
Fund 1		HSIP		\$480,382		HSIP				\$14,728				\$495,110															
Match																													
Footnote:																													
Most Recent Approved Amendment																													
Amendment No:		23-AA11				MTIP Approval Date:				STIP Approval Date:																			
Requested Action:		Slip UR phase from 2024 to 2026																											
Amendment No:		23-8				MTIP Approval Date:				STIP Approval Date:																			
Requested Action:		Advance the PE phase from the 24-27 STIP to the current STIP for delivery in FFY 2023.																											
Name: SAMTD Fixed Route Vehicle Replacement FY 2026															Key: 22730														
Description: Replace up to ten diesel-fueled vehicles with alternative fueled, fixed route transit buses to provide more energy efficient vehicles for public transportation.															Region: 2														
MPO: Salem/Keizer Area MPO										Air Quality Status: Exempt					Work Type: Transit														
Applicant: SALEM-KEIZER TRANSIT DISTRICT										Status: NON-CONSTRUCTION PROJECT																			
Location(s)-																													
Mileposts		Length		Route		Highway				ACT				County(s)															
										MID-WILLAMETTE VALLEY ACT				MARION, POLK															
Current Project Estimate																													
Planning		Prelim. Engineering		Right of Way		Utility Relocation				Construction		Other		Project Total															
Year												2026																	
Total												\$1,500,000		\$1,500,000															
Fund 1												STBG-U		\$1,345,950															
Match												\$154,050		\$154,050															
Footnote: MPO funds limited to \$1,345,950																													
Most Recent Approved Amendment																													
Amendment No:						MTIP Approval Date:				STIP Approval Date:																			
Requested Action:																													
Name: SAMTD Transportation Options FFY25-FF27															Key: 22731														
Description: Combined Transportation Demand Management and Rideshare Program for state fiscal years 2025, 2026, and 2027. This project uses a strategic approach for service coordination and customer service including education, marketing and community outreach to promote & encourage the use of transportation options as an alternative to the single occupant vehicle in the Salem-Keizer urban area.															Region: 2														
MPO: Salem/Keizer Area MPO										Air Quality Status: Exempt					Work Type: OP-TDM														
Applicant: SALEM-KEIZER TRANSIT DISTRICT										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												2025																	
Total												\$987,964		\$987,964															
Fund 1												STBG-U		\$886,500															
Match												\$101,464		\$101,464															
Fund 2																													
Match																													
Footnote: MPO funds limited to \$886,500																													
Most Recent Approved Amendment																													
Amendment No:						MTIP Approval Date:				STIP Approval Date:																			
Requested Action:																													

2024-2029 Draft MTIP				SKATS				2024-2029 MTIP				
Name: Transit 5307 Formula Prevent Maint and ADA 2025 SAMTD								Key: 22732				
Description: Allocation used for Preventative Maintenance and ADA to promote alternative forms of transportation.								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										2025		
Total										\$3,473,163		\$3,473,163
Fund 1										5307		\$2,778,530
Match												\$694,633
Footnote:												
Most Recent Approved Amendment												
Amendment No:				MTIP Approval Date:				STIP Approval Date:				
Requested Action:												
Name: Transit 5307 Formula Capital Projects 2025 SAMTD								Key: 22733				
Description: Allocation used for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.								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										2025		
Total										\$2,315,441		\$2,315,441
Fund 1										5307		\$1,852,353
Match												\$463,088
Footnote:												
Most Recent Approved Amendment												
Amendment No:				MTIP Approval Date:				STIP Approval Date:				
Requested Action:												
Name: Transit 5307 Formula Operating 2025 SAMTD								Key: 22734				
Description: Allocation used for transit operating expenses to promote the use of alternative forms of transportation.								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										2025		
Total										\$2,315,440		\$2,315,440
Fund 1										5307		\$1,157,720
Match												\$1,157,720
Footnote:												
Most Recent Approved Amendment												
Amendment No:				MTIP Approval Date:				STIP Approval Date:				
Requested Action:												

2024-2029 Draft MTIP				SKATS				2024-2029 MTIP			
Name: Transit Urban (5310) Formula Program 2025 SAMTD								Key: 22735			
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	
Year										2025	
Total										\$485,962	
Fund 1										5310	
Match										\$388,769	
										\$97,193	
Footnote:											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											
Name: Transit Urban (5339) Formula Program 2025 SAMTD								Key: 22736			
Description: Allocation used for bus and bus facilities to provide alternative forms of transportation.								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	
Year										2025	
Total										\$644,939	
Fund 1										5339	
Match										\$515,951	
										\$128,988	
Footnote:											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											
Name: Transit 5307 Formula Prevent Maint and ADA 2026 SAMTD								Key: 22755			
Description: Allocation used for Preventative Maintenance and ADA to promote alternative forms of transportation.								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	
Year										2026	
Total										\$3,549,573	
Fund 1										5307	
Match										\$2,839,658	
										\$709,915	
Footnote:											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											

2024-2029 Draft MTIP				SKATS		2024-2029 MTIP	
Name: Transit 5307 Formula Capital Projects 2026 SAMTD						Key: 22756	
Description: Allocation used for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.						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						2026	
Total						\$2,366,380	\$2,366,380
Fund 1						5307 \$1,893,104	\$1,893,104
Match						\$473,276	\$473,276
Footnote:							
Most Recent Approved Amendment							
Amendment No:				MTIP Approval Date:		STIP Approval Date:	
Requested Action:							
Name: Transit 5307 Formula Operating 2026 SAMTD						Key: 22757	
Description: Allocation used for transit operating expenses to promote the use of alternative forms of transportation.						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						2026	
Total						\$2,366,380	\$2,366,380
Fund 1						5307 \$1,183,190	\$1,183,190
Match						\$1,183,190	\$1,183,190
Footnote:							
Most Recent Approved Amendment							
Amendment No:				MTIP Approval Date:		STIP Approval Date:	
Requested Action:							
Name: Transit Urban (5310) Formula Program 2026 SAMTD						Key: 22758	
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						2026	
Total						\$496,653	\$496,653
Fund 1						5310 \$397,322	\$397,322
Match						\$99,331	\$99,331
Footnote:							
Most Recent Approved Amendment							
Amendment No:				MTIP Approval Date:		STIP Approval Date:	
Requested Action:							

2024-2029 Draft MTIP										SKATS										2024-2029 MTIP									
Name: Transit Urban (5339) Formula Program 2026 SAMTD															Key: 22760														
Description: Allocation used for bus and bus facilities to provide alternative forms of transportation.															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											2026																		
Total											\$666,222		\$666,222																
Fund 1											5339		\$532,977		\$532,977														
Match													\$133,245		\$133,245														
Footnote:																													
Most Recent Approved Amendment																													
Amendment No:					MTIP Approval Date:					STIP Approval Date:																			
Requested Action:																													
Name: Transit 5307 Formula Prevent Maint and ADA 2027 SAMTD															Key: 22761														
Description: Allocation used for Preventative Maintenance and ADA to promote alternative forms of transportation.															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											2027																		
Total											\$3,627,663		\$3,627,663																
Fund 1											5307		\$2,902,130		\$2,902,130														
Match													\$725,533		\$725,533														
Footnote:																													
Most Recent Approved Amendment																													
Amendment No:					MTIP Approval Date:					STIP Approval Date:																			
Requested Action:																													
Name: Transit 5307 Formula Capital Projects 2027 SAMTD															Key: 22763														
Description: Allocation used for transit capital improvements such as bus enhancements, site improvements, facilities, and equipment replacement to keep the system in good repair.															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											2027																		
Total											\$2,418,441		\$2,418,441																
Fund 1											5307		\$1,934,753		\$1,934,753														
Match													\$483,688		\$483,688														
Footnote:																													
Most Recent Approved Amendment																													
Amendment No:					MTIP Approval Date:					STIP Approval Date:																			
Requested Action:																													

2024-2029 Draft MTIP										SKATS		2024-2029 MTIP	
Name: Transit 5307 Formula Operating 2027 SAMTD										Key: 22764			
Description: Allocation used for transit operating expenses to promote the use of alternative forms of transportation.										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										2027			
Total										\$2,418,440		\$2,418,440	
Fund 1										5307		\$1,209,220	
Match												\$1,209,220	
Footnote:													
Most Recent Approved Amendment													
Amendment No:				MTIP Approval Date:				STIP Approval Date:					
Requested Action:													
Name: Transit Urban (5310) Formula Program 2027 SAMTD										Key: 22765			
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										2027			
Total										\$507,579		\$507,579	
Fund 1										5310		\$406,063	
Match												\$101,516	
Footnote:													
Most Recent Approved Amendment													
Amendment No:				MTIP Approval Date:				STIP Approval Date:					
Requested Action:													
Name: Transit Urban (5339) Formula Program 2027 SAMTD										Key: 22766			
Description: Allocation used for bus and bus facilities to provide alternative forms of transportation.										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										2027			
Total										\$688,207		\$688,207	
Fund 1										5339		\$550,565	
Match												\$137,642	
Footnote:													
Most Recent Approved Amendment													
Amendment No:				MTIP Approval Date:				STIP Approval Date:					
Requested Action:													

2024-2029 Draft MTIP				SKATS		2024-2029 MTIP	
Name: Northwest Oregon Rumble Strips (2027)				Key: 22775			
Description: Complete design to install centerline and shoulder/edge line rumble strips along various portions of Albany-Corvallis, Wilson River, Pacific Hwy East, Albany-Junction City, Mist-Clatskanie, Clear Lake-Belknap Springs, Goshen-Divide Highways as well as along US101 in NW Oregon (outside City Limits) where the ODOT Rumble Strip Policy allows to aid in reducing vehicle crashes.						Region: 2	
MPO: Salem/Keizer Area MPO		Air Quality Status: Exempt		Work Type: SAFETY AND TRAFFIC CONTROL			
Applicant: ODOT				Status: UTILITY RELOCATE			
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	Project Total
Year	2024						
Total		\$930,000					\$930,000
Fund 1		HSIP \$930,000		HSIP			\$930,000
Match							
Footnote:							
Most Recent Approved Amendment							
Amendment No: 23-9		MTIP Approval Date:		STIP Approval Date:			
Requested Action:		Advance the PE phase from the 24-27 STIP to the current STIP for delivery in FFY 2023.					
Name: Salem-Keizer area MPO planning SFY26				Key: 22848			
Description: SKATS MPO planning funds for Federal fiscal year 2026. Projects will be selected in the future through the MPO process.						Region: 2	
MPO: Salem/Keizer Area MPO		Air Quality Status: Exempt		Work Type: PLANNG			
Applicant: SKATS				Status: PLANNING ACTIVITY			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				MID-WILLAMETTE VALLEY ACT	MARION, POLK		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2025						
Total	\$2,015,705						\$2,015,705
Fund 1	STBG-U \$800,000						\$800,000
Match	\$91,564						\$91,564
Fund 2	PL \$727,844.95						\$727,844.95
Match	\$83,305.11						\$83,305.11
Fund 3	PL-5303 \$280,846.50						\$280,846.50
Match	\$32,144.13						\$32,144.13
Footnote: MPO funds limited to \$800,000							
Most Recent Approved Amendment							
Amendment No: 23-AA13		MTIP Approval Date: 5/17/2023		STIP Approval Date:			
Requested Action:		Reduce project costs to match UPWP. Funding reduction of \$20,641.20 in PL funds is part of the e-TIP payment (22674)					
Name: Salem-Keizer area MPO planning SFY27				Key: 22850			
Description: SKATS MPO planning funds for Federal fiscal year 2027. Projects will be selected in the future through the MPO process.						Region: 2	
MPO: Salem/Keizer Area MPO		Air Quality Status: Exempt		Work Type: PLANNG			
Applicant: SKATS				Status: PLANNING ACTIVITY			
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
				MID-WILLAMETTE VALLEY ACT	MARION, POLK		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2026						
Total	\$2,084,014						\$2,084,014
Fund 1	STBG-U \$850,000						\$850,000
Match	\$97,286						\$97,286
Fund 2	PL \$727,124.82						\$727,124.82
Match	\$83,222.69						\$83,222.69
Fund 3	PL-5303 \$292,860.83						\$292,860.83
Match	\$33,519.24						\$33,519.24
Footnote: MPO funds limited to \$850,000							
Most Recent Approved Amendment							
Amendment No: 23-AA14		MTIP Approval Date: 5/17/2023		STIP Approval Date:			
Requested Action:		Reduce project costs to match UPWP. Funding reduction of \$21,188.75 in PL funds is part of e-TIP payment (22674)					

Name: Salem-Keizer area MPO planning SFY28										Key: 22851	
Description: SKATS MPO planning funds for Federal fiscal year 2028. Projects will be selected in the future through the MPO process.										Region: 2	
MPO: Salem/Keizer Area MPO				Air Quality Status:		Work Type: PLANNING					
Applicant: SKATS				Exempt		Status: PLANNING ACTIVITY					
Location(s)-											
Mileposts		Length		Route		Highway		ACT		County(s)	
								MID-WILLAMETTE VALLEY ACT		MARION, POLK	
Current Project Estimate											
Planning		Prelim. Engineering		Right of Way		Utility Relocation		Construction		Other	
Project Total											
Year	2027										
Total	\$2,174,496										\$2,174,496
Fund 1	STBG-U	\$900,000									\$900,000
Match		\$103,009									\$103,009
Fund 2	PL	\$745,906.60									\$745,906.60
Match		\$85,372.35									\$85,372.35
Fund 3	PL-5303	\$305,268.86									\$305,268.86
Match		\$34,939.39									\$34,939.39
Footnote: MPO funds limited to \$900,000											
Most Recent Approved Amendment											
Amendment No:											
Requested Action:											
Name: Enhanced Mobility E&D (5310) - SAMTD FY 25										Key: 23014	
Description: Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.										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	2025										
Total											\$1,580,544
Fund 1									5310	\$1,418,222	\$1,418,222
Match										\$162,322	\$162,322
Footnote:											
Most Recent Approved Amendment											
Amendment No:											
Requested Action:											
Name: Enhanced Mobility E&D (5310) - SAMTD FY 26										Key: 23025	
Description: Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.										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	2026										
Total											\$1,580,544
Fund 1									5310	\$1,418,222	\$1,418,222
Match										\$162,322	\$162,322
Footnote:											
Most Recent Approved Amendment											
Amendment No:											
Requested Action:											

2024-2029 Draft MTIP				SKATS				2024-2029 MTIP			
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	Project Total				
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:											
Name: Enhanced Mobility E&D (5310) - SAMTD FY 27								Key: 23040			
Description: Urbanized area public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations.								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	2027										
Total						\$1,580,544	\$1,580,544				
Fund 1						5310	\$1,418,222	\$1,418,222			
Match							\$162,322	\$162,322			
Footnote:											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											
Name: McGilchrist St SE: 12th St SE to 25th St SE								Key: 23370			
Description: Final design and construction for McGilchrist Complete Street project to improve safety for all users and reduce flooding.								Region: 2			
MPO: Salem/Keizer Area MPO				Air Quality Status:		Work Type: MODERN					
Applicant: CITY OF SALEM				Non-Exempt		Status: PROJECT SCHEDULED FOR CONSTRUCTION					
Location(s)-											
Mileposts	Length	Route	Highway				ACT		County(s)		
			McGilchrist St SE				MID-WILLAMETTE VALLEY ACT		MARION		
Current Project Estimate											
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total				
Year	2024				2025						
Total		\$3,100,000			\$29,848,674		\$32,948,674				
Fund 1		RAISE	\$1,429,640		RAISE	\$11,799,680	\$13,229,320				
Match			\$357,410			\$2,949,920	\$3,307,330				
Fund 2		LOCAL	\$1,312,950		LOCAL	\$15,099,074	\$16,412,024				
Match											
Footnote: See KN 21887 McGilchrist Street SE at 22nd Street SE (Salem) for additional information related to this project											
Most Recent Approved Amendment											
Amendment No:				MTIP Approval Date:				STIP Approval Date:			
Requested Action:											

2024-2029 Draft MTIP										SKATS										2024-2029 MTIP														
Name: Battery Electric Bus Fleet and Electrification 2022 SAMTD															Key: 23417																			
Description		Purchase up to five zero-emission electric buses and provide related charging infrastructure. New buses will reduce emissions and enhance transit service by replacing aging diesel buses.																				Region: 2												
MPO: Salem/Keizer Area MPO										Air Quality Status:					Work Type: TRANST																			
Applicant: SALEM-KEIZER TRANSIT DISTRICT										Exempt					Status: PROJECT FULLY FUNDED																			
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					2023															2024					2023									
Total					\$75,000.00															\$488,407.00					\$6,864,727					\$7,428,134				
Fund 1					CDS0 \$63,670															CDS0 \$414,626.00					CDS0 \$5,827,704					\$6,306,000				
Match					\$11,330															\$73,781.00					\$1,037,023					\$1,122,134				
Footnote:		Congressionally Directed Spending, Transit Infrastructure Grant received by SAMTD; Total \$7,428,134 (\$6,306,000 Federal; \$1,122,134 local match)																																
Most Recent Approved Amendment																																		
Amendment No:					23-5										MTIP Approval Date:										STIP Approval Date:									
Requested Action:					Add new project funded through Congressionally Designated Spending Transit Infrastructure Grant. \$7,427,556 (\$6,306,000 Federal plus \$1,121,556 local																													

Chapter 7 – DEMONSTRATION OF FISCAL CONSTRAINT

[TOC](#)

This chapter summarizes the anticipated revenues and expenditures by fund type and demonstrates that there are adequate and "reasonably available" funds for transportation projects included in the TIP. The SAMTD Statement of Financial Capacity is included here.

Background

The TIP is required to include a financial plan that demonstrates how the program of projects can be implemented. The MPO is required to account for all funds expended within SKATS, not just funds that we have control over. The most important financial consideration when creating and/or maintaining a TIP is *fiscal constraint*. This means that each year's list of projects cannot exceed the amount of funding reasonably available in the fiscal year. This chapter will demonstrate that the anticipated revenues will not exceed the programmed project for each fiscal year.

Financial Planning Assumptions

Financial Assumptions for the Development of Metropolitan Transportation Plans

Federal regulations require MPOs, public transit operators (PTOs), and state transportation departments to cooperatively develop estimates of funds available to support long-range transportation plans. Plans financially constrained in this way force early choices to be made about projects affecting mobility, land use, and air quality. This requirement is one part of a federal effort to encourage more effective long-range planning and decision-making.

ODOT, along with an ad hoc committee consisting of ODOT staff, staff of each of Oregon's eight MPOs, and representatives of the nine PTOs in the MPOs' planning areas, developed the Financial Assumptions for the Development of Metropolitan Transportation Plans SFY 2021-2050, dated July 2022. This document describes the methodology ODOT, MPOs, and directly affected PTOs adopted to meet the federal requirement as it concerns state and federal funding sources and the distribution and use of revenue expected from these sources. MPO long-range plan development is a separate process from development of Statewide Transportation Improvement Programs (STIPs), and metropolitan transportation Improvement programs (TIPs). However, the process utilizes some STIP regional distribution methodologies, and STIP and TIP projects must reflect the investment priorities established in the long-range plans.

Accounting for Inflation

Unless otherwise noted, all project costs reported in the TIP are estimated for the expected year of expenditure, meaning that the cost estimates include an adjustment to account for the annual inflation of prices. Previously, staff used an inflation factor of about 3.1 percent

when adjusting project costs to the programmed year of expenditure. Knowing that inflation was increasing at a higher rate, staff reached out to ODOT for more realistic inflation rates. ODOT provided inflation factors for 2022 to 2027 ranging from 3.2 percent to 4.6 percent which were used in the development of this TIP.

Matching Funds

In most cases, federal grant programs require a non-federal match contribution in order to implement the projects identified in the MPO's TIP (typically 10.27 percent minimum). The TIP identifies the state or local contribution to each project in the TIP. In addition, state and local matching funds are also programmed within the appropriate capital improvement budget or program managed by the sponsor agency of each project. Non-federal matching dollars are typically generated through the state gas tax, local transportation system development charges, local property taxes, and local general obligation bonds.

Fiscal Constraint

A summary of anticipated revenues for all sources of funds is included in **Chapter 3, Table 2**. The listing of projects, the funding sources and amounts, and the anticipated year of obligation for each phase of a project is included in **Chapter 6, Table 11**. The following tables compares the revenues and anticipated expenditures by year and fund type. They demonstrate fiscal constraint of all funds expended within the MPO. The funds for all FHWA and FTA sources are summarized in **Table 12** through **Table 15** for each year from 2024 to 2027. The totals for all years and funds are summarized in **Table 16**.

Discussion of Fiscal Constraint

The tables demonstrate fiscal constraint by program and year. Due to the small amount of funds, especially in the Transportation Alternatives Program, it is very difficult to program every dollar every year, especially since the majority of a project cost is in the construction phase. Therefore, ODOT and the MPOs have agreed to allow the MPOs more flexibility in project programming. This allows the MPOs to carry a balance of federal funds to the following year to more realistically reflect program scheduling and build up an adequate funding balance to fund a larger project. The MPOs continue to strive to program all the federal funds by the end of the TIP years. Occasionally, optimal project scheduling requires funds to be available before the federal funds are available. In those cases, ODOT has agreed to Advance Construct a project as needed, providing state funds and using the following year's federal allocation. This is shown as an increase of local funds in the programmed year, with an equivalent reduction in the available federal funds the following year in **Tables 12 - 15**. This is only used once for the CMAQ program in FY 2024 to cover the higher limitation rate than was estimated during the last TIP cycle.

Table 12: Summary of Revenue and Expenditures by Fund FY 2024

Total Revenue and Expenditures FY 2024						
Highway or Transit Fund Program	Federal Source	Starting Federal Balance	Estimated New Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MPO Allocations (Plus Grants)						
Surface Transportation Block Grant - Urban	STBG-U	\$2,610,951	\$5,057,591	\$1,102,549	\$8,771,091	\$7,536,630
Transportation Alternative - Urban	TA-U	\$252,072	\$470,628	\$82,156	\$804,856	\$799,957
Congestion Mitigation and Air Quality	CMAQ	\$2,537,937	\$1,702,097	\$1,206,531	\$5,446,565	\$5,324,800
Carbon Reduction Program	CR	\$(13,836)	\$596,309	\$62,664	\$645,137	\$610,164
Planning	PL	\$-	\$564,036	\$64,556	\$628,592	\$608,482
RAISE Grant	RAISE	\$-	\$1,429,640	\$1,670,360	\$3,100,000	\$3,100,000
State Allocations						
Surface Transportation Block Grant Program	STBG	\$-	\$2,776,829	\$266,349	\$3,043,178	\$3,043,178
Highway Safety Improvement Program	HSIP	\$-	\$2,082,826	\$162,010	\$2,244,836	\$2,244,096
National Highway Freight Program	NHFP	\$-	\$7,503,726	\$858,835	\$8,362,561	\$8,362,561
Advance Construct/ State Funds	AC/State	\$-	\$10,710,000	\$-	\$10,710,000	\$10,710,000
Total Highway Fund Program		\$5,387,124	\$32,893,682	\$5,476,010	\$43,756,816	\$42,339,868
Transit District Allocation						
Metropolitan Transportation Planning	5303	\$ -	\$169,370	\$19,385	\$188,755	\$188,755
Urbanized Area Formula Funds	5307	\$ -	\$6,670,000	\$2,768,050	\$9,438,050	\$9,438,050
Elderly and Disabled	5310	\$ -	\$258,000	\$64,500	\$322,500	\$322,500
Buses and Bus Facilities	5339	\$ -	\$888,000	\$222,000	\$1,110,000	\$1,110,000
Total Transit Fund Program		\$ -	\$7,985,370	\$3,073,935	\$11,059,305	\$11,059,305
Total FHWA and FTA Program		\$5,387,124	\$40,879,052	\$8,549,945	\$54,816,121	\$53,399,173

Table 13: Summary of Revenue and Expenditures by Fund 2025

Total Revenue and Expenditures FY 2025						
Highway or Transit Fund Program	Federal Source	Starting Federal Balance	Estimated New Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MPO Allocations (Plus Grants)						
Surface Transportation Block Grant - Urban	STBG-U	\$686,959	\$5,044,104	\$378,911	\$6,109,974	\$2,728,411
Transportation Alternative - Urban	TA-U	\$4,899	\$470,405	\$ -	\$475,304	\$ -
Congestion Mitigation and Air Quality	CMAQ	\$121,764	\$1,697,558	\$ -	\$1,819,322	\$ -
Carbon Reduction Program	CR	\$20,251	\$594,718	\$ -	\$614,969	\$ -
Planning	PL	\$ -	\$746,366	\$85,425	\$831,791	\$811,150
RAISE Grant	RAISE	\$ -	\$11,799,680	\$18,048,994	\$29,848,674	\$29,848,674
State Allocations						
Surface Transportation Block Grant Program	STBG	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Program	HSIP	\$ -	\$444,252	\$ -	\$444,252	\$444,252
National Highway Freight Program	NHFP	\$ -	\$ -	\$ -	\$ -	\$ -
Advance Construct/ State Funds	AC/State	\$ -	\$ -	\$86,757,400	\$86,757,400	\$86,757,400
Total Highway Fund Program		\$833,873	\$20,797,083	\$105,270,730	\$126,901,686	\$120,589,887
Transit District Allocation						
Metropolitan Transportation Planning	5303	\$ -	\$280,847	\$32,145	\$312,992	\$312,992
Urbanized Area Formula Funds	5307	\$ -	\$5,788,603	\$2,315,441	\$8,104,044	\$8,104,044
Elderly and Disabled	5310	\$ -	\$1,806,991	\$259,515	\$2,066,506	\$2,066,506
Buses and Bus Facilities	5339	\$ -	\$515,951	\$128,988	\$644,939	\$644,939
Total Transit Fund Program		\$ -	\$8,392,392	\$2,736,089	\$11,128,481	\$11,128,481
Total FHWA and FTA Program		\$833,873	\$29,189,475	\$108,006,819	\$138,030,167	\$131,718,368

Table 14: Summary of Revenue and Expenditures by Fund FY 2026

Total Revenue and Expenditures FY 2026						
Highway or Transit Fund Program	Federal Source	Starting Federal Balance	Estimated New Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MPO Allocations (Plus Grants)						
Surface Transportation Block Grant - Urban	STBG-U	\$3,381,563	\$5,144,985	\$251,336	\$8,777,884	\$2,447,286
Transportation Alternative - Urban	TA-U	\$475,304	\$480,846	\$99,733	\$1,055,883	\$971,107
Congestion Mitigation and Air Quality	CMAQ	\$1,819,322	\$1,731,509	\$372,392	\$3,923,223	\$3,626,018
Carbon Reduction Program	CR	\$614,969	\$606,613	\$ -	\$1,221,582	\$ -
Planning	PL	\$ -	\$746,137	\$85,399	\$831,536	\$810,348
RAISE Grant	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -
State Allocations						
Surface Transportation Block Grant Program	STBG	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Program	HSIP	\$ -	\$696,139	\$ -	\$696,139	\$696,139
National Highway Freight Program	NHFP	\$ -	\$ -	\$ -	\$ -	\$ -
Advance Construct/ State Funds	AC/State	\$ -	\$ -	\$ -	\$ -	\$ -
Total Highway Fund Program		\$6,291,158	\$9,406,229	\$808,860	\$16,506,247	\$8,550,898
Transit District Allocation						
Metropolitan Transportation Planning	5303	\$ -	\$292,861	\$33,519	\$326,380	\$326,380
Urbanized Area Formula Funds	5307	\$ -	\$5,915,952	\$2,366,381	\$8,282,333	\$8,282,333
Elderly and Disabled	5310	\$ -	\$1,815,544	\$261,653	\$2,077,197	\$2,077,197
Buses and Bus Facilities	5339	\$ -	\$532,977	\$133,245	\$666,222	\$666,222
Total Transit Fund Program		\$ -	\$8,557,334	\$2,794,798	\$11,352,132	\$11,352,132
Total FHWA and FTA Program		\$6,291,158	\$17,963,563	\$3,603,658	\$27,858,379	\$19,903,030

Table 15: Summary of Revenue and Expenditures by Fund FY 2027

Total Revenue and Expenditures FY 2027						
Highway or Transit Fund Program	Federal Source	Starting Federal Balance	Estimated New Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MPO Allocations (Plus Grants)						
Surface Transportation Block Grant - Urban	STBG-U	\$6,330,598	\$5,068,980	\$1,006,521	\$12,406,099	\$8,839,521
Transportation Alternative - Urban	TA-U	\$84,776	\$473,743	\$ -	\$558,519	\$ -
Congestion Mitigation and Air Quality	CMAQ	\$297,205	\$1,705,930	\$ -	\$2,003,135	\$ -
Carbon Reduction Program	CR	\$1,221,582	\$597,652	\$ -	\$1,819,234	\$ -
Planning	PL	\$ -	\$745,907	\$85,372	\$831,279	\$831,279
RAISE Grant	RAISE	\$ -	\$ -	\$ -	\$ -	\$ -
State Allocations						
Surface Transportation Block Grant Program	STBG	\$ -	\$ -	\$ -	\$ -	\$ -
Highway Safety Improvement Program	HSIP	\$ -	\$2,838,590	\$ -	\$2,838,590	\$2,838,590
National Highway Freight Program	NHFP	\$ -	\$ -	\$ -	\$ -	\$ -
Advance Construct/ State Funds	AC/State	\$ -	\$ -	\$ -	\$ -	\$ -
Total Highway Fund Program		\$7,934,161	\$11,430,802	\$1,091,893	\$20,456,856	\$12,509,390
Transit District Allocation						
Metropolitan Transportation Planning	5303	\$ -	\$305,269	\$34,939	\$340,208	\$340,208
Urbanized Area Formula Funds	5307	\$ -	\$6,046,103	\$2,418,441	\$8,464,544	\$8,464,544
Elderly and Disabled	5310	\$ -	\$1,824,285	\$263,838	\$2,088,123	\$2,088,123
Buses and Bus Facilities	5339	\$ -	\$550,565	\$137,642	\$688,207	\$688,207
Total Transit Fund Program		\$ -	\$8,726,222	\$2,854,860	\$11,581,082	\$11,581,082
Total FHWA and FTA Program		\$7,934,161	\$20,157,024	\$3,946,753	\$32,037,938	\$24,090,472

Table 16: Summary of Total Revenue and Expenditures by Fund FY 2024-2027

Total Revenue and Expenditures FY 2024-2027						
Highway or Transit Fund Program	Federal Source	Starting Federal Balance	Estimated New Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
MPO Allocations (Plus Grants)						
Surface Transportation Block Grant - Urban	STBG-U	\$2,610,951	\$20,315,660	\$2,739,317	\$25,665,928	\$21,551,848
Transportation Alternative - Urban	TA-U	\$252,072	\$1,895,622	\$181,889	\$2,329,583	\$1,771,064
Congestion Mitigation and Air Quality	CMAQ	\$2,537,937	\$6,837,094	\$1,578,923	\$10,953,954	\$8,950,818
Carbon Reduction Program	CR	\$(13,836)	\$2,395,292	\$62,664	\$2,444,120	\$610,164
Planning	PL	\$ -	\$2,802,446	\$320,752	\$3,123,198	\$3,061,259
RAISE Grant	RAISE	\$ -	\$13,229,320	\$19,719,354	\$32,948,674	\$32,948,674
State Allocations						
Surface Transportation Block Grant Program	STBG	\$ -	\$2,776,829	\$266,349	\$3,043,178	\$3,043,178
Highway Safety Improvement Program	HSIP	\$ -	\$6,061,807	\$162,210	\$6,223,817	\$6,223,077
National Highway Freight Program	NHFP	\$ -	\$7,503,726	\$858,835	\$8,362,561	\$8,362,561
Advance Construct/ State Funds	AC/State	\$ -	\$10,710,000	\$86,757,400	\$97,467,400	\$97,467,400
Total Highway Fund Program		\$5,387,124	\$74,527,796	\$112,647,493	\$192,562,413	\$183,990,043
Transit District Allocation						
Metropolitan Transportation Planning	5303	\$ -	\$1,048,347	\$119,988	\$1,168,335	\$1,168,335
Urbanized Area Formula Funds	5307	\$ -	\$24,420,658	\$9,868,313	\$34,288,971	\$34,288,971
Elderly and Disabled	5310	\$ -	\$5,704,820	\$849,506	\$6,554,326	\$6,554,326
Buses and Bus Facilities	5339	\$ -	\$2,487,493	\$621,875	\$3,109,368	\$3,109,368
Total Transit Fund Program		\$ -	\$33,661,318	\$11,459,682	\$45,121,000	\$45,121,000
Total FHWA and FTA Program		\$5,387,124	\$108,189,114	\$124,107,175	\$237,683,413	\$229,111,043

Unprogrammed Balance

At the end of FY 2027, there is a remaining balance of federal funds available for projects in several Highway Fund programs, summarized in **Table 17**. This balance was intentional to provide a source of funds to cover unanticipated cost escalations for currently programmed projects to make sure that projects can be completed on time. If the economy and inflation settle down, the projects identified through the project selection process will be considered for funding.

Table 17: Highway Fund Program Available Balance

Highway Fund Program	Available Balance (Federal Amount)
Surface Transportation Block Grant - Urban	\$2,905,719
Transportation Alternative - Urban	\$569,414
Congestion Mitigation and Air Quality	\$1,820,762
Carbon Reduction Program	\$1,847,791
Total	\$7,143,686

Obligation Targets

Historically, local jurisdictions have obligated less than 50 percent of the federal funds in the original year programmed for a variety of reasons. ODOT and the three TMAs worked together to develop a process to improve the funding obligation rates that includes a system of targets, rewards, and penalties. SKATS staff and the local jurisdictions have started implementing several things that have improved obligation rates, including:

- Meeting monthly with MPO staff, the ODOT local agency liaison (LAL), and local agency staff responsible for delivering projects. This has elevated the importance of delivering projects on time and has encouraged the local agencies to start the Intergovernmental Agreement process much earlier.
- More realistic programming of projects. Frequently, the cause of delay is that it takes more time than originally programmed to get through the design and right of way acquisition phases. Additional time has been built into the schedule to better match historical experience.
- Coordination between local jurisdictions to help each other deliver projects on time and within budget.

Carry Forward Projects

All projects or project phases programmed prior to FY 2024 are expected to have been obligated by September 30, 2023. Any projects whose funds have not been considered to have lapsed or their obligation authority to have expired are carried forward into the first program year (FY 2024) of this TIP.

SAMTD Statement of Financial Capacity

In accordance with FTA Circular 7008.1A, issued January 30, 2002, it has been found that Salem Area Mass Transit District's (SAMTD) financial condition is good; and they have the financial capacity to carry out the capital, operating, planning, and maintenance activities listed in the TIP.

Financial Condition

Grove, Mueller & Swank, P.C. Independent Auditor's Report, covering the Fiscal Year Ending June 30, 2022, is the basis for the positive finding on SAMTD's financial condition. Stated below is SAMTD's financial condition in terms of current assets versus liabilities, cash reserves, debt levels, trends in costs compared to revenues and economic indicators:

- **Current Assets versus Current Liabilities:** Current assets equal \$61,147,609 while Current Liabilities equal \$8,916,341 for a ratio of 6.86 to 1.
- **Cash Reserves:** Unrestricted Cash and Investments, End of Year \$39,810,256.
- **Restricted Assets:** Federal and State grants receivable \$11,689,922.
- **Long-Term Debt:** SAMTD's current long-term debt level is \$0.
- **Trends in Costs Compared to Revenues:** Total operating expenditures were \$41,606,235 for the year ending 2022 and \$39,502,564 for the year ending 2021, an increase of 5.3 percent. Operating and Non-operating revenues were \$54,293,785 for the year ending 2022 and \$46,890,894 for the year ending 2021.

Financial Capacity

SAMTD has the financial capability to carry out the capital, operating, planning, and maintenance activities listed in the Transportation Improvement Program. The district utilizes a local property tax base as its primary source of local revenue. The tax base is a continuing revenue source not dependent on voter approval each year. Other revenues sources include the State of Oregon, the Federal Transit Administration, farebox, and other local sources.

Chapter 8 – TIP MANAGEMENT PROCESS

[TOC](#)

The required procedures to be used when modifying a project in the TIP are included in this chapter including a helpful matrix and flow chart.

This document contains the road and transit projects scheduled to either be started or continued for the next four years within SKATS. The scheduling of these projects represents only a best estimate of the timing and costs associated with the projects. Occasionally, changes to an approved TIP must be made due to the dynamic nature of transportation project programming. The TIP is, therefore, intended to be flexible; and modifications may be made as circumstances dictate.

By adopting this TIP, the SKATS Policy Committee affirms the established procedures described below for governing the TIP management process. These procedures ensure appropriate visibility and deliberation for significant TIP amendments while at the same time allowing for an expeditious routine adjustment process. The procedures streamline the overall TIP process and maintain compliance with federal and state requirements related to the preparation and management of the document. Revisions to the TIP must be consistent with the most recently adopted SKATS Metropolitan Transportation Plan and SKATS Public Participation Plan (PPP). The types of TIP modifications are described below and are summarized in **Table 18**. **Table 19** is a decision matrix to help determine the process needed for a specific modification. At the discretion of the Policy Committee, the amount of public involvement required for any modification may be expanded.

TIP Full Amendments

A full amendment is a revision to the TIP that is significant enough to require public review and comment, and/or re-demonstration of fiscal constraint, and/or a conformity determination. See the amendment matrix in **Table 19** for a description of the types of modifications that are considered full amendments. TIP amendments involve public involvement and notice, financial constraint analysis, and, if required, an air quality conformity determination and/or an environmental justice analysis, the same as for the original TIP. Full amendments require a resolution by the Policy Committee. SKATS has two levels of full amendments depending on the complexity of the modification – Type A and Type B, as referred to in **Table 18**. The public activities required for each type of amendment are consistent with the SKATS PPP.

From Title 23 Part 450.104 Definitions:

Amendment means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

Full Amendment Type A

Some amendments require a more comprehensive public involvement process. Refer to **Table 18** for the type of modifications that require a 30-day public review process. These types of amendments usually include adding or canceling or significantly changing the design concept or scope for projects that are non-exempt from air quality conformity, such as projects that significantly affect roadway capacity. Projects that are exempt from air quality conformity are listed in 40 CFR93.126. Project changes that are not clearly exempt from air quality conformity will need to undergo consultation with the Air Quality Conformity Determination group in accordance with the adopted *Consultation Process for use During the Development of the SKATS RTSP and TIP*.

Full Amendment Type B

Refer to **Table 18** for the type of modifications that require a 14-day public review period consistent with the SKATS PPP. These types of changes, that are below the level of Full Amendment Type A, typically include the addition or deletion of a project or major change in project cost or project length, and do not require a redetermination of air quality.

TIP Adjustments

A TIP adjustment is a modification to the TIP that is not considered to represent a significant revision and does not require a redetermination of air quality conformity nor a public involvement process. TIP adjustments typically involve increasing, decreasing, or moving funds that the Policy Committee has discretion in programming, below the levels for a full amendment. A TIP adjustment requires a resolution by the Policy Committee. See **Table 18** for modifications that are considered TIP adjustments.

TIP Administrative Modifications

An administrative modification is a revision to the TIP that is not significant enough to require public review and comment, and/or re-demonstration of fiscal constraint, and/or a conformity determination, and does not require a resolution of the SKATS Policy Committee. The administrative modification process allows the MPO to expedite minor changes to projects, which can reduce project delays. **These changes exclude modifications to the amounts of STBG-U, CMAQ-U, CR-U (Carbon Reduction), or TAP-U funds allocated to a project in the TIP.** Administrative modifications are coordinated with the project sponsor(s). All staff approved administrative modifications will be noted at the next regularly scheduled Policy Committee meeting. Refer to **Table 18** for examples of administrative modifications.

From Title 23 Part 450.104 Definitions:

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

Table 18: TIP Amendment Matrix

I. FULL AMENDMENTS
A. Full amendments requiring 30-day public review and comment
<ol style="list-style-type: none"> Adding or cancelling a project that significantly affects roadway capacity, vehicle volumes, or travel speeds, such as the construction of a new regionally significant roadway or new interchange to the regional system; or the widening (adding travel lanes) of a regionally significant roadway. <ul style="list-style-type: none"> Changes affecting air quality conformity
B. Full amendments requiring 14-day public notice
<ol style="list-style-type: none"> Adding or cancelling a federally funded, or regionally significant project to the STIP and state funded projects which will potentially be federalized below full amendment level in I.A above. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> Increase in project length greater than one (1.0) mile Project modifications that result in NEPA re-evaluation Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> FHWA project cost increase/decrease: <ul style="list-style-type: none"> Projects under \$1M – increase/decrease over 50% Projects \$1M to \$5M – increase/decrease over 30% Projects \$5M and over – increase/decrease over 20% All FTA project changes – increase/decrease over 30% Adding an emergency relief permanent repair project that involves substantial change in function and location. (Temporary emergency repair projects are not added to the TIP.)
II. ADJUSTMENTS
<ol style="list-style-type: none"> Increasing or reducing the total amount of STBG-U, CMAQ-U, CR-U, or TA-U funds to previously approved projects below full amendment levels in I.B.3 above. Moving more than \$100,000 in STBG-U, CMAQ-U, CR-U, or TA-U funds (cumulative per project in a program year) in a previously approved project from one project phase to another within the same project, where there is no change to the total project STBG-U, CMAQ-U, CR-U, or TA-U funding amount.
III. ADMINISTRATIVE MODIFICATIONS/TECHNICAL ADJUSTMENTS
<ol style="list-style-type: none"> Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments, above) Adding or deleting any phase of an approved project below Full Amendment I.B.3 Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e., ARTS, Local Bridge...) Minor technical corrections such as typographical errors or missing data. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments I.B.2.) Adding or modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) or Surface Transportation Program funds. Moving less than \$100,000 in STBG-U, CMAQ-U, CR-U, or TA-U funds (cumulative per project in a program year) in a previously approved project from one project phase to another within the same project, where there is no change to the total project STBG-U, CMAQ-U, CR-U, or TA-U funding amount.

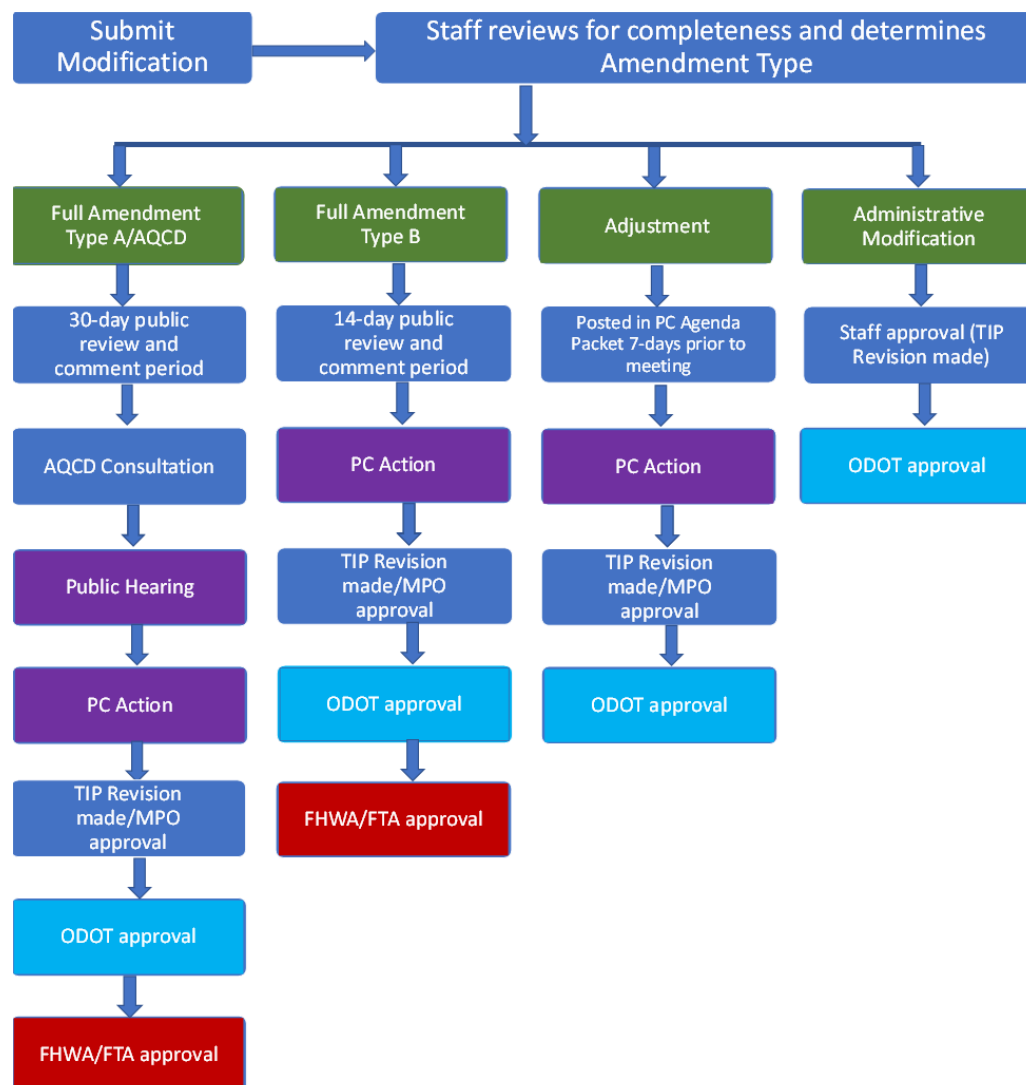
Table 19: TIP Amendment Decision Matrix

SKATS Metropolitan Transportation Improvement Program Management Process Decision Matrix		Amendments 30-day Public Review	Amendments 14-day Public Notice	Adjustments	Administrative
Type of Change					
1. Adding or cancelling a project to the TIP					
a) Adding or cancelling a project that significantly affects roadway capacity, vehicle volumes, or travel speeds, such as the construction of a new regionally significant roadway or new interchange to the regional system; or the widening (adding travel lanes) of a regionally significant roadway.		✓			
b) Adding or cancelling a federally funded and regionally significant project to the TIP, below #1a			✓		
c) Adding or cancelling a locally funded project to the TIP, as long as it is not regionally significant					✓
2. Change in project scope					
a) Major change in project length– increase greater than one (1.0) mile			✓		
b) Minor change in project length – increase less than one (1.0) mile, or decrease					✓
c) Project modifications that result in NEPA re-evaluation			✓		
d) Changes affecting air quality conformity		✓			
e) Adding capacity per FHWA standards		✓			
f) Other minor change in project scope					✓
3. Increasing or decreasing funds to previously adopted TIP projects					
a) Increasing or decreasing FHWA funds (for STBG-U, CMAQ-U, CR-U, or TA-U funds see 3c): • Projects under \$1M – increase/decrease over 50% • Projects \$1M to \$5M – increase/decrease over 30% • Projects \$5M and over – increase/decrease over 20%			✓		
b) Increasing or decreasing FTA funds by over 30%			✓		
c) Increasing or decreasing the total amount of STBG-U, CMAQ-U, CR-U, or TA-U funds to previously approved STBG-U, CMAQ-U, CR-U or TA-U funded projects below full amendment levels in #3a				✓	
d) Increasing or decreasing non-STBG-U, non-CMAQ-U, non-CR-U, or non-TA-U federal funds below full amendment in #3a or b					✓
4. Moving funds from one phase to another within the same previously approved project where there is no change in the total funding amount					
a) Moving \$100,000 or more in STBG-U, CMAQ-U, CR-U, or TA-U funds (cumulative per project in a program year) from one project phase to another, where there is no change to the total project STBG-U, CMAQ-U, CR-U or TA-U funding amount.				✓	
b) Moving less than \$100,000 in STBG-U, CMAQ-U, CR-U or TA-U funds (cumulative per project in a program year) from one project phase to another, where there is no change to the total project STBG-U, CMAQ-U, CR-U or TA-U funding amount.					✓
c) Moving non-STBG-U, non-CMAQ-U, non-CR-U, or non-TA-U funds from one project phase to another					✓
5. Adding an emergency relief project					
a) Adding an emergency relief permanent repair project that involves substantial change in function and location.			✓		
b) Adding a temporary emergency repair and relief project that does not involve substantial change in function and location. (Temporary emergency repair projects are not added to the TIP.)					
6. Minor actions related to adding, deleting, or modifying any funded projects that are not listed above.					
a) Advancing or slipping an approved project/phase within the current TIP (if slipping outside of current TIP, see #1)					✓
b) Adding or deleting a previously unidentified phase to an approved project, below full amendment [See #3 a) and b)]					✓
c) Combining two or more adopted projects into one project (for purposes of contracting efficiencies), or splitting an approved project into two or more, or splitting part of an approved project into a new one.					✓

d) Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e., ARTS, Local Bridge)				✓
e) Minor technical corrections to fix typographical errors or missing data to be consistent with the STIP.				✓
f) Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)				✓
g) Adding or modifying metropolitan planning projects (UPWP) funded under 23 U.S.C. 104(d) and 49 CFR 5305(d) or State Planning and Research (SPR) projects funded under 23 U.S.C. 505 and 49 U.S.C. 5303(e) or Surface Transportation Program funds.				✓

The general procedure for processing amendments is summarized in **Figure 6**.

Figure 6: TIP Modification Flow Chart



Chapter 9 – ANALYSIS OF PROJECTS

[TOC](#)

This chapter contains the evaluation of the TIP for Environmental Justice Analysis, Consultation, and Air Quality and Conformity Determination (AQCD).

Overview

This chapter contains the evaluation of the TIP for:

- Environmental Justice Analysis
- Consultation
- Air Quality and Conformity Determination (AQCD)

Environmental Justice Analysis

Background

The concept of environmental justice, derived from Title VI of the Civil Rights Act of 1964 and other civil rights statutes, was first put forward as a national policy goal by presidential Executive Order 12898 issued in 1994. It directs "each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Drawing from this framework, the U.S. Department of Transportation⁶ established three principles to ensure nondiscrimination in federally funded activities:

- Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects — including social and economic effects — on minority populations and low-income populations.
- Ensure full and fair participation by all potentially affected communities in transportation decision-making processes.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The Federal Highway Administration and the Federal Transit Administration have renewed their commitments to assure that environmental justice is carried out in the programs and strategies they fund including the transportation planning activities of metropolitan planning organizations like the Salem Keizer Transportation Study (SKATS).

SKATS Approach to Environmental Justice

SKATS strives to incorporate fairness and equity into its transportation planning and programming processes. The 2024-2029 Transportation Improvement Program (TIP) was developed to be consistent with the SKATS 2021 Public Participation Plan (PPP). The PPP

⁶ Department of Transportation Environmental Justice Strategy (March 2, 2012)
https://www.fhwa.dot.gov/environment/environmental_justice/ej_at_dot/dot_ej_strategy/index.cfm

identifies several strategies to involve traditionally underserved segments of the population in the transportation planning process through outreach activities during the development of the plan and in the public comment period. In addition to public outreach, SKATS has a multi-part approach to addressing environmental justice in the TIP, as part of project selection, Geographic Information System spatial analysis, and outreach.

Definition of EJ Population Areas

SKATS uses census tracts as the geographic building block to identify the location of minority and low-income populations for environmental justice analysis. Minority populations include people who are Black/African American, Hispanic or Latino, Asian American, American Indian and Alaskan Native, and Native Hawaiian and other Pacific Islander, or any combination of two or more races. Low-Income populations are defined as those living below the poverty level as defined by the U.S. Census Bureau. The poverty level is based on multiple criteria including income levels and family size and composition (age of head of household and number of children)⁷.

The regional average within SKATS for the population in poverty is 14.4 percent; and the regional average of the minority population is 33.5 percent, from the 2016-2020 American Community Survey data.

EJ populations were determined first by selecting census tracts with twice the regional average of either minority population or low-income populations. This resulted in six census tracts. Second, the average population density within the Salem-Keizer Urban Growth Boundary was determined and is 5.03 persons per acre. Census tracts with a population density higher than the average, in addition to being above or near the regional average in either minority or low-income populations were also included. This resulted in another 14 tracts. These resulting 20 census tracts are the areas with the largest and greatest concentration of low-income and minority populations and are considered as the EJ areas for analysis. This is a revised definition from that used four years ago and results in a smaller geographic area; however, it is also considered a better representation of the populations of concern.

⁷ See the *Demographic Profile of Transportation Disadvantaged Population in the SKATS Area* (2022) for more details. Available at: <https://www.mwvcog.org/programs/transportation-planning/skats/reports-and-data/>

Demographic Data

The diversity of the SKATS population is summarized in **Table 20**. Hispanics are the largest component of the minority population at 25 percent.

Table 20: Racial and Ethnic Profile of the SKATS area

Total SKATS	White alone	Minority and/or Hispanic		Hispanic	Black	American Indian and Alaska Native	Asian	Pacific Islander	All other races or 2 or more races
276,588	181,384	95,204		68,297	2,577	2,063	7,003	3,334	11,930
	66%	34%		25%	1%	1%	3%	1%	4%

Source ACS 2016-2020 ACS, Table B03002

Outreach

Evaluating census data helped to augment the public outreach process. The areas with the highest percentage of poverty or minority populations are in East Salem. Due to the timing and overlap of the TIP and Metropolitan Transportation Plan (MTP) updates, a joint kick-off public outreach approach was taken at the beginning of the TIP with the launch of a SKATS Transportation Hub website. This website features information about both the short- and long-range plans, update schedules, the role of the MPO, how to get involved and a sign-up widget to join an email list. The website has a translate option, and it hosted a survey on transportation issues and needs that was offered in both English and Spanish.

To promote the SKATS Transportation Hub site, 20,000 postcards were mailed in March 2022 to households with 7,500 of the postcards targeted to Environmental Justice areas (low-income and/or minority populations). To identify those neighborhoods, census data was used and census tracts with a poverty rate greater than 30 percent and Hispanic population greater than 45 percent were selected. The Hispanic population is the largest minority population in the Salem-Keizer area. Households within these identified census tracts received approximately 40 percent of the total mailers, with the balance distributed over the remaining SKATS geographic area. Postcards had information in both Spanish and English. An online map of TIP applications was also available on the HUB in which people could leave comments on individual projects.

In September 2022 as the draft project list became available, additional targeted outreach by email and phone was conducted with approximately 20 organizations representing communities in East Salem, and communities of color, resulting in presentations and meeting attendance by staff. For a full list of outreach activities and comments received, see **Appendix D** of the TIP document.

Project Selection Criteria Approach

Environmental justice concerns are included in the development of the draft project list. Section 7 of the project application includes the question, "At the project and regional

levels, describe how the completed project promotes environmental justice (by avoiding, minimizing, or mitigating disproportionately high and adverse human health or environmental effects including social and economic effects on minority and low-income populations).” This is a factor in the application, and therefore, a component in the ranking of the projects. Projects were scored, evaluated, reviewed and ranked for final review and inclusion by the Policy Committee. Not all projects are included in the final adopted plan. Projects that meet more criteria and are considered of greatest benefit rank higher. In this way, EJ considerations factored into the selection and inclusion of projects.

Spatial Analysis Approach

Secondly, environmental justice analysis is conducted as a spatial analysis using Geographic Information Systems (GIS) mapping tools. In GIS, the final list of projects (those with a geographic location specified) were evaluated to ensure federal transportation investments are proportionally funded and equitably located in areas with higher-than-average minority and low-income populations, determined to be EJ analysis areas.

For reference, the following two maps (**Figure 7** and **Figure 8**) show minority and low-income populations by census tract within SKATS. The shading for the census tracts on the maps indicate at or near the average, above average and twice the average. The middle interval aligns with the average for SKATS making it easier to see which areas fall clearly above the regional average. As with all census data, there are margins of errors associated with the estimates. For this tabular summary and associated maps, the percentage rates do not factor in those margins of error.

Benefit and Burden Analysis Spatial Analysis

As described previously, the EJ areas for analysis were determined by a combination of population density and above average populations rates. For the spatial analysis, projects with a geographical location⁸ were mapped over these EJ areas consisting of 20 census tracts. Highlighted in **Figure 9** (in yellow) are the EJ population analysis areas with the TIP projects overlaid in black.

⁸ Not all projects have a geographic location and thus are not mappable. Also, planning study areas are not shown on the maps, and for this analysis ODOT projects were excluded.

Figure 7: Minority Population In SKATS

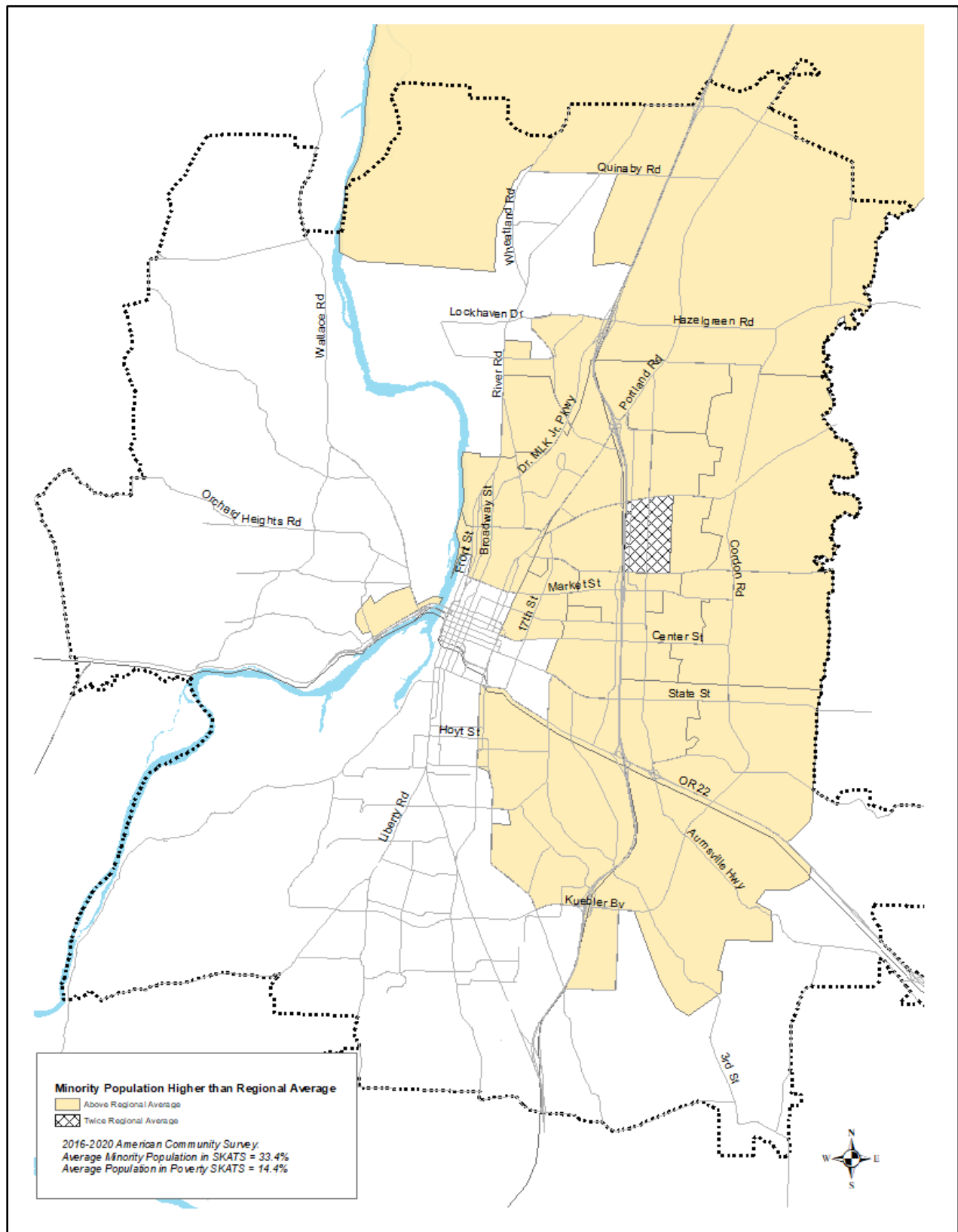


Figure 8: Low Income Population in SKATS

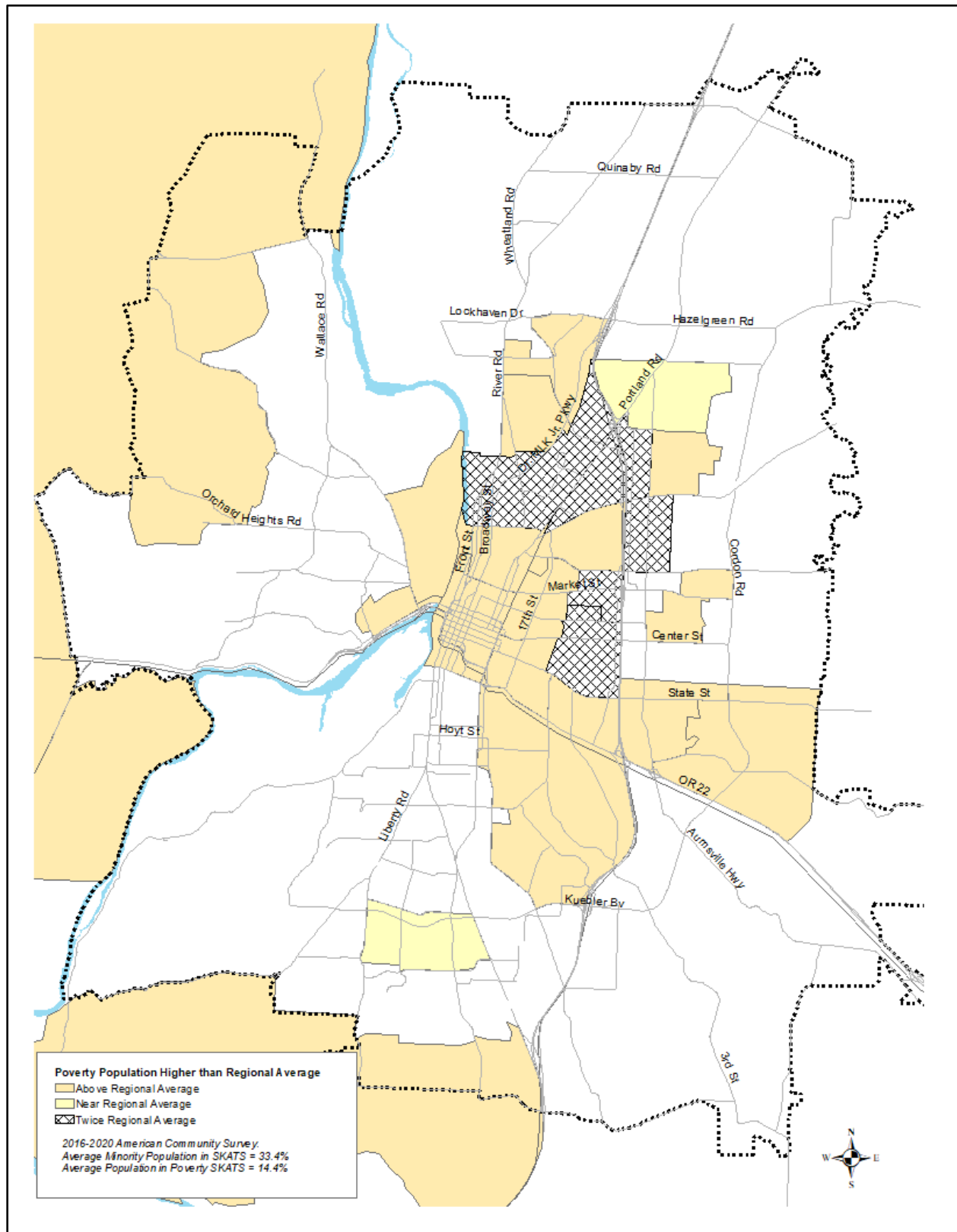
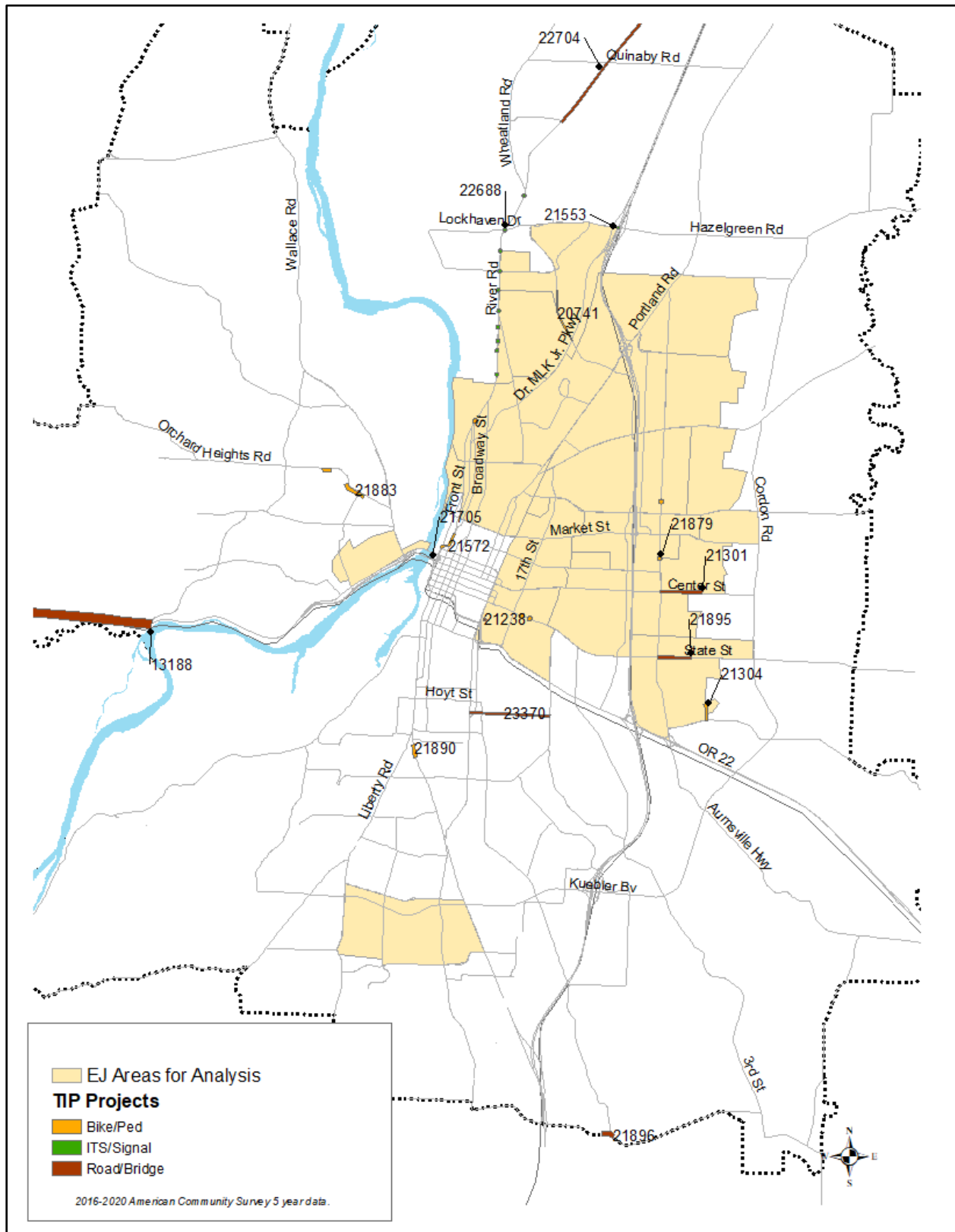


Figure 9: EJ Population Areas for Analysis and TIP Projects that can be Mapped



In GIS, projects were overlaid to see if they fell in or out of the EJ population area. A project was considered inside if at least half of its length or area fell within. The results of this spatial analyses show the distribution of projects in GIS by type and whether they fall within or outside of an EJ population area (for those projects in the TIP that have a geographic component). As shown in **Table 21**, The number of projects located in EJ population areas is 50 percent. The EJ population represents 39 percent of the SKATS population, but only 6 percent of the land area of SKATS. Estimated project costs of only mapped projects are also summarized. Projects located in EJ areas amount to 16 percent of the total estimated dollars.

Table 21: Project Distribution in EJ Areas

Projects Falling Inside an EJ Population Area*						
Type of Project	Total Project Cost	Percent of Cost	Number of Projects	Percent of Projects	Percent of population	Percent of land area
Bike/Ped	\$ 7,364,664		3			
ITS/Signal	\$ 7,779,149		2			
Road/Bridge	\$ 12,718,806		3			
Total	\$ 27,862,619	16%	8	50%	39%	6%

*Only TIP projects that could be mapped

As shown in **Table 22**, The number of projects located in non-EJ population areas is 50 percent. The non-EJ population represents 61 percent of the SKATS population and 94 percent of the land area of SKATS. Estimated project costs of only mapped projects are also summarized. Projects located in EJ areas amount to 84 percent of the total estimated dollars.

Table 22: Project Distribution Non-EJ Area

Projects Falling Outside an EJ Population Area*						
Type of Project	Total Project Cost	Percent of Cost	Number of Projects	Percent of Projects	Percent of population	Percent of land area
Bike/Ped	\$ 10,317,925		3			
Road/Bridge	\$ 132,629,718		5			
Total	\$ 142,947,643	84%	8	50%	61%	94%

The finding of this analysis is that population areas of low-income and minority residents are receiving an equal amount of the current TIP projects, despite representing less of the overall SKATS population, and land area. The projects in EJ areas do reflect a smaller dollar amount than the percent of EJ population, but the types of projects vary greatly by cost. Projects are split by location 50/50, and by geographic size the EJ area receives a proportionally larger number of projects.

Conclusion

SKATS' multi-phased approach to environmental justice has been designed to cover a wide breadth of analysis. Outreach efforts are employed and are regularly re-evaluated and improved to increase communication to low-income and minority populations at all phases of the plan development. Environmental justice considerations were incorporated into the project scoring, evaluation and selection for the finalized project list. Spatial analysis using GIS looked at physical project location and spending distribution in the community. This analysis found that SKATS' population areas of low-income and minority residents do not receive a greater share of the burdens from program and project investments relative to the area wide distribution. As all projects are assumed to improve safety conditions, the benefits of new projects are proportionally distributed over EJ and non-EJ communities comparable to their respective percentage of populations.

Consultation

There are specific requirements that outline what types of agencies or stakeholders need to be consulted during the transportation planning process and the type of information that needs to be shared with these interested parties. It is suggested that contacts with state, local, Indian tribes, and private agencies responsible for the following areas be contacted:

- Economic growth and development
- Environmental protection
- Airport operators
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historical preservation
- Human Services Transportation Providers

The overarching goal of this process is to eliminate or minimize conflicts with other agencies' plans, programs or policies as they relate to the Transportation Improvement Program. The consultation process used for the SKATS TIP was based on the ***Consultation Process for use During the Development of the SKATS RTSP and TIP***, which lays out the cooperatively developed process between SKATS and the applicable governments and agencies, and clarifies the process, timeframes, and roles and responsibilities of each of the parties involved.

Consultation Process

The Consultation Process lists the agencies that requested to be contacted during the development of the TIP, and how they prefer to be contacted. The agencies that were specifically contacted are listed in **Table 23**.

Table 23: TIP consultation Group

Agency	Contact
National Marine Fisheries Service (NMFS)	Tom Loynes
U.S. Fish and Wildlife Service (USFWS)	Joe Zisa
U.S. Environmental Protection Agency (EPA)	Karl Pepple
U.S. Army Corps of Engineers (USACE)	Benny A. Dean
Oregon Department of Fish and Wildlife (ODFW)	Elise X Kelley
Oregon Department of Transportation (ODOT) Environmental R2	Daniel Ohrn
Oregon Department of Transportation (ODOT) Air Quality Program	Natalie Liljenwall
Oregon Division of State Lands	Jevra Brown
Salem Natural Resources	Robert Chandler
Salem Airport	John Paskell
ODOT Freight	John Boren
Confederated Tribes of Siletz Indians	Pam Barlow Lind

Confederated Tribes of the Grand Ronde Community in Oregon	Briece Edwards
Oregon State Historic Preservation Office (SHPO)	Kurt Roedel
Oregon State Historic Preservation Office (SHPO)	Sarah Jahlving
Oregon State Historic Preservation Office (SHPO)	Christine Curran
Oregon Department of Transportation (ODOT) Environmental R2	Bernie Kleutsch
SEDCOR (Strategic Economic Development Corporation)	Erik Andersson
ODOT	Darlene Weaver
Shangri-La Corporation	Brianna Weaver
Oregon Department of Transportation	Lucinda Moore
Oregon Department of Transportation	Geoff Crook
Confederated Tribes of Siletz Indians	Delores Pigsley
Confederated Tribes of Siletz Indians	Bonnie Petersen
Confederated Tribes of Siletz Indians	Brenda Bremer
Confederated Tribes of Siletz Indians	General Office
Confederated Tribes of the Grand Ronde Community in Oregon	Lisa Leno
Confederated Tribes of the Grand Ronde Community in Oregon	Cheryl Kennedy
Confederated Tribes of the Grand Ronde Community in Oregon	Kim Rogers
Confederated Tribes of the Grand Ronde Community in Oregon	General Email
Oregon Department of Environmental Quality (DEQ)	Rachel Sakata
Oregon Department of Land Conservation and Development (DLCD)	Bill Holmstrom
Salem Area Mass Transit District (SAMTD)	Steve Dickey

The consultation group requested that they be contacted three times during the development of the TIP:

- At the start of the TIP Update
 - An email was sent on October 12, 2021, with information regarding the TIP kickoff, with a request to update contact information. Contact list was updated.
 - A letter was sent to the Confederated Tribes of the Grand Ronde and the Confederated Tribes of the Siletz Indians on October 11, 2021, notifying the tribes of the schedule and milestones where we would be providing information and soliciting input.
- After the financial projections and initial list of projects are available
 - Since there were no new proposed projects, no list was released.
- During the public review period
 - The consultation group was notified that the TIP and AQCD were available for review.
 - A letter was sent to the Confederated Tribes of the Grand Ronde and the Confederated Tribes of the Siletz Indians on March 20, 2023, with links to the draft TIP and AQCD documents.

Comments Received

No comments were received through the consultation process.

Air Quality Conformity Determination For The SKATS FY 2024-2029 Transportation Improvement Program

Healthy Air

Following passage of the federal Clean Air Act Amendments in 1990, the Salem-Keizer area was designated as a non-attainment area for carbon monoxide (CO) and 1-hour ozone (O₃) national ambient air quality standards (NAAQS). However, monitoring data since that time has shown that pollutant levels are decreasing.

Carbon Monoxide Status

Previously, the CO monitor for the SKATS region was located at Market Street and Lancaster Drive. The CO monitor had been located there in the past to ensure that measurements were being made in the location of highest CO concentrations prior to a re-designation effort. No violations of the carbon monoxide standard were recorded between 1984 and 2003, and the last exceedance was in 1993⁹. Based on this history of clean air, the Oregon Department of Environmental Quality (DEQ) removed the CO monitor in 2006 and developed a Carbon Monoxide Limited Maintenance Plan for the SKATS region, which was submitted to the US Environmental Protection Agency (EPA) in 2007 and went into effect March 2, 2009¹⁰. As an area with a limited maintenance plan, SKATS is no longer required perform a regional emissions analysis for CO but still must demonstrate conformity as discussed below.

Ozone Status

Effective June 15, 2004, EPA formally designated the entire state of Oregon “unclassifiable/attainment” for the 8-hour ozone NAAQS.

Federal and State Regulations

The U.S. Congress approved amendments to the Clean Air Act (CAAA) on November 15, 1990. Shortly thereafter, urban air sheds were tested and classified on the basis of their attainment or non-attainment to national ambient air quality standards. The area encompassed by the SKATS boundary was designated as a non-attainment area for carbon monoxide (CO) and ozone (O₃).

The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation (USDOT) issued the final rule for CAAA conformity on November 24, 1993 (40 CFR Parts 51 and 93), which included rules for regional emissions analyses of transportation improvement programs (TIPs) and transportation plans in the interim

⁹ An exceedance of the standard can happen on one day. A violation of the standard is based on multiple observations. An official violation is classified as three exceedances at a monitor.

¹⁰ Salem-Keizer Area Carbon Monoxide Limited Maintenance Plan, State Implementation Plan Volume 2 Section 4.57, June 4, 2007, Oregon Department of Environmental Quality. (EPA Approval is located at 73 FR 79655. See: <https://www.govinfo.gov/content/pkg/FR-2008-12-30/pdf/E8-30825.pdf#page=1>.)

period before approval of a revised State Implementation Plan (SIP)¹¹. The State of Oregon's Environmental Quality Commission adopted *Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act* (hereafter referred to as the Transportation Conformity), OAR 340-20-710 through 340-20-1080, in March 1995. The rule was last revised in 2010 under OAR 340-252-0010 to 340-252-0230, Transportation Conformity.

The transportation conformity rule requires that transportation plans, programs, and projects conform to state air quality implementation plans (SIPs) and establishes the criteria and procedures for determining whether or not they do conform. Conformity means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the national ambient air quality standards.

Since 1993, EPA finalized several amendments to the transportation conformity rule. The first set of amendments was published on August 7, 1995 (60 FR 40098), a second set on November 14, 1995 (60 FR 57179), and a third set on August 15, 1997 (62 FR 43780). In particular, the third set of rules increased the flexibility of demonstrating conformity for areas not required to submit SIP, such as SKATS (see next section for details).

In 1997, EPA revised the primary ozone standard from the 1-hour to an 8-hour standard. On April 30, 2004, EPA finalized the rules (69 FR 23951) that revoked the 1-hour ozone standard one year after the effective date of 8-hour ozone nonattainment designations. In accordance with EPA's April 30, 2004, final rule, conformity for the 1-hour standard will no longer apply in existing 1-hour nonattainment and maintenance areas once the standard and corresponding designations are revoked.

On July 1, 2004, new transportation conformity amendments were finalized (69 FR 40004) that: include criteria and procedures for the new 8-hour ozone and fine particulate matter (PM_{2.5}) national ambient air quality standards (NAAQS); address conformity requirements for 1-hour non-attainment areas that are in attainment of the 8-hour ozone standards (such as SKATS); contain conformity rules that implement the March 2, 1999 court decision when conformity lapses occur; and include a few miscellaneous revisions to clarify the existing regulation and improve implementation.

On December 22, 2006, the DC Court of Appeals struck down the 8-hour ozone standard, stating that EPA had violated the Clean Air Act in relaxing the limits. Later decision by the court clarified the ruling, and the State of Oregon is still designated as attainment for ozone.

In 2008, EPA modified federal rules to require states to adopt only parts of the conformity rules as state regulations. Passages that pertain to Oregon-specific conditions, such as those describing interagency consultation and any requirements that are more restrictive

¹¹ For more information see: <https://www.epa.gov/state-and-local-transportation/transportation-conformity-chronological-list-rulemakings>

than federal minimum standards were required to be retained as state rules. In response to the federal changes, in February 2010, the Oregon Environmental Quality Commission repealed state rules that simply duplicated federal measures, allowing the federal measures to govern. The changes to the state conformity rules were submitted to EPA and were approved in 2012 as a revision to the State Implementation Plan.

Transportation Conformity as it Applies to the SKATS Area

According to federal rules, while areas with approved limited maintenance plans are not required to perform a regional emission analysis, they are required to demonstrate conformity of the transportation plans as stated in 40 CFR part 93, subpart A. These requirements, and how SKATS is meeting them in regard to the SKATS FY 2024-2029 TIP, are presented below. A more detailed discussion is presented in **AQCD Appendix 1**.

- a) Transportation plans and projects provide for timely implementation of SIP transportation control measures (TCMs) in accordance with 40 CFR 93.113;
 - 1. There are no TCMs identified in the SIP for the SKATS area.
- b) Transportation plans and projects comply with the fiscal constraint element per 40 CFR 93.108;
 - 1. As required by federal regulations, the SKATS FY 2024-2029 TIP¹² is financially constrained, containing only those projects that funds are identified for or 'reasonably expected' to be available over the time frame of the plans.
 - 2. The financial constraint assumptions developed for the SKATS FY 2024-2029 TIP are shown in **Table 12** through **Table 16: Summary of Total Revenue and Expenditures by Fund FY 2024-2027**.
- c) The MPO's interagency consultation procedures meet applicable requirements of 40 CFR 93.105;
 - 1. The equivalent State Rule is OAR 340-252-0060.
 - 2. A draft of this document was circulated to ODOT, EPA, Oregon DEQ, FHWA, and FTA prior to adoption. The draft was sent to the group on January 17, 2023. In addition, a document explaining the reasons for updating the TIP was included.
 - 3. An interagency consultation was held on February 15, 2023, to discuss the TIP project list and the draft AQCD document. Questions about the projects were addressed and meeting notes are attached in **Appendix 2**. It was decided by all present (federal and state representatives) to consider the OR 22W project (Rickreall Rd to Doaks Ferry Rd KN 13188) as **non-exempt** based on what the project will be instead of the current phase. The list of projects included in the SKATS FY 2024-2029 TIP are attached as **Appendix 3**.

¹² The TIP is available at: <https://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/transportation-improvement-program-tip/>

4. No additional comments were received during the public review period and public hearing.
- d) Conformity of transportation plans is determined no less frequently than every four years, and conformity of plan amendments and transportation projects is demonstrated in accordance with the timing requirements specified in 40 CFR 93.104;
 1. The previous conformity determination for the FY 2021-FY 2026 TIP was adopted on May 26, 2020, amended on August 24, 2021, and conformed by USDOT on October 28, 2021.
- e) The latest planning assumptions and emissions model are used as set forth in 40 CFR 93.110 and 40 CFR 93.111;
 1. As of March 2, 2009, SKATS is not required to perform regional emissions modeling as part of the conformity process. Thus, no emissions modeling was performed as part of this TIP Update.
- f) Projects do not cause or contribute to any new localized carbon monoxide or particulate matter violations, in accordance with procedures specified in 40 CFR 93.123; and
 1. Projects included in the SKATS FY 2021-2026 TIP that are required to perform hot spot analysis will have this conducted by the project sponsors during the appropriate phase of the project.
- g) Project sponsors and/or operators provide written commitments as specified in 40 CFR 93.125.
 1. Project sponsors and operators will conform to the CAA requirements.

AQCD Appendix 1: Supplemental Conformity Checklist

Response to the applicable conformity criteria and procedures as they apply to the amended SKATS FY 2021-2026 TIP, as per State of Oregon conformity rules (OAR 340-252-0010 et seq.), is made in the following text. This checklist is provided to assist in the state and federal review of this conformity determination and the consultation requirements of OAR 340-252-0060.

1. Conformity Requirements

40 CFR 93.014: Frequency of Conformity Determinations

A new transportation plan must be found to conform before the plan is approved by the MPO or accepted by USDOT. The conformity determination for the current SKATS plan (2019-2043 Regional Transportation Systems Plan) was adopted on May 28, 2019, and was approved/acknowledged by USDOT on March 2, 2020 (*see letter in Appendix 2*). The conformity determination marked the beginning of the four-year cycle of conformity for the RTSP.

A new TIP must be demonstrated to conform before the TIP is accepted by USDOT, and the TIP must be updated no less frequently than every four years. The current MTIP, FY 2021-2026, was adopted on May 26, 2020, amended on August 24, 2021, and conformed by USDOT on October 28, 2021 (*see letter in Appendix 2*). The conformity determination marked the beginning of the four-year cycle under federal rules.

OAR 340-252-0060 and 40 CFR 93.105: Consultation

Federal, state, and local interagency consultation are required before making conformity determinations. See the response to OAR 340-252-0060 and 40 CFR 93.112 below for details of the consultation carried out for this conformity determination.

The Salem-Keizer Area Transportation Study (SKATS) MPO is the lead agency responsible for making the conformity determination for the RTPs and TIPs, RTP amendments, TIP amendments, performing transportation modeling, regional emissions analyses, and preparing and distributing the draft and final documents. The MPO is the agency responsible for assuring the adequacy of the interagency consultation. The SKATS Technical Advisory Committee (TAC) is designated under this regulation as the standing committee for the purposes of consultation on air quality. Members of the SKATS TAC include representatives of the City of Salem, City of Keizer, City of Turner, Marion County, Polk County, Salem Area Mass Transit District, Salem-Keizer School District, Oregon Department of Land Conservation and Development, Oregon Department of Transportation, Oregon Department of Environmental Quality, and FHWA. This committee currently meets monthly. The meetings are open to the public.

As described in more detail in the response to OAR 340-252-0060 and 40 CFR 93.112 below, MPO staff conferred with TAC members, consulted other state and federal agencies on development of the conformity determinations, and provided public notices on the TIP

Update and conformity determination. This conformity determination is based on processes developed in 2007 during the conformity determination of the 2031 RTSP and FY 08-FY 11 TIP, and that had been used for all subsequent updates and amendments to the SKATS RTSP and TIP.

40 CFR 93.106: Content of Transportation Plans

The SKATS 2023-2050 RTSP describes the recommended and fiscally constrained transportation system up to the 2050 horizon year. Chapter 7 and Appendix A of the RTSP documents the employment and population projections and land use allocations by jurisdiction to 2050. The population forecasts are developed by the Population Research Center at Portland State University and are coordinated with the local jurisdictions through a Land Use Subcommittee of the TAC for use in the RTSP, TIP, and conformity determinations. The projections for the population and employment in the area were made for the new horizon year of 2050.

The highway and transit projects described within the MTP are divided into “Recommended” and “Illustrative” categories (*see Table 7-3 and Appendix I*). All projects are sufficiently identified by description and location to ensure adequate modeling of capacity, routes, and speeds. Transit operations described in Chapter 4 of the MTP reflect the system as of early 2023, which includes service on weekday evenings, Saturdays, and Sundays. As such, the Plan recommends continuation of this level of transit service where existing demand exists, and future service increases in service coverage, types, and frequencies including projects such as the bus replacement, and ITS applications.

See additional information in response to 40 CFR 93.110 below.

40 CFR 93.108: Fiscal Constraints for the Transportation Plans and TIPs

The financial constraint assumptions developed for the amended SKATS FY 2024-2029 TIP are documented in **Table 12** through **Table 16**: Summary of Total Revenue and Expenditures by Fund FY 2024-2027.

2. Criteria and Procedures for Determining Conformity

40 CFR 93.109: General

In order to demonstrate conformity of a transportation plan and/or TIP, specific criteria listed in OAR 340-252-0110 through 340-252-0200 (40 CFR 93.110 through 93.119) must be addressed. These criteria include using the latest planning assumptions and the latest emissions model and undertaking interagency consultation and public involvement. Responses to the criteria are listed below.

As of June 15, 2005, the SKATS area is not required to show conformity for HC and NO_x, the precursors to ozone; and from March 2, 2009, is operating under a limited maintenance plan for Carbon Monoxide (CO), and thus not required to perform regional emissions modeling for CO.

40 CFR 93.110: Latest Planning Assumptions

This criteria states that the conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination. Key assumptions include population and employment forecasts for the 454 transportation analysis zones (TAZs) over which the transportation network of the 2023-2050 MTP is defined. This conformity analysis uses the most current projections of 2022 to 2050 population and employment as prepared by SKATS and reviewed by the SKATS TAC (see response to 40 CFR 93.106). Allocations were made to transportation analysis zones in consultation with the individual jurisdictions and coordinated with the SKATS Land Use Subcommittee. Housing, population, and employment forecasts and allocations reflect local development, redevelopment, and infill plans for mixed-use nodes, known projects currently in the planning process, and the availability of vacant, buildable land by current plan designation.

Transit service is assumed to change during the life of the MTP. Current transit service is a mix of corridors with frequent service and connector-like service with less frequent service, with service on Saturdays and Sundays. There is a central transit center in downtown Salem where the majority of bus routes meet, and smaller transit stations in West Salem and Keizer, with a third in the planning stages for South Salem (construction is likely in the next two years). Longer term, an additional transit station is planned for East Salem at a location on the Chemeketa Community College campus. The Transit District reviews fares every two years and links them to an expected farebox rate of return but keeps the increases as small as possible and retain discounts for bus passes. In September 2022 fares for people under 18 years old were set to zero under a partnership with the cities of Keizer and Salem. It is hoped to keep this in place after the initial year trial period. A soon-to-be-implemented project will allow for eTickets and fare capping.

Salem Area Mass Transit District's website and staff provided historical and current ridership numbers. Cherriots ridership grew from 2.7 million trips in 1990 to over 4.3 million in 2000, increasing further to over 5 million riders for the first time in 2003 and peaked at 5.54 million in 2006. Ridership since 2006 have shown decreases every year, which can be partially attributable to service cuts (including removing Saturday service in 2009), fare increases, the regional/national economy (either the Great Recession in 2007-2010 or cheap fuel in 2014 onwards). Ridership in 2021 (the latest available from the National Transit Database) was approximately 1.8 million trips, which represents the impact of the COVID-19 pandemic and reduced service. The introduction of Sunday service in September 2021 had little impact on total ridership¹³.

There are no required TCMs for the SKATS area.

40 CFR 93.111: Latest Emissions Model

As of March 2, 2009, SKATS is not required to perform regional emissions modeling as part of the conformity process. Thus, no modeling was performed as part of this amendment.

¹³ In the fall of 2022, SAMTD introduced free fares for riders under the age of 18. This resulted in increasing ridership in the last three months of 2022 compared to 2021.

OAR 340-252-0060 and 40 CFR 93.112: Consultation

The SKATS MPO must make conformity determinations according to the interagency consultation procedures in OAR 340-252-0060 and according to the public involvement procedures established in OAR 340-252-0060 and 23 CFR Part 450.

Based on consultation conducted for the SKATS FY 04-FY 07 TIP amendment in December 2004, it was agreed that early consultation via e-mail was preferred by the MPO and state and federal agencies. This has been followed for all the subsequent consultations to date.

For this update, a draft copy of the AQCD and the project list was sent to air quality staff specialists at FHWA, FTA, EPA, ODOT and DEQ on January 17, 2023, for review. An interagency consultation with staff from the aforementioned agencies took place on February 15, 2023, focusing primarily on the project list. See **Appendix 3** for the meeting notes. The draft copy of the AQCD and appendices were available for public review and comment during the public review period of the SKATS FY 2024-2029 Transportation Improvement Program (TIP) which took place between March 28, 2023, and May 12, 2023. The public could download the draft AQCD from the Mid-Willamette Valley Council of Governments website or read a copy at the Salem Public Library or the Keizer Community Library. The availability of the document was discussed, and the contents briefly summarized at each of the public involvement events that took place (please see **Appendix D** of the SKATS FY 2024-2029 TIP for a complete list). Adoption of this document by the SKATS Policy Committee took place on May 23, 2023.

40 CFR 93.113: Timely Implementation of TCMs

There are no TCM requirements in the SKATS non-attainment area.

40 CFR 93.114: Currently conforming transportation plan and TIP

The SKATS 2019-2043 RTSP was adopted on May 28, 2019, and conformed on March 2, 2020 (*see USDOT letter included in AQCD Appendix 2*). The FY 2021-2026 TIP was adopted on May 26, 2020, amended on August 24, 2021, and conformed by USDOT on October 28, 2021. The SKATS 2023-2050 RTSP and the associated AQCD is scheduled for adoption on the same day as the FY 2024-2029 TIP and this AQCD.

Only one conforming transportation plan or TIP may exist in an area at any time; conformity determinations of a previous transportation plan or TIP expire once the current plan or TIP is found to conform by DOT.

40 CFR 93.115: Projects from a Plan and TIP

Projects in the TIP are either drawn from the RTSP or are consistent with the policies and purpose of the plan and will not interfere with other projects specifically within the plan. Typically, TIP projects not in the RTSP are pavement rehabilitation/resurfacing projects.

AQCD Appendix 2

- a) Meeting notes from the Interagency Consultation that took place on February 15, 2023.

Virtual Meeting via Teams

Attendees – Federal State Agency Representatives

- LILJENWALL Natalie Natalie.LILJENWALL@odot.oregon.gov
- Ned.Conroy@dot.gov
- Jasmine Harris jasmine.harris@dot.gov Not present, but sent questions beforehand
- WILLIAMS Karen * DEQ Karen.WILLIAMS@deq.oregon.gov
- Vaupel, Claudia Vaupel.Claudia@epa.gov
- MAHER John D John.D.MAHER@odot.oregon.gov Only there to introduce Jessica
- Jessica Virrueta ODOT STIP
- Dan Fricke, ODOT Region 2 SKATS Liaison (outgoing)
- Brandon Williams, ODOT Region 2 SKATS Liaison (incoming)
- DERRICKSON Hope Hope.DERRICKSON@odot.oregon.gov
- thomas.w.parker@dot.gov FHWA Oregon environmental lead
- Daniel Burgin ? Listed in the TEAMS attendees, but I don't recall being present

Attendees – SKATS Staff

- Karen Odenthal: TIP Coordinator (outgoing)
- Steve Dobrinich: TIP Coordinator (incoming)
- Ray Jackson: MTP & AQCD Lead

Agenda

- Review the project lists for the SKATS 2023-2050 MTP and 2024-2029 TIP for the exempt/non-exempt category assigned by SKATS staff
- Clarification of whether projects are exempt/non-exempt
- Feedback on the draft AQCDs for the MTP and TIP
- Other Issues

The question sent by SKATS staff prior to the meeting:

One question for the IAC members is on the TIP projects, from Karen:

Here is the list of proposed SKATS FY 2024-2027 TIP projects, plus a couple that have illustrative years. I added a tab for exempt projects. It is unclear if KN 13188, OR22: Rickreall Rd to Doaks Ferry Rd NW is exempt or non-exempt. The description: "Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW." There is no construction phase funded at this time. I recommend asking the consultation group whether we should consider it exempt or non-exempt.

Notes:

There was discussion on Center Turn Lanes (CTL) and whether these add capacity to a road and why SKATS staff considers them non-exempt (Reasoning is, if AQ modeling was performed, the presence of a CTL results in the modification of the capacity for the link. This would need to be known to be included in the model). **The group agreed** to consider projects with CTLs as non-exempt.

Discussed the questions that Jasmine had sent before the meeting, clarified the descriptions for several of these projects (see below for details – answers were also emailed to the group prior to the meeting due to Jasmine’s absence).

OR22W Rickreall to Doaks Ferry – As shown above, SKATS staff had a question of whether a project or a phase should be used for purpose of exempt/non-exempt determination. The project has funding for PE/ROW but not Construction. **The group agreed** to consider this as non-exempt as it will eventually lead to a construction project, and this will not require a subsequent AQCD.

Natalie mentioned that she considers a project that is going to NEPA to be non-exempt. SKATS staff mentioned that they will encourage project submissions to include more information on the actual project, especially for the TIP. “Improvements” is too vague and does not adequately explain what is proposed to be built.

No comments were received for the AQCD documents themselves. Ray asked the group to **review the draft AQCDs and provide any comments by March 28, 2023.**

At the end, the members of the IAC agreed to the designations of the TIP projects as provided, with the modification for the OR22W Rickreall to Doaks Ferry project to be considered as non-exempt. **Those voting in favor were: Ned (FTA), Thomas (FHWA), Claudia (EPA), Karen Williams (DEQ). Natalie concurred for ODOT.**

Questions prior to the SKATS AQCD IAC

Clarifications from Janelle (Marion County Public Works) ----

Hollywood Dr: Salem City Limits to Silverton Rd NE - M024 - Widen to collector standards and add new signal at Hollywood Dr at Silverton Rd. (combined with M032).

Construct bicycle and pedestrian improvements and add left turn refuge and signal at intersection with Silverton Road to increase safety. (Marion County PW)

Lone Oak Rd SE at Rees Hill Rd SE - S376 - Design and RoW acquisition for intersection modifications that include a lengthened left-turn lane and an acceleration lane on Rees Hill Rd SE.

Basically, this is a new intersection being built associated with development. Lone Oak is a collector street in Salem TSP. Development is required to build it. The actual intersection is in Marion County. Due to sight distance, Marion County is requiring an acceleration lane so cars turning off of Lone Oak onto Rees Hill eastbound have room to get up to speed since this is a 55 mph county road. City is participating because Marion County requirements require off-site acquisition to accommodate the length of the turn lane. (Salem PW)
Cordon Road at Center Street: Intersection Modifications – M091 - Modifications to the intersection including upgrading the signal. Assumes 50 percent developer funded. M046 has roadway modifications.

Modifications will be necessary to accommodate upgrading the signal and adding travel lanes. (Marion County PW)

Delaney Rd: Battle Creek SE to Turner - M022 - Widen road to county arterial standards

Widens the roadway from existing 22' width to meet AASHTO standards for pavement width (remains 2 travel lanes) and accommodate the large percentage of truck traffic, while also provide standard shoulder widths to increase safety for pedestrians, and bicycles. (Marion County PW)

Note: This project is outside of the SKATS Air Quality Boundary

Questions from Jasmine ---

Have any of the projects in the MTP or TIP list been determined exempt or nonexempt previously through the IAC process?

Maybe. The local projects in the TIP have not changed since the last update. There are new ODOT projects in the TIP. The Ex/NEx determination was made for (all/some of?) those in 20xx.

The MTP projects have never been reviewed by the IAC for Ex/NEx status – it was never a question/request before.

There are several projects listed as nonexempt, please confirm that the classifications is accurate for all of them. Some seem to fall under exempt, see examples below:

McGilchrist St SE: 12th St SE to 25th St SE; Final design and construction for McGilchrist Complete Street project to improve safety for all users and reduce flooding.

Project includes center turn lane which adds capacity. If we were performing AQ conformity modeling that would be non-exempt as it would be included in the model.

Center St.: Lancaster Dr. to 45th Pl. NE; Design the interim and long-term widening of Center St. east of Lancaster Dr. to 45th Pl NE, and construction of the interim improvements on the north side including center turn lane, bike lanes and sidewalks to increase safety. Update existing crossing located at Center St. & 45th Pl NE.

Project includes center turn lane which adds capacity. If we were performing AQ conformity modeling that would be non-exempt as it would be included in the model.

Delaney Rd: Battle Creek Bridge; Replace the existing bridge on Delaney Road over Battle Creek. Project includes various intersection and roadway improvements to improve traffic flow and safety. Didn't this project already go through the AQCD process already, and handled as a nonexempt project? Or is this a different project? Are the "various intersection and roadway improvements" at the immediate entrances to this bridge? Will this project increase traffic, or simply smooth traffic flow?

It is likely this project was reviewed as part of the previous update to the TIP.

Project is outside of the SKATS AQ boundary.

One project was flagged as "unknown," pending the IAC discussion seems like this project could be exempt. OR22: Rickreall Rd to Doaks Ferry Rd NW; Evaluation of corridor safety improvements, undertake environmental investigations to reach NEPA classification, develop design to design acceptance package (DAP), conduct ROW and utility surveys, and purchase ROW.

Discussion with the IAC was to address these projects in the TIP when only one phase is funded. Is the E/NE determination on the project or the phase?

AQCD Appendix 3

- a) List of projects in the SKATS FY 2024 – 2029 TIP (Excel format) (Not Included in this document – It is the same as **Table 11** in this document)

Chapter 10 – PUBLIC OUTREACH AND PARTICIPATION

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General

When developing the TIP, as required by 23 CFR 450.316, the MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process. The adopted *SKATS Public Participation Plan for the Regional Transportation Planning Process in the Salem-Keizer Urban Area* was used to guide the public outreach and participation activities.

Prior to its adoption by the SKATS Policy Committee, the proposed TIP is reviewed and approved by the standing SKATS advisory committees and undergoes a publicized 30-day public review and comment period. Public, agency, other provider, and interested party comments received during this process, as well as staff recommendations for changes to the proposed TIP arising as a result, are considered by the Policy Committee at a public hearing before the TIP is adopted. If significant changes to the proposed TIP are recommended because of the community review process, a revised final draft document will be resubmitted to the public for an additional 30-day review and comment period.

FTA Program of Projects

For the FTA Section 5307 public involvement requirements, the public participation plan for the Transportation Improvement Program satisfies the public participation process and timing for the FTA Program of Projects.

Public Outreach and Participation Activities

The public was involved in the preparation of the SKATS FY 2024-2029 TIP in the following ways (documentation is included in **Appendix D**):

- A public outreach plan was developed in October 2021 using the PPP as a guide and brainstorming additional activities. The plan was continually updated as new opportunities and ideas were noted. Public outreach and participation activities are included in **Appendix D**.
- The public was informed at the beginning of the TIP Update and several key times during the process and given the opportunity to provide input.
- As part of the update to the SKATS Transportation Improvement Plan (TIP) and in conjunction with the update to the MTP, a SKATS Transportation Hub website was

launched in March 2022 with information and an online map with the draft TIP project applications (<https://skats-mwvcog.hub.arcgis.com/>)

- Solicitation for public input occurred early in the development of the plan, before and during the project selection process via an on-line interactive map, and an opportunity to voice their concerns at TAC and Policy Committee meetings. We received 101 comments via the online interactive map. All comments were presented to the Policy Committee before a recommendation on a program of projects was made.
- The SKATS Technical Advisory Committee (TAC) reviewed the draft SKATS FY 2024-2029 TIP and submitted suggested updates and changes. The SKATS TAC then forwarded the draft TIP to the SKATS Policy Committee, which reviewed the draft and formally released it for public and agency review on March 28, 2023. The official comment period for the draft SKATS FY 2024-2029 TIP was March 28, 2023, to May 15, 2023, or a total of 48 days. However, comments were accepted until the public hearing on May 23, 2023, an additional 8 days.
- Public outreach activities during the formal outreach period are summarized in **Appendix D**. Comments for the draft TIP (released for review on March 28, 2023) were received through the following means: Emails, letters, in person and through the comment feature of an interactive ArcGIS map showing the project locations and descriptions. The comments are included in **Appendix D** and are summarized below:
 - Received at the April 11, 2023, Open House
 - Received five written comments. Generally favored bike/ped and transit projects, and opposed widening roads.
 - Noted a discrepancy in the McGilchrist RAISE grant project cost. It did not include over \$16 million in local overmatch (from Salem bond measure).
 - Emailed letter – Opposing the proposed interchange at OR22W/Hwy 51.
 - Email - Two comments were received applicable to both the MTP and TIP, one asking for improvements at Ratcliff Dr. and Commercial SE, and a comment on the mailed postcard images.
 - Interactive Map - 25 comments and 14 of the 15 projects received “likes.”
 - Generally, the comments received were supportive of the majority of the projects in the draft TIP, especially projects that improve safety, facilities for bicyclists and pedestrians, and enhance transit. One commenter was opposed to projects that added bicycle facilities as they felt they were a waste of money.

- SKATS staff reviewed the comments. Based on those comments, staff recommended adding the local funds to the McGilchrist RAISE grant project to match Salem’s latest cost estimate. No additional changes were recommended to the list of projects in the draft SKATS TIP.
- The SKATS Policy Committee held a public meeting on the draft TIP at a regularly scheduled and publicly announced public meeting. Comments received from the public, and staff responses to those comments were reviewed by the SKATS Policy Committee. One member of the public testified at the hearing, reiterating comments that were previously submitted by letter (Laurie Dougherty, 350 Salem). The Policy Committee considered the testimony and comments received in all formats during the deliberation. Documentation of the public hearing is included in **Appendix D**.
- The AQCD was formally adopted by the SKATS Policy Committee by **Resolution 23-15** on May 23, 2023.
- The SKATS FY 2021-2026 TIP was formally adopted by the SKATS Policy Committee by **Resolution 23-16** on May 23, 2023.

Chapter 11 -RESOLUTIONS ADOPTING AQCD AND TIP

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Resolution 23-15

Resolution of the Salem-Keizer Area Transportation Study (SKATS) Policy Committee Adopting the Air Quality Conformity Determination for the SKATS FY 2024-FY 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-Keizer Urbanized Area; and

WHEREAS, the Policy Committee is authorized by an Intergovernmental Cooperative Agreement to adopt and adjust the Transportation Improvement Program (TIP); and

WHEREAS, the SKATS area is in attainment of carbon monoxide standards and has a “limited” air quality maintenance plan approved by the federal Environmental Protection Agency (EPA) on December 30, 2008;

WHEREAS, areas with limited maintenance plans are not subject to a regional emissions analysis, they are still subject to state transportation conformity requirements of OAR-340-252-0010 et. seq. (*Transportation Conformity Rule*) and federal transportation conformity requirements of 40 CFR part 93, subpart A, in order for the TIP to be accepted by the federal Department of Transportation.

WHEREAS, the Air Quality Conformity Determination for the FY 2024-FY 2029 TIP has been prepared according to state and federal regulations and undertaken through interagency coordination with local, state, and federal agencies, as per 40 CFR 93.105 and OAR 340-252-0060;

WHEREAS, the Air Quality Conformity Determination for the FY 2024-FY 2029 TIP has gone through a 30-day public and agency review period, and no negative responses were received as a result of that public review process;

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

THAT the SKATS FY 2024-FY 2029 TIP has been determined to conform to requirements related to regional air quality emissions contained in OAR 340-252 (Transportation Conformity), and the SKATS Policy Committee hereby adopts the *Air Quality Conformity Determination for the FY 2024 – FY 2029 SKATS Transportation Improvement Program*, which will be included in the FY 2024-FY 2029 SKATS TIP.

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 23rd day of May 2023.



Chair
Salem-Keizer Area Transportation Study

Policy Committee
Resolution 23-16

Resolution Adopting the Fiscal Years 2024-2029 Transportation Improvement Program (TIP) for the Salem-Keizer Area Transportation Study (SKATS)

WHEREAS, the Salem-Keizer Area Transportation Study (SKATS) Policy Committee has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Salem-Keizer Urbanized Area; and

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

WHEREAS, the adopted SKATS Public Participation Process has been followed in the preparation and development of the FY 2024-FY 2029 SKATS Transportation Improvement Program and the document has undergone the required 30-day public and agency review and comment period; and

WHEREAS, the Transportation Improvement Program and the adopted Metropolitan Transportation Plan (MTP) have been shown to demonstrate conformity with the requirements of the federal Clean Air Act Amendments and the Oregon Transportation Conformity Rule; and

WHEREAS, the SKATS Regional Transportation Planning Process and the currently adopted Metropolitan Transportation Plan have been determined to be in substantial compliance with the required elements of federal legislation; and

WHEREAS, the improvements included in the FY 2024-FY 2029 SKATS TIP have been drawn from, or have been determined to be wholly consistent with, the aforementioned adopted SKATS Metropolitan Transportation Plan; and

WHEREAS, the improvements included in the FY 2024-FY 2029 SKATS TIP have been selected consistent with the project selection criteria and process identified in the TIP; and

WHEREAS, the improvements included in the FY 2024-FY 2029 SKATS TIP will help achieve the federal performance measure targets identified in the MTP; and

WHEREAS, the improvements contained in the FY 2024-FY 2029 SKATS TIP demonstrate financial constraint;

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

THAT the Policy Committee hereby adopts the SKATS FY 2024-FY 2029 Transportation Improvement Program;

THAT the newly adopted SKATS FY 2024-FY 2029 Transportation Improvement Program will supersede the previously adopted SKATS FY 2021-FY 2026 TIP in all particulars

on October 1, 2023, if signed by the Governor of Oregon and approved by the Federal Highway Administration, or immediately upon signature and approval if after October 1, 2023; and

THAT SKATS staff are hereby directed to forward to ODOT the projects and programs in the adopted SKATS FY 2024-FY 2029 Transportation Improvement Program for fiscal year 2024 to fiscal year 2027 for inclusion in the Oregon FY 2024-FY 2027 STIP (Statewide Transportation Improvement Program).

ADOPTED by the Policy Committee of the Salem-Keizer Area Transportation Study on the 23rd day of May 2023.



Chair
Salem-Keizer Area Transportation Study
Policy Committee

Appendix A – SKATS COMMITTEE MEMBERSHIP AND STAFF

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Appendix A SKATS Committee Membership and Staff

SKATS 2023 Policy Committee

Cathy Clark, Chair Mayor - City of Keizer
Lyle Mordhorst, Vice Chair..... Commissioner - Polk County
Sadie Carney Board member - Salem Area Mass Transit District
Trevor Phillips Council member - City of Salem
Steve Horner Mayor - City of Turner
Kevin Cameron..... Commissioner - Marion County
Anna Hansen..... Region 2, Oregon Department of Transportation
Maria Hinojos Pressey Board member - Salem-Keizer School District

SKATS 2023 Technical Advisory Committee

Bill Lawyer, Chair..... Keizer Public Works
Julie Warncke, Vice Chair..... Salem Public Works
Janelle Shanahan Marion County Public Works
Victor Lippert Salem-Keizer School District
Stephen Dickey Salem Area Mass Transit District
Lisa Anderson-Ogilvie Salem Community Development Department
Shane Witham Keizer Planning Department
Scott McClure..... City of Turner
Jared Bradford..... Marion County Planning Department
Austin McGuigan Polk County Planning Department
Todd Whitaker Polk County Public Works
Dan Fricke Oregon Department of Transportation, Region 2
Karen Grosulak-McCord. Department of Land Conservation and Development
Jasmine Harris* Federal Highway Administration
Sam Ayash (as needed)* ODOT, Transportation Planning Analysis Unit
Rachel Sakata (as needed)* Department of Environmental Quality

** non-voting*

SKATS Staff

Mike Jaffe..... Transportation Planning Director
Ray Jackson Senior Transportation Planner
Karen Odenthal..... Senior Transportation Planner
Stephen Dobrinich.....Senior Transportation Planner
Lesley Hegewald.....Associate Planner - GIS/Data
Juan-Carlos Torres.....Associate Planner - GIS/Data
Kim Sapunar..... Associate Planner
Kindra Martinenko Associate Planner
Lori Moore Administrative Specialist
Theresa Whisenhunt Administrative Specialist

Appendix B – TIP DEVELOPMENT SCHEDULE AND APPLICATION MATERIALS

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Appendix B TIP Development Schedule and Application Materials

Exhibit B-1	TIP Development Schedule
Exhibit B-2	Application instructions
Exhibit B-3	Application form

Exhibit B-1 MTIP Schedule

Year	Activity	Date	Progress
2021	Determine Funding Availability	May-Sep 2021	Received 27 pre-applications and 4 additional fund requests totaling \$138 million
	Notice of application availability	October 1, 2021	
	Complete the pre-applications	February – March 2021	
	Pre-applications due to SKATS	December 1, 2021	
2022	Presentations of pre-applications to SKATS TAC - discussion	December	Received 17 applications totaling \$50 million
	Applications due to SKATS	February 25, 2022	
	TAC - Score applications based on criteria	March	Received 100 on-line and 4 sets of written comments by October
	Public Input Via Interactive Map	Mar 22-Apr 23	
	TAC - Initial evaluation and prioritization of projects for scoping purposes	April	ODOT scoped 6 construction projects. Cost estimates updated for 5 projects based on ODOT input
	ODOT Scoping of projects	April-May	
	Adjust applications after scoping	May/June	
	TAC - Prioritization exercise	June	
	PC - Presentations of projects	June	Recommended adding funds to 3 existing projects and funding no new projects beyond those in 2021-2027 illustrative list
	TAC - Develop recommended project list and alternative scenario	June	
	PC - Discuss/modify TAC recommendation and direct staff to prepare the Draft TIP and AQCD	June	
	Prepare Draft TIP and AQCD	September 2022-February 2023	
2023	TAC Recommendation to PC	March 2023	Received additional xx on-line and yy sets of written comments
	PC Review and release Draft TIP and AQCD for public review	March 2023	
	30-day public review period as required by the SKATS PPP	March-April-May	
	PC Public Hearing and Decision	May 23, 2023	Public Review and TIP and AQCD Adoption
	MTIP to Governor for Signature	June 2023	
	USDOT Approval of Final FY 2024-2027 STIP	September 30, 2023	

Exhibit B-2 Application Instructions

SKATS 2024-2029 STBGP-U/TA-U/CMAQ APPLICATION INSTRUCTIONS

October 1, 2021



APPLICATION INFORMATION FOR: FFY 2024-2029 SKATS TIP

(Transportation Improvement Program)

- **STBG-U FUNDS** (Surface Transportation Block Grant Program-Urban)
- **TA-U FUNDS** (Transportation Alternatives-Urban)
- **CMAQ FUNDS** (Congestion Mitigation and Air Quality Improvement Program)

Pre-Applications Due	December 1, 2021 -- 5:00 P.M.
Applications Due	February 25, 2022-- 5:00 P.M.

INTRODUCTION

The Salem-Keizer Area Transportation Study (SKATS) Metropolitan Planning Organization (MPO) is soliciting transportation project sponsors to apply for federal Surface Transportation Block Grant Program-Urban (STBG-U) funds, Transportation Alternative-Urban (TA-U) set aside funds, and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the federal fiscal year (FY) 2024- 2029 Transportation Improvement Program (TIP). This is a combined solicitation to award funds from all three funding sources. Pending legislation may add additional funds and/or funding programs prior to selection of projects such as a potential Carbon Reduction Program. If SKATS receives additional funding sources, those funds will be included in this application process, if appropriate. Successful applicants will receive either STBGP-U funds, TA-U funds, CMAQ funds, other identified program funds, or a combination as recommended by SKATS staff and the SKATS Technical Advisory Committee (TAC) and approved by the SKATS Policy Committee (PC).

The intention is to honor previous funding commitments made by the SKATS Policy Committee. Therefore, approximately \$8 million in STBGP-U funds, \$500,000 in TA-U funds and \$4.5 million in CMAQ funds are available for projects that will be ready for contract in FY 2025 to FY 2027. An additional \$8 million in STBGP-U funds, \$500,000 in TA-U funds, and \$3 million in CMAQ funds are anticipated to be available for projects ready for contract in the FY 2028 -2029 illustrative years; although, it is up to the Policy Committee's discretion to program funds for those years. The amount of available funds is subject to pending legislation. A larger pool of projects is needed to match the actual dollars available and program requirements.

Pre-applications are to be submitted electronically no later than **5:00 p.m. on Wednesday, December 1, 2021**. Applications are to be submitted electronically no later than **5:00 p.m. on Friday, February 25, 2022**, to be eligible for consideration for funding. See submittal instructions on page 9.

Application materials are available at:

<http://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/transportation-improvement-program-tip/>

SCHEDULE (Dates in March 2022 and later are subject to change.)

Activity	Date
Notice of application availability	October 1, 2021
Complete the pre-applications	October - November 2021
Pre-Applications Due to SKATS	December 1, 2021 -- 5:00 PM
Presentations of pre-application projects to SKATS Technical Advisory Committee (TAC)	December 14, 2021
Complete the applications	October 2021 - February 2022
Applications Due to SKATS	February 25, 2022 -- 5:00 PM
Initial TAC evaluation and prioritization of projects	March - April 2022
Scoping of Projects by ODOT	April - May 2022
TAC – Scoring and recommended prioritization of projects	June - July 2022
Presentations of projects to the Policy Committee (PC)	June 28, 2022
PC Discuss/modify project list	July – August 2022
Staff prepare Draft TIP	September 2022 – January 2023
Policy Committee (PC) review and release for public review	February 2023
30-day public review period as required by the SKATS Public Participation Plan	March - April 2023
PC public hearing and decision	May 23, 2023
FHWA Approval	September 30, 2023

ELIGIBLE PROJECT SPONSORS

State and local governments and transit agencies are eligible to receive federal surface transportation program funds. NOTE: Nonprofits and MPO's are **NOT ELIGIBLE** as direct recipients of TA funds. They **ARE ELIGIBLE** to partner with any eligible entity on an eligible TA project (*if state or local requirements permit*).

ELIGIBLE PROJECTS

Projects eligible for funding **must be within the SKATS MPO boundary** and be included in, or consistent with, the SKATS Regional Transportation Systems Plan (RTSP) located at:

<http://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/regional-transportation-system-plan-rtsp/>.

STBG-U Funds - Surface Transportation Block Grant Program - Urban (STBG-U) funds may be used for a variety of programs and projects within SKATS. STBGP-U funds may be used for the following types of activities on the regional transportation system: construction, reconstruction, preservation, or operational improvements of roads and highways; capital costs for transit projects; traffic management systems including traffic signals and interconnects; bicycle and pedestrian improvements; transportation alternatives; surface transportation planning programs; environmental mitigation; ITS (intelligent transportation systems); capital improvements; safety and congestion management improvements; and installation of vehicle-to-infrastructure communication equipment.

In general, STBG projects may not be on roads classified as local or rural minor collector. There are a number of exceptions to this requirement including: bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian and bicycle projects, and safe routes to school (SRTS) projects; boulevard/roadway projects largely in the right-of-way of divided highways; and projects within the pre-FAST Act Title 23 definition of "transportation alternatives."

A fact sheet for STBG may be found at <http://www.fhwa.dot.gov/fastact/factsheets/stbgfs.pdf>. A detailed list of eligible activities is located at <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

TA-U Funds - Transportation Alternatives (TA) set aside funds have different eligibility requirements than STBG funds and are more limited in the types of projects and programs that are allowed. TA funds may be used for programs and projects defined as transportation alternatives including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design, or construction of boulevards and other roadways largely in the right-of-way for former Interstate System routes or other divided highways. TA funds cannot be used for State or MPO administrative purposes; promotional activities, except as permitted under SRTS; general recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.; and routine maintenance and operations.

A fact sheet for the TA set aside may be found at: <http://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.pdf>. A detailed list of eligible activities is available at: https://www.fhwa.dot.gov/environment/transportation_alternatives/

CMAQ Funds - The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce traffic congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide levels, or particulate matter ("nonattainment" areas) or have recently become compliant ("maintenance" areas). SKATS is a maintenance area for carbon monoxide (CO). All CMAQ projects must demonstrate the three primary elements of eligibility:

1. Transportation project;
2. Emissions reduction, and;
3. Located in, or benefitting, a nonattainment or maintenance area.

The Oregon Department of Transportation (ODOT) has an approved shortened list of eligible projects which includes:

- Acquisition of diesel retrofits, including tailpipe emissions control devices, and the provision of diesel-related outreach activities.
- Intermodal equipment and facility projects that target diesel freight emissions through direct exhaust control from vehicles or indirect emissions reductions through improvements in freight network logistics.
- Alternative fuel projects including participation in vehicle acquisitions, engine conversions, and refueling facilities.
- Establishment or operation of a traffic monitoring, management, and control facility including the installation of advanced truck stop electrification systems.
- Projects that improve traffic flow, including efforts to provide signal systemization, construct High-Occupancy Vehicle lanes, streamline intersections, add turning lanes, improve transportation systems management and operations that mitigate congestion and improve air quality, and implement Intelligent Transportation Systems and other CMAQ-eligible projects, including efforts to improve incident and emergency response or improve mobility such as through real time traffic, transit, and multimodal traveler information.
- Projects or programs that shift travel demand to nonpeak hours or other transportation modes, increase vehicle occupancy rates, or otherwise reduce demand through initiatives such as teleworking, ridesharing, pricing, and others.
- Transit investments, including transit vehicle acquisitions and construction of new facilities or improvements to facilities that increase transit capacity. The MAP-21 provision on operating assistance (23 USC 149(m)) is being reviewed and guidance interpreting the provision.
- Non-recreational bicycle transportation and pedestrian improvements that provide a reduction in single-occupant vehicle travel.
- Vehicle inspection and maintenance programs.

More information on the CMAQ program is available at:
<https://www.oregon.gov/ODOT/LocalGov/Pages/CMAQ.aspx> or
https://www.fhwa.dot.gov/environment/air_quality/cmaq/

If the project is selected for CMAQ funding, additional information may be requested to be able to calculate emissions benefits.

PROJECT REQUIREMENTS

Design and Construction Standards

Projects on state highways must meet ODOT standards for design and construction or demonstrate the ability to obtain a design exception. All bicycle and pedestrian projects using TA funds should conform to the Oregon Bicycle and Pedestrian Design Guide (2011 edition). Other projects must meet standards appropriate to the type of work.

Project Size

There is no set minimum or maximum award. Each project will be considered on its own merit. However, consider the availability of funds when determining the scope of proposed projects. Due to the costs of administering a federal project, a minimum project size of \$100,000 is recommended for construction projects.

Matching Funds

All projects require a local match paid by the applicant or by partner organizations. The **minimum local match is 10.27 percent** of eligible project costs. Applicants must pay all costs for non-eligible work and all costs incurred before ODOT issues a "notice to proceed." Non-eligible elements of the project and work completed in previous projects do not count as match. Donations of cash, staff time, materials, and property can count as matching funds in some cases.

PROJECT SELECTION PROCESS

The TAC will discuss the pre-application projects at their December 14, 2021, meeting. There will be an opportunity to provide feedback and to see if there are opportunities to combine projects across jurisdictions, enhance a project, or to see if there is a need that was not addressed. Applicants that are requesting additional funds for an existing project that has experienced a funding shortfall **must** submit a pre-application explaining why additional funds are needed along with the amount requested. A decision on funding shortfall projects may be made prior to when full applications are due. Completed applications are due the end of February. The applicants will be given the opportunity to make a short presentation for each project at the March 8, 2022, SKATS TAC meeting. The official voting members of the TAC (see TAC bylaws) will then be asked to rank the projects using the methodology approved by the Policy Committee (not yet completed). The top ranked roadway applications will be forwarded to ODOT who has agreed to scope the projects looking for potential issues and evaluating the cost estimates. The results of the ODOT scoping process will be provided to the TAC when it becomes available, and applicants may adjust the applications and estimates accordingly. The TAC will re-evaluate the projects and prioritize list of projects and will finalize a recommendation to the SKATS PC. The PC may request a presentation before releasing it to the public for review. After the 30-day public review period, as required by the SKATS Public Participation Plan, the PC will hold a public hearing and make a decision. See the schedule on page 2 for the proposed schedule. The exact dates for activities are subject to change.

Draft Scoring Criteria

The projects will be prioritized based on how well they meet the goals of the RTSP and help to achieve performance measure targets. The TAC and Policy Committee will finalize the scoring criteria prior to ranking the projects. This may include both a technical and qualitative component.

PRE-APPLICATION GUIDELINES AND INSTRUCTIONS

Project Number and Title

Leave the project number blank. This will be used for identifying the project later. The project title should be a one-line description of the proposed activity. See the application instructions for guidelines on selecting a project title.

Project Visual

Provide one or two illustrations that best describe the project such as a location map, typical cross-section, photograph of the existing condition, or picture of a new bus or facility.

Project Description

Clearly describe the work to be funded. Include what will be built, any services that will be provided, what equipment will be purchased, or facility planning or environmental document efforts that will be paid for with requested funds. Describe the problem that is being addressed. State how it meets the goals of the Regional Transportation Systems Plan (RTSP) and performance targets. If the request is for additional funds for an existing project, clearly document the existing funding and additional funds needed (including any additional overmatch). Clearly explain why the additional funds are needed.

Project Quick Facts

Provide the requested information, if available. Not all fields will apply to all projects. Indicate if the project is in the RTSP with the RTSP project number or is consistent with it. If not, is it in the local TSP or other plan?

Anticipated Project Timeline and Preliminary Cost Estimate

Provide the best estimate for the federal fiscal year when federal funds for each proposed phase of the project will be obligated. Provide a preliminary cost estimate for all phases requested (design, right-of-way, construction, etc.) for the project. This can be revised for the full application; however, be as realistic as possible. If the request is for additional funds for an existing project, use the additional amount requested plus any proposed overmatch.

Contact Information

Provide contact information for the person able to answer questions regarding the application.

Delivery Deadline: 5:00 P.M. Wednesday, December 1, 2021

SUBMITTAL

The form should be limited to one-page. Send one transmittal per project via e-mail to the address below:

- The subject line should be simply: "TIP PreApp" your agency name and a one or two word identifying project name. For example: TIP PreApp_Salem_Commercial Street

- E-mail to: kodenthal@mwvcog.org
- Contact Karen Odenthal at 503-540-1608 if you have any questions on how to submit your application.
- You will receive an e-mail confirmation.

APPLICATION GUIDELINES AND STEP-BY-STEP INSTRUCTIONS

Rule #1: Clarity and brevity will help reviewers understand your project better.

Section 1: Applicant Information

Provide the required information including the contact information for the person that will be able to answer questions regarding the application.

Section 2: Project Information

Enter all applicable information. The project title should be consistent with ODOT's naming convention (available on request). For construction projects, the project title should begin with the road name followed by a colon then the project limits (north to south and east to west). If the project is within a city, include the city name in parenthesis at the end. If it includes bike lanes or sidewalks, include that. Limit the name to 50 characters, if possible. For example: Road name: Point A to Point B, Bike Lanes (City). If the project is a transit center, bus purchase, etc., the name should reflect that.

Enter the location limits. The State Senate and State Representative District is a required field in the ODOT STIP database. The information can be found on ODOT's [TransGIS](https://gis.odot.state.or.us/transgis/) website at: <https://gis.odot.state.or.us/transgis/>, under the boundaries layer. If the project crosses boundaries (such as a transit project) provide all appropriate districts. Indicate if the project is on the National Highway System (NHS). This can be found on [TransGIS](https://gis.odot.state.or.us/transgis/) under the classifications layer. Some volume and crash data are also available on [TransGIS](https://gis.odot.state.or.us/transgis/). Refer to the objectives in the SKATS Regional Transportation Plan (RTSP) for guidance on selecting the type of project. In MS Word, right click box, pick properties, and pick "checked" to select the appropriate box. Note if the requested information is not available.

Under project description, clearly describe the work to be funded. Include what will be built, any services that will be provided, what equipment will be purchased, or facility planning or environmental document efforts that will be paid for with requested funds. There is no limit to the number of words allowed; however, be clear and concise.

Section 3: Eligibility

Check "yes" or "no" for each section. Enter N/A for not applicable. Provide clarifying information for each question that has been checked "No" or N/A.

Section 4: Maps and Plans

For construction projects, include an 8.5" x 11" vicinity and site map that clearly shows the project with enough detail to understand the design and place it in the context of the surroundings. The vicinity map may be inset on the site map. Also include an 8.5" x 11" drawing, diagram, or typical cross-section of the existing conditions and planned improvement, if applicable. Make sure all maps and photos show clearly when copied in black-and-white. Attach the pertinent information from a local identified plan indicated in Section 3. Clearly label each attachment with the name of the project.

Section 5: Estimated Project Costs

Provide the appropriate information. This section is required to be completed even if a more detailed cost estimate is provided. Indicate if additional project cost information is attached to the application. Detailed cost estimates are encouraged. Indicate the method that will be used for delivering the project.

Section 6: Project Budget and Funding Request Summary

Fill this section out completely. Enter the total project costs, and clearly list the amounts and sources of funds that will be available for the project. Include the amount and source of required match. If agency staff time will be used as soft match, note that. List the amounts of funds requested by phase, if appropriate, and the total amount of funds requested. The following is an example of a \$3.25 million project with \$956,074 local match and a \$2.3 million request.

Section 6: Project Budget and Funding Request Summary: REQUIRED						
Note federal funds require at least 10.27% of funds from non-federal sources.						
Estimated Total Project Cost	\$3,250,000					
In this section, enter the amount of federal transportation funds requested, local match, and total estimated costs by project phase/use and preferred federal fiscal year.	Phase or use of funds	Federal Fiscal Year Obligated	Federal Funds Requested	Required Match 10.27% Minimum	Additional Match	Total Estimated Cost
	<i>Preliminary Engineering</i>	2021	\$ 275,000	\$ 31,475	\$ 193,525	\$ 500,000
	<i>Right of Way</i>	2022	\$ 201,893	\$ 23,107	\$ 0	\$ 225,000
	<i>Construction</i>	2024	\$ 1,794,600	\$ 205,400	\$ 500,000	\$ 2,500,000
	<i>Utility Relocate</i>	2024	\$ 22,433	\$ 2,567	\$ 0	\$ 25,000
	<i>Other</i>		\$	\$	\$	\$
Total request of federal funds:			\$ 2,298,926	\$ 262,549	\$ 693,525	\$ 3,250,000
Enter amounts and sources of committed funds and match:	\$ 50,000	Source:	Cash			
	\$ 406,074	Source:	Engineering Design/Construction Engineering – Staff Time			
	\$ 500,000	Source:	SDC's			
	\$	Source:				
Total Match	\$ 956,074					
Indicate which funding source you are willing to accept:						
<input type="checkbox"/> STBG-U <input type="checkbox"/> TA-U <input type="checkbox"/> CMAQ <input type="checkbox"/> Other <input checked="" type="checkbox"/> Any						
Provide other funding information, as relevant:						
Cash Match is from school district.						

Section 7: Description of Project Benefits

Describe how the completed project will meet each of the goals listed. The goals and objectives are described in more detail in the Regional Transportation Systems Plan (RTSP), Chapter 3, pages 3-3 through 3-5. There is no limit to the number of characters allowed in each section; however, be clear and concise. It is not necessary to fill out each area if it doesn't apply. Projects are not expected to meet every goal. It is more important to demonstrate that the project meets the applicable goals. In the event that SKATS receives Carbon Reduction Program funds, provide information in section 7e on how the project fits the program requirements. Additional information will be provided when it becomes available.

Section 8: Performance Measures

TIPs are required to be designed such that once implemented, progress is made toward achieving the performance targets that are identified in the RTSP. The TIP must demonstrate how the projects in the TIP would help achieve those targets. The performance measures, and the appropriate targets are described in the RTSP, and Chapter 4 of the FY 2021-2026 TIP. Indicate which of the performance measures that the project will address. Remember that the pavement and bridge condition measures and the performance of the National Highway System (NHS) only apply to roads on the interstate and NHS systems. The safety measures apply to all roads. Consider the primary purpose of the project, not the incidental side benefit of the project.

Section 9: Congestion Management Process (CMP)

The CMP is included in Appendix E in the 2015-2035 RTSP. Indicate if the project will address congestion. The CMP Exempt projects are listed in the 2015-2035 RTSP, page E-13 (they are not in the 2019-2043 RTSP). Projects that are not exempt need to go through the CMP. If it is exempt, then skip questions 9b and 9c. Refer to the CMP to see if the project is on a CMP corridor. If the project is on a CMP corridor, then a CMP checklist must be attached to the application (available with the application materials). The checklist will be used to determine the need for a CMP assessment for the proposed project. This checklist also provides the information necessary to perform CMP analysis and determine whether it meets the CMP requirements for the consideration of alternatives and the incorporation of transportation demand management (TDM) and other operational strategies into the project. Regional solutions are projects that have a regional benefit such as Transportation Demand Management (TDM), Transportation System Management (TSM), transit enhancements, or system-wide Intelligent transportation Systems (ITS). Explain how the project is consistent with the CMP and what CMP strategies were considered.

Section 10: Importance and Support

Describe the importance of the project to the regional transportation system and the urgency for funding in the near-term. Include any public involvement activities that demonstrate support for the project. Indicate if you have included letters of support and attach them to the end of the application.

Section 11: Timetable and Readiness Information

Indicate the anticipated timing for the proposed project. A year or season and year are acceptable. Indicate the preferred year to begin the project and add anticipated dates for milestones such as

preliminary engineering (PE), right-of-way, construction, purchasing equipment, etc. Indicate the anticipated date that project construction will be complete, all equipment is purchased, and the transportation facility/equipment in use. Note any activities currently underway. Carefully consider when your agency will be prepared to deliver matching funds and deliver the project. Do not automatically assume it will only take one year for each of the phases. Plan extra time if it is more complicated or there are potential difficulties acquiring right-of-way. Describe any activities that show the project readiness. Note any potential areas of concern or controversy that may delay the project or increase the cost.

Section 12: Submittal Approval

Provide the appropriate information. It is up to the individual applicant to decide the appropriate authorizing authority and the process necessary to obtain that authorization. If the box is checked authorizing the application submittal, then it is not necessary to provide the actual signature. However, provide the name and title of the authorizing authority for all applicants.

Section 13: Project Summary sheet

The summary sheet is very similar to the pre-application form and will be used for public involvement. The average person should be able to understand the project from this one-sheet summary. Refer to the pre-application form instructions for completing the information. The project description should adequately explain the purpose and scope of the project and may come from Section 2 of the application form. Note that instead of RTSP project number, provide the year that the project will be constructed, purchased, or otherwise completed. Leave the project ranking information and project number blank. Make sure the summary sheet is limited to one-page.

Delivery Deadline: 5:00 P.M. Friday, February 25, 2022

SUBMITTAL

Send one transmittal per project via e-mail to the address below that contains the application form, maps or graphics, summary sheet, and any additional information (e.g., letters of support). Clearly label each attachment with the project name and description of the item. Maximum e-mail size: 10 MB including all attachments. The project summary sheet should be left in a Word format and may be sent in a separate e-mail if necessary. **Prior to converting the application to a pdf, remove extraneous spaces in the form and make sure the page breaks are at logical locations (not in the middle of the cost estimate, for example).** You may leave the application in Word format, if you prefer.

- The subject line should be simply: "TIP App" your agency name and a one or two word identifying project name. For example: TIP App_Salem_Marine Drive
- E-mail to: kodenthal@mwvcog.org
- Contact Karen Odenthal at 503-540-1608 if you have any questions on how to submit your application.
- You will receive an e-mail confirmation.

Exhibit B-3 Application

SKATS 2024-2029 STBGP-U/TA-U/CMAQ APPLICATION

October 1, 2021



APPLICATION FOR: FFY 2024-2029 SKATS TIP

(Transportation Improvement Program)

- **STBG-U Funds** (Surface Transportation Block Grant Program-Urban)
- **TA-U Funds** (Transportation Alternatives-Urban)
- **CMAQ Funds** (Congestion Mitigation Air Quality Improvement Program)

Due Friday, February 25, 2022 -- 5:00 pm

Section 1: Applicant Information			
Date:			
Sponsoring Organization:			
Organization Address:			
Contact Person & Title:			
Contact e-mail:		Phone:	
Section 2: Project Information (Enter all applicable information.)			
Project Title:			
Location (Street, highway, other identifier):			
Cross street(s) or other reference point:			
Length in feet:			
RTSP Functional Class:			
Current Traffic Volume:			
Existing Level of Service:			
Freight Volume:			
Current Transit Ridership:			
Bike/Pedestrian Volumes:			
5-year Crash History:		On the NHS? Enter yes or no →	
State Senate District:		State Representative District:	
Type of Project:	(In MS Word, right click box, pick properties, pick "checked.")		
Check all that apply (See Goals in RTSP)	<input type="checkbox"/> Safety	<input type="checkbox"/> Relieves Traffic Congestion	<input type="checkbox"/> Preservation
	<input type="checkbox"/> Multi-modal	<input type="checkbox"/> Efficiency	<input type="checkbox"/> Environment
	<input type="checkbox"/> Accessibility	<input type="checkbox"/> Equitability	<input type="checkbox"/> Other
a. Project Description:			

b. Briefly describe the problem and the proposed solution:	
c. Is this a continuation of a project currently in the TIP or STIP? Enter yes or no →	
If yes, describe the status of the project:	

+

Section 3: Eligibility (Check "yes," "no," or "not applicable" for each.)	Yes	No	N/A
RTSP: Is the project listed in, consistent with, or able to be added to the financially constrained RTSP during project time frame? (See p. 2-7 of RTSP about consistency.)			
Project number in RTSP, if applicable: _____			
State/Local Plans: Is the project in (or consistent with) a local adopted plan?			
Identify plan: _____ (See Maps and Plans section below, and attach information from plan.)			
Federal Eligibility: Is project eligible for STBGP-U, CMAQ, or TA-U funding under Federal guidelines? (See application instructions.)			
Local Match: Can agency provide minimum required matching funds to the requested federal funds? (This should be indicated in Section 7.)			
Sufficient Funding: Is the total of requested STBGP-U/TA-U/CMAQ funds plus local match and other committed funds sufficient to complete the project or a phase of the project?			
Readiness: Does the agency have the ability to utilize the requested federal funds in the Fiscal Years requested in Section 7?			
CMP: Is the project consistent with the regional Congestion Management Process (CMP)? (See RTSP, Appendix E for information.)			
Provide information if the answer is "no" or "n/a" for any of the above eligibility questions:			

Section 4: Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)	
<input type="checkbox"/> Attached	Description of attachments
<input type="checkbox"/> Not Applicable	

Section 5: Estimated Project Costs: REQUIRED			
A detailed cost estimate <u>must</u> be provided for construction projects.			
a. List estimated costs for the various activities listed below, as applicable to the proposed project.			
Items and activities			Estimated Cost
Project Planning and/or Administration			\$
Preliminary Engineering	(Enter % of Construction cost) -->		\$
Construction Engineering	(Enter % of Construction cost) -->		\$
Environmental Work			\$
Right-of-Way and/or Building purchase			\$
Capital Equipment			\$
Non-Construction Project Cost sub-total			\$
Construction Estimate			\$
Construction Contingency	(Enter % of Construction cost) -->		\$
Construction Project Cost sub-total			\$
Non-Eligible Costs sub-total (other non-transportation project expenditures, e.g., non-reimbursable utilities)			\$
Total Project Costs (Add the subtotals from above.)			
b. Additional project cost information. Indicate below if other project cost information is being submitted such as detailed construction cost estimates or detailed capital equipment list and costs.			
(In MS Word, right click box, pick properties, pick "checked.")	Description of attachments		
<input type="checkbox"/> Attached			
<input type="checkbox"/> Not Applicable			
c. Project Administration Details. Indicate below how the project will be administered.			
<input type="checkbox"/> Local/Certified Agency <input type="checkbox"/> Local/LAL (Local Agency Liaison) <input type="checkbox"/> ODOT <input type="checkbox"/> Local/Transit <input type="checkbox"/> Other _____			

Section 6: Project Budget and Funding Request Summary: REQUIRED						
Note federal funds require at least 10.27% of funds from non-federal sources.						
Estimated Total Project Cost	\$					
In this section, enter the amount of federal transportation funds requested, local match, and total estimated costs by project phase/use and preferred federal fiscal year.	Phase or use of funds	Federal Fiscal Year Obligated	Federal Funds Requested	Required Match 10.27% Minimum	Additional Match	Total Estimated Cost
	<i>Preliminary Engineering</i>		\$	\$	\$	\$
	<i>Right of Way</i>		\$	\$	\$	\$
	<i>Construction</i>		\$	\$	\$	\$
	<i>Utility Relocate</i>		\$	\$	\$	\$
	<i>Other</i>		\$	\$	\$	\$
Total request of federal funds:			\$	\$	\$	\$
Enter amounts and sources of committed funds and match:	\$	Source:				
	\$	Source:				
	\$	Source:				
	\$	Source:				
Total Match	\$					
Indicate which funding source you are willing to accept:						
<input type="checkbox"/> STBG-U <input type="checkbox"/> TA-U <input type="checkbox"/> CMAQ <input type="checkbox"/> Other <input type="checkbox"/> Any						
Provide other funding information, as relevant:						

Section 7: Description of Project Benefits (Relates to the goals of the RTSP.) For each section, describe the benefits of the project, as applicable (or enter "n/a" for not applicable).	
a. Accessibility, Mobility, and Connectivity	Describe how the completed project fills in key gaps in the transportation system; completes system components; or provides better pedestrian, bicycle, or roadway accessibility for users in the region. Does it connect to schools, parks, community centers, or other public locations? Who benefits from the project?
b. Preservation	Describe how the requested funds will be used to maintain and preserve the regional transportation system in good repair.
c. Safety	Describe how the completed project improves the security and safety for all users.
d. Equity/Environmental Justice	At the project and regional levels, describe how the completed project promotes equitable outcomes (by avoiding, minimizing, or mitigating disproportionately high and adverse human health or environmental effects including social and economic effects on minority and low-income populations).
e. Efficiency	Describe how the project provides benefits to users of the system in a manner that is cost efficient.
f. Multimodal	Describe how the completed project benefits more than one transportation mode or purpose (e.g., roadway and transit, bicycle and roadway users, or roadway and identified freight route, etc.).
g. Environmental Impact	Describe how the completed project minimizes the impact to the natural and built environment. <u>In the event that the MPO receives Carbon Reduction Program funds, how would this project fit the program requirements?</u> (Additional information will be provided later.)

h. Funding	Describe why is this an appropriate use of federal funds.
i. Economy	Describe how the completed project will support and enhance a vibrant regional economy.
j. Other	Describe other benefits of the completed project or use of the requested transportation funds not listed above.

Section 8: Performance Measures: Indicate which performance measure(s) this project will address.	
a. Roadway Safety	
<input type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users
<input type="checkbox"/> Number of Serious Injuries and Fatalities	
b. Pavement and Bridge Condition on the NHS	
<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements	
c. Performance of the National Highway System (NHS)	
<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate
<input type="checkbox"/> Percent of reliable person-miles on NHS	<input type="checkbox"/> CMAQ - Total Emissions Reductions (CO)
d. Transit Asset Management	
<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities that are rated less than 3 on the TERM scale (see instructions)
e. Transit Safety	
<input type="checkbox"/> Fatalities per unlinked passenger trip by mode	<input type="checkbox"/> Injuries per unlinked passenger trip by mode
<input type="checkbox"/> Number and rate of reportable events by mode	
f. Describe how the project will help support the target for the performance measure(s) checked above.	

Section 9: Congestion Management Process (CMP) (Relates to the CMP in the RTSP)		Yes	No
a.	Is the project exempt from CMP consideration? (2015-2035 RTSP page E-13) If <u>Yes</u> , skip to d.		
b.	Is the project on a CMP corridor? If so, please submit a completed CMP Project Checklist (see instructions).		
c.	Does the project add or subtract single occupancy vehicle capacity equivalent of at least ½-mile of a general-purpose travel lane?		
d.	Is it a regional solution? (See instructions for examples.)		
e.	Describe how the project is consistent with the CMP:		

Section 10: Importance and Support Describe the importance and support for the project.	
a. Importance and Near-term Need	Describe the project's priority for the agency, community, or region and its relative priority for the regional transportation system and how its importance is documented (e.g., identify adopted plans or policies, as applicable). Describe the need in terms of problems or lost opportunities that arise if the project is not awarded federal transportation funds in the near term.
b. Public Involvement	Describe any public involvement activities that demonstrated support for the project. List any letters of support attached to the application or submitted separately.
c. Existing Plans	Describe what approved plan this project is in, and what public process was used in developing and approving the plan (TSP, Corridor Study, Transit Plan, ITS Plan, etc.).

Section 11: Timetable and Readiness Information: REQUIRED	
a. Indicate anticipated timing for major activities for the project (preliminary engineering, right-of-way, construction start/completion, purchases, year the activity will be operational, etc.), as applicable. Provide a date, if known, or year.	
Anticipated Dates	Activity
	Project Complete
b. Describe any planning, coordination, or development activities that are planned or have taken place.	
c. Describe any issues or controversy that may delay the project.	
d. Indicate if there are any circumstances that could delay the obligation of funds.	

Section 12: Submittal Approval			
Project Sponsor Signature Authority Information - REQUIRED			
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.			
Authorizing Authority Name:			
Authorizing Authority Title:			
<input type="checkbox"/> Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.			
Signature:		Date:	
Co-Sponsor Signature Authority Information			
The signature below demonstrates support of this application on behalf of the Co-Sponsor			
Authorizing Authority Name:			
Authorizing Authority Title:			
<input type="checkbox"/> Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.			
Signature:		Date:	
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.			

Section 13: Project Summary Sheet
Complete the project summary sheet (available at http://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/transportation-improvement-program-tip/), and attach in word format to the application transmittal.

Appendix C – PROJECT PRIORITIZATION PROCESS

[TOC](#)

- Exhibit C-1 Prioritization Process
- Exhibit C-2 List of Pre-applications
- Exhibit C-3 List of projects considered for funding
- Exhibit C-4 Final recommended list of projects for STBGP-U, TA-U, CR-U and CMAQ-U funds

The complete pre-applications and applications are available on the MWVCOG website or by contacting the MWVCOG offices.

Prioritization Process for Selecting Projects for the TIP

The process to select projects to fund in the TIP was updated to better link the goals and objectives of the adopted RTSP and the performance measure targets to selecting projects and identifying the projects that best fit the regional priorities.

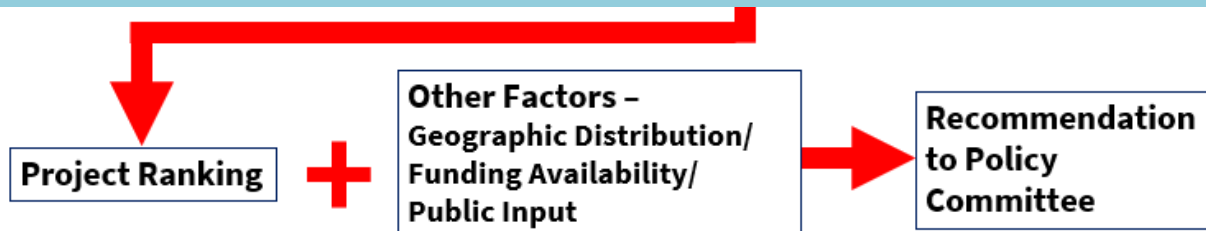
The process divides the project scoring into the following two components. (Refer to Table 24).

- **Technical score** based on how well the project meets the goals and objectives of the RTSP (project benefit). This score is provided by a scoring committee comprised of staff and representatives from each jurisdiction. The technical score for each project is a consensus of the entire scoring committee.
- **Non-quantifiable** score based on factors such as whether the project is an appropriate solution and cost for the problem, importance to the local jurisdiction, public support, readiness, and capacity to complete the project in a timely manner. The second component is scored by the TAC members individually and averaged.

The two scores are added together to come up with an initial project ranking. The ranking may be adjusted due to factors such as geographic equity, funding program availability, and public input. The TAC then makes a recommendation to the Policy Committee on a program of projects to fund. The Policy Committee considers the TAC recommendation and public input and make any changes they feel are appropriate before approving a final program of projects to include in the Draft SKATS FY 2024-2029 TIP.

Table 24-Project Prioritization Process

Scoring Criteria	Max Points	Who Scores
1. Technical Score		
a. Project benefit	20	Scoring Committee
2. Non-quantifiable Score		
a. Appropriate scope and cost estimate	+10	TAC
b. Importance and support	+7	TAC
c. Readiness and capacity	+3	TAC
Total	40	



A more detailed discussion of each of the components follows.

Technical Score

Table 25 - Criteria Scoring Points

Using the scoring criteria from the adopted RTSP as a starting point, staff refined the criteria to better reflect the types of projects and the level of detail that will be submitted, better aligning the criteria with the national goals, performance measures and the direction from the Infrastructure Investment and Jobs Act (IIJA).

Criteria	Points
Strongly Supports	2
Supports	1
Status Quo or no impact	0
Hinders	-1

Using an example from ODOT and how they considered that some projects do a better job of addressing the criteria, a higher score for some criteria was added (**Table 25**). The list of criteria and scoring are included in **Attachment A**. The Technical scoring committee is comprised of staff from each jurisdiction. The committee will agree upon the scoring criteria and confirm how it will be applied. Each application receives a single score based on the consensus of the group.

Weighting

The Policy Committee weighted several criteria in the RTSP. The purpose of the weighting factors is to show the relative priority of the goals. These weighting factors can make an impact on which projects are funded. Staff and the TAC recommend that the weighting factors be re-evaluated considering recent legislation. Based on a survey of the Policy Committee, it was clear that safety was the region's highest priority. Therefore, the Policy Committee approved weighting safety by a factor of two and leaving all other factors with a weight of one.

Non-quantifiable Score

Non-quantifiable components comprise the second half of the total score. The TAC provides the non-quantifiable score much the same as previous TIP updates. This is divided into three areas:

- **Scope and Cost Estimate** – Clear and reasonable scope of work. Is it a feasible and appropriate solution to the stated problem or opportunity? Does the project provide a complete, useable facility or product, not a temporary or partial solution? Is the schedule and cost estimate thorough and realistic? For example – Is the proposed project for a signal if a four-way stop is adequate (or the other way around)? ODOT will be evaluating cost estimates for completeness during the scoping process. Scoring guidelines are included in **Table 26**.

Table 26 - Scope and Cost Estimate Scoring Guidelines

Max 10 pts	Scoring Guidelines – Scope and Cost Estimate
10 Points	Appropriate scope, complete project, reasonable use of federal funds, realistic schedule, and cost estimate
6-9 Points	Meets most of above
5 Points	Meets half of above
1-4 Points	Meets few of above
0 Points	Project lacks specificity, poor cost estimate, does not solve an identified problem

- **Importance and Support** – What is the relative priority to the local jurisdiction and the region? Is it in the local adopted plans and the RTSP? What is the urgency to solve the problem? Will there be a lost opportunity if the project isn't funded? What is the public support for the project? Scoring guidelines are included in **Table 27**.

Table 27 - Importance and Support Scoring Guidelines

Max 7 pts	Scoring Guidelines – Importance and Support
7 Points	Jurisdiction's highest priority, regionally significant, in local TSP and Regional RTSP, shows public support, there is an urgency to solve the identified problem
5-6 Points	Meets most of above
4 Points	Meets half of above
1-3 Points	Meets few of above
0 Points	Not a priority for the jurisdiction, is not in local plans or RTSP, does not have public support, no urgency to solve the problem

- **Readiness and Capacity** – Is there an adequate level of planning and coordination? Is it clear of apparent controversy? What progress has already been made on project development? Does the agency have the ability and commitment to deliver the project on time and within budget? Scoring guidelines are included in **Table 28**.

Table 28 - Readiness and Capacity Scoring Guidelines

Max 3 pts	Scoring Guidelines – Readiness and Capacity
3 Points	Adequate level of planning and coordination, clear of controversy, project is ready to proceed, agency has ability and commitment to deliver the project on time and within budget.
2 Points	Meets most of above
1 Points	Meets some of above
0 Points	No planning and coordination, project is controversial, agency has not committed to deliver the project on time

Attachment A – Project Scoring Criteria

	Points	Addresses safety and security	Addresses a bottleneck along a corridor	Enhances transit service or operations
Weighting Factor		2	1	1
Strongly Supports	2	Improves safety for vulnerable users or a known location (including safe routes to school projects, buffered/protected bike lanes, enhanced pedestrian crossings, separated facilities (including transit multi-modal center))		Likely to increase access to transit (e.g., on a core network, adds buses that increase service, adds transit centers) - Impact if we don't replace buses.
Supports	1	Will likely improve safety on the system (improve transit safety, auto safety, bike lanes, sidewalks) Transit - newer buses have enhanced safety features.	Project includes one or more strategies from the CMP to address the bottleneck - including transit priority	Likely to increase access to transit (e.g., on a non-core network transit route)
Not Applicable or No Impact/change from existing	0	Has no safety impact	Does not affect a bottleneck	Does not impact transit system
Hinders	-1	Likely to reduce the safety for users (Increases pedestrian crossing distance, increases speed,)	Makes a bottleneck worse	Likely to reduce access to transit or decrease service
Comment		Can have plus and negative for a net zero impact.		

	Points	Reduces a gap in a regional system (bike lanes, sidewalks, or ITS systems)	Preservation	Addresses freight movement impediment
Weighting Factor		1	1	1
Strongly Supports	2	Eliminates a gap (connects two or more facilities)	What is impact if don't fund project? Reduces bridges ranked poor Resurfaces pavement rated poor Replaces bus at end of useful life Upgrades signal	Addresses freight movement impediment on CUFC identified in RTSP
Supports	1	Reduces a gap but does not complete it. (Extends sidewalks or bike lanes, but still leaves a gap)	Extends life of bridge Extends life of pavement Extends useful life of bus or transit facilities Upgrades signal	Addresses freight movement impediment on regional principal arterials not on CUFC
Not Applicable or No Impact/change from existing	0	Does not address a gap in the regional system	No effect	Does not impact freight movement
Hinders	-1	Adds pavement but does not add bike lanes or sidewalks	Does not repair a bridge deck ranked poor Does not improve pavement currently rated poor Reduces useful life of transit vehicle or facility	Adds an impediment or worsens freight movement on principal arterials or NHS
Comment				

	Points	Increase access to employment center or jobs	Environmental - GHG, CO	Equity- Income/Race	Resilience
Weighting Factor		1	1	1	1
Strongly Supports	2	Likely to substantially improve access to jobs (new bike lanes or sidewalk connects housing to job center) - not funding it results in reduced access (such as bus replacements)		Likely to substantially improve facilities in an EJ area (e.g., add bike lanes, sidewalks, enhances crossings)	
Supports	1	Likely to improve access to jobs (makes it easier to access transit) micro transit.	Likely to reduce GHG or CO	Likely to benefit EJ populations (e.g., improves transit access)	Upgrades seismically vulnerable bridge identified in RTSP (Chapter 5), or improves resiliency on an identified ODOT life-line route, reduces stormwater flooding impacts
Not Applicable or No Impact/change from existing	0	no effect	Does not affect GHG or CO	Does not impact EJ populations	No impact
Hinders	-1	Puts up a barrier to accessing jobs	Will likely increase GHG or CO (added lanes that induce traffic)	Negatively impacts an EJ area or populations (encourages cut through traffic)	

Exhibit C-1 Pre-applications (with Ranking)

SKATS FY 2024-2029 Transportation Improvement Program Pre-Applications for Projects to be Considered for Funding												
Project No.	Project Name	Sponsor	Request	Match	Total	Relative Priority			Score	Rank		
						High	Med	Low				
M1	Connecticut Ave: Macleay Rd to Rickey St	Marion County	\$ 112,150	\$ 12,850	\$ 125,000	7	1	0	38	1		
M2	State St: 4106 State St to 46th Ave	Marion County	\$ 616,376	\$ 70,624	\$ 687,000	7	1	0	38	1		
M3	Delaney Rd: Battle Creek Bridge	Marion County	\$ 803,981	\$ 92,019	\$ 896,000	5	2	1	32	12		
S4	Commercial Street SE: Vista to Ratcliff	Salem	\$ 628,110	\$ 71,890	\$ 700,000	7	1	0	38	1		
K1	Wheatland Road Multi-Modal Improvement Project	Keizer	\$ 8,852,500	\$ 1,013,500	\$ 9,866,000	6	2	0	36	7		
K2	Kennedy School Area Pathway and Sidewalk Improvements	Keizer	\$ 278,163	\$ 31,837	\$ 310,000	2	3	3	22	21		
T1	Delaney Road Street Improvements	Turner	\$ 628,110	\$ 71,890	\$ 700,000	3	3	2	26	15		
B1	Motor Pool Vehicle Replacement (SAMTD)	SAMTD	\$ 367,893	\$ 42,107	\$ 410,000	0	3	5	14	27		
B2	Paratransit Vehicle Replacement (SAMTD)	SAMTD	\$ 323,028	\$ 36,972	\$ 360,000	6	1	1	34	10		
B3	East Salem Transit Center (SAMTD)	SAMTD	\$ 6,729,750	\$ 770,250	\$ 7,500,000	0	6	2	20	24		
B4	South Salem Transit Center Land and Construction	SAMTD	\$ 6,729,750	\$ 770,250	\$ 7,500,000	7	1	0	38	1		
M4	Lancaster Drive: Monroe Avenue to State Street Improvements	Marion County	\$ 3,721,552	\$ 425,948	\$ 4,147,500	7	1	0	38	1		
M5	State Street: 46th Avenue to Cordon Road	Marion County	\$ 4,755,690	\$ 544,310	\$ 5,300,000	6	2	0	36	7		
M6	Cordon Road: State Street to Center Street Widening	Marion County	\$ 9,511,380	\$ 1,088,620	\$ 10,600,000	0	6	2	20	24		
M7	Cordon Road and Hazelgreen Road Intersection Improvements	Marion County	\$ 4,800,555	\$ 549,445	\$ 5,350,000	0	3	5	14	27		
M8	Delaney Rd Widening: Battle Creek Rd to Turner	Marion County	\$ 8,161,386	\$ 934,614	\$ 9,096,000	0	3	5	14	27		
M9	River Road NE and Brooklake NE Intersection Improvements	Marion County	\$ 4,486,500	\$ 513,500	\$ 5,000,000	4	2	2	28	14		
M10	River Rd S: Overheight Truck Detection and Turn-Arounds	Marion County	\$ 1,712,048	\$ 195,952	\$ 1,908,000	1	6	1	24	17		
S1	25th Street SE Multi-Use Path	Salem	\$ 3,768,660	\$ 431,340	\$ 4,200,000	3	2	3	24	17		
S2	Broadway Street NE: Hood to Pine	Salem	\$ 11,126,520	\$ 1,273,480	\$ 12,400,000	2	5	1	26	15		
S3	Center St. NE North Side Improvements (45th Pl. NE to Cordon Rd NE)	Salem	\$ 5,204,340	\$ 595,660	\$ 5,800,000	6	2	0	36	7		
S5	Commercial Street SE: Promontory to Sunnyside	Salem	\$ 3,589,200	\$ 410,800	\$ 4,000,000	2	1	5	18	26		
S6	McGilchrist Street SE: East end	Salem	\$ 4,576,230	\$ 523,770	\$ 5,100,000	5	2	1	32	12		
S7	McGilchrist Street SE: West end	Salem	\$ 10,318,950	\$ 1,181,050	\$ 11,500,000	5	3	0	34	10		
S8	Orchard Heights Rd. NW Pedestrian Improvements	Salem	\$ 897,300	\$ 102,700	\$ 1,000,000	1	5	2	22	21		
S9	Pedestrian Crossings	Salem	\$ 897,300	\$ 102,700	\$ 1,000,000	7	1	0	38	1		
S10	Pringle Creek Multi-use Path, Phase II	Salem	\$ 4,988,988	\$ 571,012	\$ 5,560,000	0	3	5	14	27		
S11	Salem Industrial Drive Extension	Salem	\$ 12,113,550	\$ 1,386,450	\$ 13,500,000	0	0	8	8	31		
S12	State St.: 14th St NE to 17th St NE	Salem	\$ 5,363,260	\$ 636,740	\$ 6,000,000	1	5	2	22	21		
S13	Cherry Avenue NE - Bicycle Facility and Intersection Improvements	Salem	\$ 3,320,010	\$ 379,990	\$ 3,700,000	2	4	2	24	17		
S14	Winter St NE: Winter-Maple Greenway Improvements	Salem	\$ 8,973,000	\$ 1,027,000	\$ 10,000,000	2	4	2	24	17		
TOTAL			\$ 138,356,230		\$154,215,500							

Exhibit C-2 Applications (With Scores)

SKATS FY 2024-2029 Transportation Improvement Program Applications for Projects to be Considered for Funding														Rank	TAC Non-Quantifiable Score					TOTAL
Application No.	Project Name	Sponsor	Request	Proposed Match	Total					Scope and Cost Estimate	Importance and Support	Readiness and Capacity	Total NQ Score	Technical Score						
	Additional Funds Requested for Current Projects		Additional							10	7	3								
M1	Connecticut Ave: Macleay Rd to Rickey St	Marion County	\$ 251,244	\$ 28,756	\$ 280,000	2	9.1	6.3	2.8				18.22	12	30.22					
M2	State St: 4106 State St to 46th Ave	Marion County	\$ 753,732	\$ 86,268	\$ 840,000	5	8.1	6.4	2.8				17.33	12	19.50					
M3	Delaney Rd: Battle Creek Bridge	Marion County	\$ 944,857	\$ 108,143	\$ 1,053,000	7	8	5.7	2.7				16.33	5	18.38					
S1	Commercial Street SE: Vista to Ratcliff	Salem	\$ 1,615,140	\$ 184,860	\$ 1,800,000	6	8.6	5.9	2.7				17.11	13	19.25					
	Total Additional Funds Requested		\$ 3,564,973		\$ 3,973,000															
	New Project Requests																			
K1	Wheatland Road Multi-Modal Improvement Project	Keizer	\$ 5,320,759	\$ 608,985	\$ 5,929,744	4	8.7	6.4	2.6				17.67	11	19.88					
T1	Delaney Road Street Improvements	Turner	\$ 667,980	\$ 76,470	\$ 744,450	12	6.8	4.9	2				13.67	8	15.38					
B1	Motor Pool Vehicle Replacement (SAMTD)	SAMTD	\$ 367,893	\$ 42,107	\$ 410,000	17	4.3	2.9	2.4				9.67	2	10.88					
B2	Paratransit Vehicle Replacement (SAMTD)	SAMTD	\$ 323,028	\$ 36,972	\$ 360,000	13	6.3	4.4	2.7				13.44	8	15.13					
B3	East Salem Transit Center (SAMTD)	SAMTD	\$ 4,836,447	\$ 553,553	\$ 5,390,000	16	5.2	4.3	1.3				10.83	8	12.19					
B4	South Salem Transit Center Land and Construction	SAMTD	\$ 6,729,750	\$ 770,250	\$ 7,500,000	8	7.9	6.1	2.2				16.22	12	18.25					
M4	Lancaster Drive: Monroe Avenue to State Street Improvements	Marion County	\$ 4,988,091	\$ 570,909	\$ 5,559,000	10	7.6	5.1	2.4				15.11	8	17.00					
M5	State Street: 46th Avenue to Cordon Road	Marion County	\$ 5,860,266	\$ 670,734	\$ 6,531,000	10	7.6	5.1	2.4				15.11	13	17.00					
M6	River Road NE and Brooklake NE Intersection Feasibility Study	Marion County	\$ 336,488	\$ 38,513	\$ 375,001	15	5.4	3.9	1.6				10.89	1	12.25					
M7	River Rd S: Overheight Truck Detection and Turn-Arounds	Marion County	\$ 1,993,801	\$ 228,199	\$ 2,222,000	14	6.9	4.3	2.1				13.33	4	15.00					
S2	Center St: NE North Side Improvements (45th Pl. NE to Cordon Rd NE)	Salem	\$ 3,522,924	\$ 403,215	\$ 3,926,139	9	7.7	5.3	2.6				15.56	12	17.50					
S3	McGilchrist Street SE: Phase 2 Ford to 25th	Salem	\$ 6,117,230	\$ 2,621,670	\$ 8,738,900	1	8.9	6.7	2.9				18.44	17	20.75					
S4	McGilchrist Street SE: Phase 3 16th to 19th	Salem	\$ 5,613,835	\$ 553,385	\$ 6,167,220	3	8.8	6.3	2.9				18.00	17	20.25					
	Total New Requested		\$ 46,678,492		\$ 53,853,454															

Exhibit C-3 Recommended Project List

No new projects were recommended for funding

Appendix D – OUTREACH AND PUBLIC INVOLVEMENT

[TOC](#)

Appendix D Outreach and Public Involvement Documentation

Exhibit D-1	Public Outreach Summary
Exhibit D-2	Outreach and Public Participation Plan for the 2024-2029 TIP.
Exhibit D-3	Outreach SKATS Transportation Hub
Exhibit D-4	Outreach activities during plan development (January 2022 to June 2022)
Exhibit D-5	Comments received during plan development.
Exhibit D-6	Outreach activities during the official public comment period (March 28, 2023, to May 9, 2023)
Exhibit D-7	Comments received during the official public comment period (March 28, 2023, to May 9, 2023)
Exhibit D-8	Comments received during the Public Hearing on May 23, 2023
Exhibit D-9	Public Hearing Materials

Exhibit D-1 Public Outreach Summary

Included in this Appendix is a compilation of the outreach activities undertaken by SKATS staff in the development of the 2024-2029 Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD), and the public comments that were received. The Appendix is structured as follows:

- Exhibit D-1 – Public Outreach Summary
- Exhibit D-2 - Outreach and Public Participation plan for the 2024-2029 TIP.
- Exhibit D-3 - Summary of the SKATS Transportation Hub activities
- Exhibit D-4 - Outreach activities during plan development (October 1, 2021-June 1, 2021)
- Exhibit D-5 - Comments received during plan development October 2021-June 2022.
- Exhibit D-6 – Targeted Outreach October 2022-March 2023
- Exhibit D-7 - Outreach activities during the official public comment period (March 28, 2023, to May 9, 2023)
- Exhibit D-8 - Comments received during the official public comment period (March 28, 2023, to May 9, 2023)
- Exhibit -9 – Public Hearing Outreach Materials
- Exhibit D-10 - Comments received during the Public Hearing on May 23, 2023

SKATS Transportation Hub

As part of the update to the SKATS Transportation Improvement Plan (TIP) and in conjunction with the update to the MTP, a SKATS Transportation Hub website was launched in March 2022 with information and an online map with the draft TIP project applications (<https://skats-mwvcog.hub.arcgis.com/>). A summary of the SKATS Hub activities is available in Exhibit D-3.

Multi-phase Public Input

Solicitation for public input occurred in two phases, first in the evaluation of the project applications and second in the formal public review period.

Project Evaluation:

Similar to the development and adoption of the previous TIP, public input was solicited early in the development of the plan. Via email and an online map, comments were accepted on the jurisdiction's proposed projects and programs. All comments were given to the Policy Committee for their consideration.

Formal Public Review Period:

All comments received during the official public comment period (March 28 to May 15) were compiled and made part of the Policy Committee agenda packet, available on May 16, 2023, one week before the meeting date. As comments were received, they were

acknowledged by staff and if appropriate including additional information. Additionally, all the comments from the online map were forwarded to the local jurisdictions and ODOT as they were received, as appropriate.

Public Hearing:

The agenda packet for the May 23, 2023, Policy Committee meeting included all comments received from March 28 to May 15 for the committee's review and consideration.

The meeting was held in person and via zoom. During the public hearing, one member of the public spoke opposing an interchange at the OR 22/51 interchange.

After public testimony was received and the staff report was presented, the public hearing was closed. The Policy committee held discussion, considered the comments received, and entertained a motion to adopt the AQCD and the SKATS FY 2024-2029 Transportation Improvement Program. **Resolution 23-15** adopting the AQCD for the SKATS FY 2024-2029 TIP and **Resolution 23-16** adopting the SKATS FY 2024-2029 TIP were approved unanimously.

Exhibit D-2

Outreach Plan for the 2024-2029 Transportation Improvement Program (TIP)

Background

The Transportation Improvement Program (TIP) is the region's short-range improvements program for roads, bicycle and pedestrian facilities, transit, and other transportation elements in the Salem-Keizer-Turner urbanized area. The TIP establishes the schedule and priority for the near-term (four-years plus two additional illustrative years) funding and implementation of projects called for in the adopted 20-year Regional Transportation Systems Plan (RTSP).

Salem-Keizer Area Transportation Study (SKATS) updates the TIP every three to four years. The current update cycle began in late-2021 and runs until the scheduled adoption at the May 23, 2023, SKATS Policy Committee (PC) meeting. Important to the plan development is input from the public, and this outreach and participation brief summarizes the many opportunities available to the public.

The Public Participation Plan (PPP) is in the final stages of an update. The update will be used as a guide to ensure an ongoing opportunity for broad-based public participation in the development and review of regional transportation plans, programs, and projects. The list and table below show the outreach activities and steps that will be used by SKATS to solicit public input.

Activities and Events:

- Presentations to Neighborhood Associations and other local/service organizations and groups – either virtually or in-person.
- Participate in any shared and available public events with our local jurisdictions.
- MWVCOG website, Facebook page, links, and available materials.
- MWVCOG COG Connections available by email.
- Printed TIP brochure and SKATS Transportation Process brochure distributed locally.
- An online Open House and map that allows individuals to submit comments on draft projects under consideration for inclusion in the TIP.
- Interested parties email contact list of approximately 250 contacts.
- Mailings (physical) to contacts list of approximately 350 people or organizations.
- Press releases.
- Official 30-day public review period: March - April 2023.
- Public Hearing of the SKATS Policy Committee (public testimony welcome): May 23, 2023

The table below shows the steps from SKATS' Public Participation Plan of outreach activities for the TIP by project phase (for more detailed information about any of the components please see the full document).

Program	Outreach	Public Input Opportunities	Notice	Review Period	Notes
Transportation Improvement Plan (TIP) - Kick off	<ul style="list-style-type: none"> •Interested parties mailing and email list •Notice posted on website •MWVCOG COG Connections e-news 	<ul style="list-style-type: none"> •Attend Technical Advisory Committee (TAC) or Policy Committee (PC) meetings -public comment time on PC agenda •Provide comments by phone, mail, email, or in person 	<ul style="list-style-type: none"> •Notice on website •TAC & PC agendas 	n/a	Plan development schedule posted on website.
Transportation Improvement Plan (TIP) - Development	<ul style="list-style-type: none"> •Interested parties email list •Notice posted on website •Draft chapters, maps and materials available on website 	<ul style="list-style-type: none"> •Attend TAC or PC meetings -public comment time on PC agenda •Provide comments on plan updates as they are brought to TAC and PC, by phone, mail, email, or in person 	<ul style="list-style-type: none"> •Notice on website •TAC & PC agendas 	n/a	Plan development updates posted on website and discussed at regular TAC and PC meetings.
Transportation Improvement Plan (TIP) - Draft	<ul style="list-style-type: none"> •Interested parties mailing and email list •Materials posted on website •Brochures/Flyers •Community meetings •Online maps with comment feature •Open house •Share on social media 	<ul style="list-style-type: none"> •Attend open houses •Provide comments by phone, mail, email, webmap, or in person •Attend public presentation (community meetings) •Attend TAC or PC meetings 	<ul style="list-style-type: none"> •Press release •Notice on website •TAC & PC agendas 	30 days before adoption at public hearing	SKATS Policy Committee will release the Draft TIP and AQCD for a public review period of 30 days.
Transportation Improvement Plan (TIP) - Adoption	<ul style="list-style-type: none"> •Respond to public comments; provide public comments and response to Policy Committee •Materials posted on website •Public hearing before adoption 	<ul style="list-style-type: none"> •Attend and testify at public hearing at Policy Committee •Submit written comments for public hearing 	<ul style="list-style-type: none"> •Notice on website •TAC & PC agendas 	Public hearing at Policy Committee meeting.	SKATS Policy Committee will receive a written summary of public comments and staff responses

Anticipated Schedule of TIP:

October 2021:

- Kick-off – Project solicitation begins October 1, 2021

December 2021:

- Pre-Applications due to SKATS December 1, 2021

February 2022

- Full applications due to SKATS February 25, 2022

March 2022:

- Initial evaluation of project applications

April-May 2022:

- ODOT scoping of projects begins
- TAC: Initial prioritization of projects for purposes of scoping
- Public: Interested Parties email notification, website updates, social media notices, flyers, brochures, and press releases.
- Public: Input on project applications via online map (on-going)

May-June 2022:

- TAC: Review applications after scoping

June 2022:

- TAC: Project Prioritization
- PC: Project Presentations to PC

July-August 2022:

- TAC: Develop recommended project list for PC
- PC: Discuss/Modify TAC recommendation and direct staff to prepare the Draft TIP and Air Quality Conformity Determination (AQCD)

September 2022 to January 2023:

- Staff Prepares Draft TIP and AQCD

February 2023:

- TAC: Recommend TIP to PC
- PC: Release Draft TIP and AQCD for public review

March 2023 to April 2023:

- 30-day public review period
- Public input activities based on SKATS' Public Participation Plan, including email lists, brochure mailing, flyers, press releases, social media notices, website updates, event notices, open house, and online map comment opportunity.

May 2023:

- PC Public Hearing and Decision

Policy Committee (PC) meetings are held the fourth Tuesday of the month at noon, and Technical Advisory Committee (TAC) meetings are held the second Tuesday of the month at 1:30 pm both at the MWVCOG offices located at 100 High Street SE in Salem. Meetings are available via Zoom. There is a public comment opportunity at every Policy Committee meeting. Agendas and materials are posted one week before the meeting on the MWVCOG website.

SKATS's public meetings and open houses are conducted in facilities that are accessible to persons with disabilities. SKATS provides services or accommodations upon request to persons with disabilities, language translation, and people who need a sign language interpreter at public meetings. To make requests for a sign language interpreter, communication aid or language translation assistance, the public may call Lori Moore at 503-540-1609, or email at lomoore@mwvcog.org 72 hours in advance of the meeting to accommodate their request. Hearing impaired please call Oregon Telecommunication Relay Service, 7-1-1.

Staff is always looking for opportunities to participate in open houses or public presentations that are happening with the local jurisdictions. To share ideas, feedback, and outreach opportunities, please contact Kim Sapunar at ksapunar@mwvcog.org 503-540-1611.



**For More Information
Contact Karen Odenthal at:
kodenthal@mwvcog.org or 503-540-1608**

**To be added to our mailing list:
Lori Moore at:
lomoore@mwvcog.org**

**www.MWVCOG.org – From the
menu: Programs >
transportation planning > skats**

Exhibit D-3

Outreach - SKATS Transportation Hub

As part of the update to the SKATS Transportation Improvement Plan (TIP) and in conjunction with the update to the MTP, a SKATS Transportation Hub website was launched in March 2022 with information and an online map with the draft TIP project applications (<https://skats-mwvcog.hub.arcgis.com/>)

The availability of the website was announced via a variety of channels, including:

- Mailed postcards to 20,000 households within SKATS with emphasis on the identified Environmental Justice areas (low-income and/or minority populations).



Figure 10 - Postcard

- Emails sent to the SKATS *Interested Parties* email list, of which there are 230 as of March 1, 2022, with a second email sent on March 30 to remind and announce the extension of the survey.
- Press releases sent to our media contact list.
- Announcements in 2 editions of the COG Connections.
- Notification placed on the MWVCOG website in three locations (front page, MTP Update page, and TIP Update page).
- A post on the MWVCOG Facebook page.
- Information sent to SKATS partners and included in their email or social media messages, if possible.
 - City of Turner
 - Cherriots Twitter

- City of Keizer
- City of Salem, City's Neighborhood Associations contact list
- Mention in the *Keizer Times* online edition on March 24.
- Mention in BreakfastOnBikes, a local transportation-oriented blog.

Results to the Website

There are several tracking mechanisms to see how the ArcHub website was accessed. From March 3 until April 3, there were 480 views overall to the ArcHub site (this can include repeat visitors and multiple interactions on the website). It is a general indicator to show the level of activity. Most activity occurred after the postcard was mailed and email/newsletter/postings went up or were reposted.

A Google Analytics account allowed for tracking the source link to the ArcHub website with a total of 399 unique and new visitors from March 4 until April 8. In the table below, most of the traffic resulted from the postcard. Outreach via Facebook was second highest; and our emails, newsletter post, and webpage also generated interest. In general, those who receive our social media, newsletter, and email information are already interested in what we do, so their response rates are higher.

Table 29: Source of website traffic

Source of website traffic	Unique users	Number of users
Direct (postcard)	56%	224
Facebook	16%	64
Email/newsletter	12%	46
MWVCOG website	3%	12
Instagram	2%	8
Twitter	1%	2
other (searches)	7%	27
Keizer Times (online)	4%	16

The postcard did generate interest to the website site; although, at a relatively low rate with approximately 224 ArcHub website visits out of 20,000 postcards resulting in a 1.1 percent response rate. The intent for the postcard was to reach out to the community that usually does not respond to SKATS. Included on the website was a general transportation issues survey for questions about the MTP/long range plan, which asked for ZIP Code. This is the distribution of those who responded.

Table 30: Responses to the Online Survey by ZIP Code

Zip Code	Number	Percent	Location
97303	34	21.7%	Keizer

97304	32	20.4%	West Salem
97301	26	16.6%	Central/East Salem
97302	22	14.0%	South Salem
97306	18	11.5%	South Salem (south of Kuebler)
97305	11	7.0%	Northeast Salem
97392	8	5.1%	Turner
97317	5	3.2%	Southeast Salem
97383	1	0.6%	East of SKATS

For the TIP update, an online map with a comment feature was available from March 5 to June 1, 2022, where 101 individual comments were received, a full summary is included. In addition, there was a feature on the map to “like” a project and record a vote.

The ArchHub website has a language translation option, in addition to directions in Spanish for the translate option.

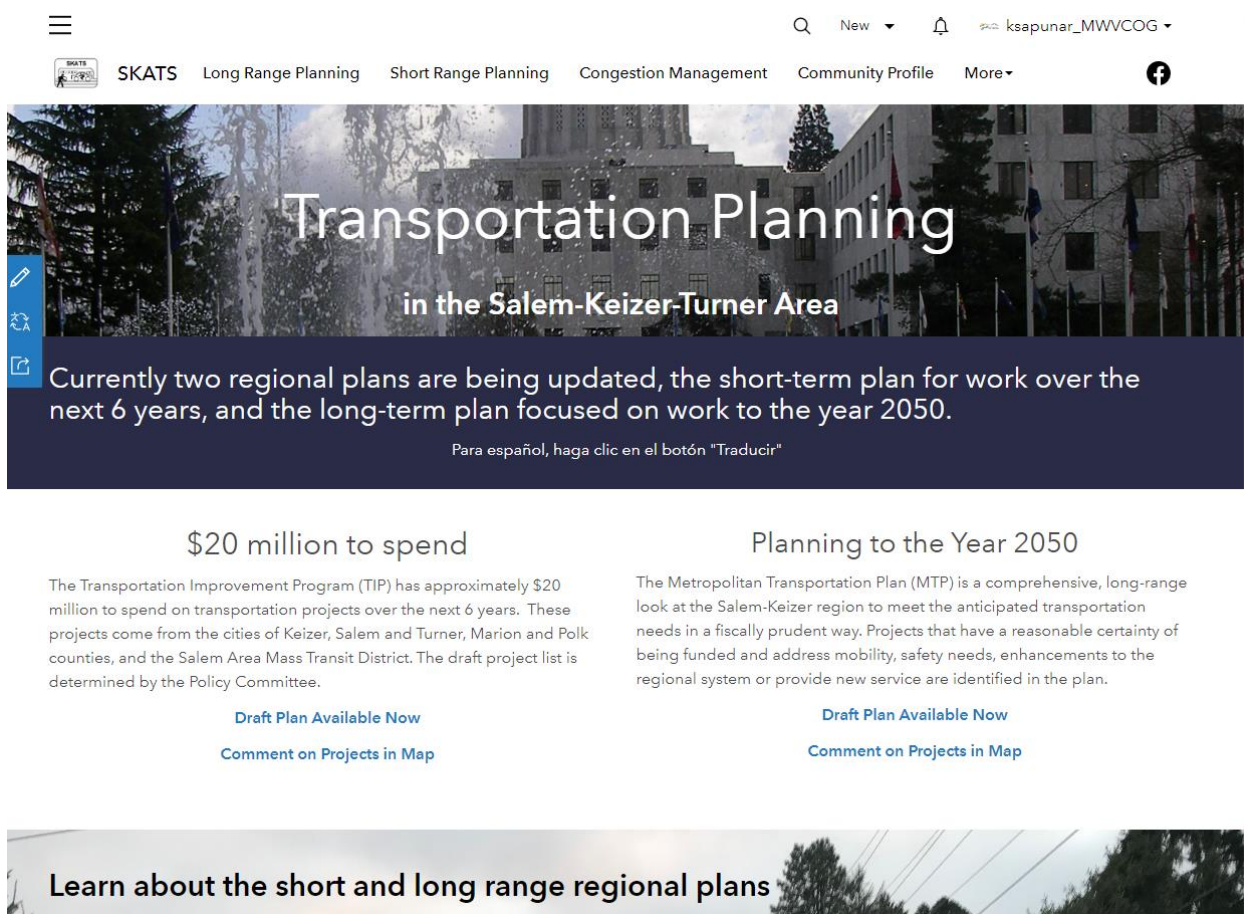


Figure 11 - Image of website

← → ↻ skats-mwvcog.hub.arcgis.com/pages/short-range-planning

SKATS Long Range Planning **Short Range Planning** Congestion Management Community Profile More

Transportation Improvement Program (TIP)

The TIP is the region's short-range capital improvements program for roads, bicycle and pedestrian facilities, transit vehicles and facilities, planning projects, and other transportation elements for a 6 year period.

The TIP is updated every 3 years, and is now in review. The cities, counties and transit apply to have their projects funded and included in the TIP.

Draft Document Available Now

It includes a description of the regional transportation planning process, a description of the state and federal regulations that guide regional transportation planning, and a list of transportation projects proposed during the years of the TIP. It also includes ODOT or local projects that are regionally significant and/or federally funded.

The first 4 years of the new TIP will be incorporated in the Oregon Statewide Transportation Improvement Program (STIP).

The plan includes discussion of how the transportation projects planned for our region will help to achieve transportation performance targets, linking investments to those targets.

July 2022 Update

Due to escalating project costs, most of the available funding will be used to cover existing programs and cost overruns on current projects. Therefore, the Policy Committee directed staff to proceed with preparing the Draft SKATS FY 2024-2029 TIP




Figure 12 - Image of TIP Page

Exhibit D-4

Outreach (October 2021 to June 2022)

Outreach activity by date and type:		
Email		
10/1/2021	interested parties, TAC, PC	TIP kick off, call for projects, links to website
3/9/2022	interested parties	link to interactive comment map
8/8/2022	interested parties	Update
COG		
10/18/2021	COG Connections	Announcement for call for projects
11/1/2021	COG Connections	Announcement for call for projects
11/15/2021	COG Connections	Announcement for call for projects
3/9/2022	COG Connections	Link to comment map
Facebook		
3/9/2022	link to comment map	
Website		
10/1/2021	MWVCOG website	call for projects
2021 to 2023	continuous updates to schedule	
Online Comment Map		
3/9/2022 – 6/1/2022	Interactive Project commenting	With all project applications, open for comment
Events/Meetings		
11/10/2022	Citizens Advisory Committee Meeting	Presentation on process
6/17/2022	Public Works Day	
Press Release		
3/9/2022	Lori send to press contacts	
Mailings		
10/7/2021	Postcard mailed to interested parties list	In conjunction with PPP 45-day comment period (337 addresses)
3/9/2022	Mailers joint with Salem, Turner, Keizer, Cherriots	Link to Comment Map

Exhibit D-5

Comments received (Plan Development)

101 comments from online map received up to June 1, 2022

Comments (as of June 1, 2022)	Date
General Comments	Project "likes" = 2
I do not see any category regarding a third bridge over the willamette to augment the center and marion street bridges. WE NEED A THIRD BRIDGE !!! to access West Salem	3/8/2022 23:37
How come another BRIDGE isn't on this list? Insanity. If the current bridge fails, the Central Coast will lose millions in tourism funding, it will take precious time from getting there in case of national security (russian nuclear subs)? Idiotic.	3/9/2022 3:15
Before the river sides get too crowded to build, from River Rd to Wallace and we have to enforce eminent domain, let's get multiple bridges built! Where's the foresight? Salem is expanding So is traffic. Bike lanes? Did the homeless come up with this	3/9/2022 3:20
I will not start riding a bike because there is a bike path. I will not start riding a bus with homeless that have feces on them. I will drive. That's the consensus of the neighbors I've talked to. 2%-3% commute by bike? Why have this even included?	3/9/2022 3:34
I'm a union Carpenter blue collar worker. I can't take my tools to work on a bike, can't take them on public transit. I feel that i'm in the majority by the amount of work trucks I see in my neighborhood. Bike lanes and bus lane "improvements" ...NO	3/9/2022 3:41
Please build the 3rd bridge. It will help improve redundancy in our transportation network. It will also reduce the time drivers spend in their cars trying to get from West Salem to I5, which will reduce greenhouse gas emissions.	3/10/2022 0:58
I ride my bike in most of Salem and Keizer. There is a number of bike lanes which is nice but there always could be more. While new bike projects would be awesome, please spend a bit to send out the street sweepers more frequently.	3/10/2022 21:25
Costco's move to Kuebler will likely increase traffic on Battle Creek/Pringle, where traffic calming measures are already needed in some stretches.	3/10/2022 22:34
I often ride from Keizer to Salem via Front Street past the cannery to get access to Wallace Park, Riverfront Park and Minto Brown Pk. as well as Salem downtown. The section of Front St. is very scary and needs a bicycle section.	3/11/2022 22:59
Please stop the social engineering! Do the cancel-car-culture-friendly planners of these projects walk, ride bikes, or use public transportation to commute to work? Why is so much money being spent on projects to expand a bloated and underutilized pu	3/13/2022 14:42
Please oh please do a route to Walmart on Turner Rd! Shopping for the carless is difficult! Her' a one stop store for food, Rx, clothing, etc. Also it would allow the carless to take jobs there.	3/28/2022 2:17
McGilchrist St, Phase 3	Project "likes" = 13

No. We need a bridge! I will never ride a bike. A waste of money. It benefits 2% of the population. In a Democracy, that is a defeat. DOA	3/9/2022 3:47
This project is needed for pedestrian and bike access to Social Security	3/9/2022 20:06
This project is needed for seniors, individuals with disabilities, veterans, and other pedestrians and bicycle users who need to access Social Security and the VA.	3/10/2022 20:13
This project should have higher priority than McGilchrist, Phase 2. This end has the social services, and sidewalks and transit access are more likely to be used by non-drivers.	3/14/2022 23:03
I agree with others that this project should be a higher priority than McGilchrist Phase 2. There are so few east/west bike lane options in the city and this is a main access point to many services and businesses.	3/17/2022 21:36
McGilchrist St Phase 2	Project "likes" = 11
bike and pedestrian access to Social Security is needed	3/9/2022 20:01
This area needs the updated McGilchrist, but the price tag seems really high. I thought some of this was already done - right of way?	3/14/2022 23:00
Bike lanes and pedestrian access are desperately needed on McGilchrist	3/17/2022 21:33
South Salem Transit Center	Project "likes" = 15
Don't ride public transit, nor do my neighbors. It only benefits the homeless(-1% of the population). We need BRIDGES TO THE WEST! NO on this project!	3/9/2022 3:54
I support this project. This area needs a transit hub. It's becoming a major commercial area.	3/9/2022 20:04
More mobility options equals a better standard of living for all. Even if you don't use the bus yourself, you benefit by an increase in transit use because there are many fewer cars on the road if people are on the buses instead.	3/10/2022 20:32
I see so many people walking or biking up and down the hills in south Salem. This end of town is developing fast; so should the public transit options!	3/10/2022 22:29
Houses and apartments are being constructed all over SE Salem. We need more buses that service our area and fewer cars. I'd ride the bus, at age 80, if it went somewhere I often go.	3/11/2022 20:50
A transit center in S. Salem would serve a lot of people that otherwise cause stop and go traffic on Commercial and other N/S arterials. This is a high priority project.	3/14/2022 22:54
The transit centers seem like an important investment for what is needed for future regional mobility. This higher priority than East simply because farther along. East possibly higher for Social Justice. One in Hand better than two unfinished.	3/18/2022 22:11
I see a fair amount of transit use along commercial so a transit center is probably warranted, especially with the construction of apartments and location of businesses that are fairly close to them.	3/23/2022 3:16
I am in support of this project with increased development in S South Salem.	3/27/2022 19:38
I can't wait to see this happen. I am so excited to see mass transit reaching linn bention CC so Chemeketa has competition. Chemeketa sucks.	4/1/2022 0:38

This definitely needs to be a top priority! It will provide the southern area of Salem with a hub to allow high-frequency connections to serve the hundreds of new multi-family apartments being built as well as the existing areas of single-family resi	4/5/2022 19:03
Commercial St (add'l funds)	Project "likes" = 15
I support this project This area is exclusively car-focused It needs more pedestrian infrastructure, like cross walks and signals	3/10/2022 0:02
We need wider sidewalks and narrower streets to make walking and riding transit more accessible and safer. No one wants to ride the bus if they have to cross streets at unsafe locations.	3/10/2022 20:25
Commercial Street is a well-established, heavily-used corridor through South Salem with numerous retail establishments. A sidewalk on this eastern stretch of roadway is long overdue and should be a high priority.	3/10/2022 22:53
I generally agree with the comments made by others. Sidewalks should be mandatory in urban business areas and more foot traffic may help these businesses, as well as make bus travel safer after riders get off the bus.	3/23/2022 3:12
It doesn't get more basic than this; Sidewalks on a high-traffic road in a commercial zone should be the highest priority. That said, if we're tearing up the hillside, any chance we could build a physically protected bikeway at the same time?	4/7/2022 17:47
Center St north side improvements	Project "likes" = 14
Should be very high priority. This low income neighborhood needs sidewalks.	3/9/2022 19:59
Sidewalks are needed here—this neighborhood is underserved by pedestrian infrastructure	3/10/2022 0:04
Walking is currently not an option in this area of Center Street. Many new developments are going in between Center and Auburn, so we need the infrastructure to support people to walk, bike, and ride transit.	3/10/2022 20:27
High priority project, especially as this area fills in. Need the sidewalks, bike lane and transit access.	3/14/2022 22:51
Looks like an important project that integrates well with regional mobility options. Center is the kind of street preferred by cyclists over higher volume, higher speed streets like Silverton.	3/18/2022 22:31
I generally agree with the comments by others. Sidewalks are essential for safe travel by pedestrians.	3/23/2022 3:20
The East Lancaster Neighborhood Association (ELNA) fully supports this project	3/25/2022 10:05
Delaney Rd (add'l funds)	Project "likes" = 16
This is very important for safety!	3/9/2022 19:02
I see so many near accidents at this intersection as Turner becomes a more popular place for recreation. The bridge is barely wide enough and the angle of approach is dangerous.	3/9/2022 19:12

A critical safety spot, especially with such a confusing intersection and so many commercial trucks hauling gravel coming in and out of Turner all day.	3/10/2022 2:02
Turner is up and coming, with the apartment complex traffic is increasing, and we need safety improvements!	3/14/2022 18:10
I agree, it is quite a dangerous intersection. This would be a reassurance of a lot of people's safety.	3/14/2022 18:11
While called a safety project, the data shows a lot fewer crashes than almost any of the other potential projects. Follow the data and save lives - invest in other safety projects	4/2/2022 17:34
Paratransit replacement (not on map)	Project "likes" = 9
New paratransit vehicles should be electric vehicles. Spend the money up-front, and save over the long run.	3/14/2022 22:46
Routine investment, if a priority, should be part of routine budget within the Cheriots normal budget cycle.	3/18/2022 21:45
This mode of transportation is of critical importance in my neighborhood for the many people who cannot drive and need to get to medical appointments, etc. This is a nominal amount of money. Please fund it.	3/23/2022 3:05
Riding the shopnride or the redline is far too expensive. \$3.50 each way and \$3.50 for each additional stop. We should be able to purchase a day pass like everyone else.	4/1/2022 0:34
Delaney Rd Improvements	Project "likes" = 17
Turner is a fast growing town that needs this project and your help! Please consider this and make our town safer!	3/9/2022 19:11
Traffic regularly backs up over the railroad tracks here. Vehicles turning left make more and more risky decisions to cross traffic to get out of the way as the line backs up. Pedestrians don't have a good line of sight to cross safely.	3/9/2022 19:15
As a school administrator in the Turner area, I can attest that this project is incredibly important to the community both in terms of growth and safety. Please fund this project!	3/9/2022 19:15
This is one of the busiest intersections in the town of Turner. Funding this project for safety reasons alone would be well worth the money spent! PLEASE consider this project one of highest priority. Thank you!	3/9/2022 19:37
I support this project but in addition the west side of 3rd street also needs some additional attention. The curve in the road makes the line of sight for the cars traveling from the west on Delaney making a left turn on 3rd street risky.	3/9/2022 20:24
This is by far the busiest intersection in Turner and is in desperate need of attention. Commercial trucks carrying gravel and lumber are going past this spot along with Aumsville traffic headed to the freeway.	3/10/2022 2:03
Safety upgrades to this area are needed badly. Lots of traffic and little place for pedestrians to get to the transportation pickup/dropoff.	3/10/2022 14:46
Sidewalks are badly needed for increased accessibility and safety for our community. Also, throw in a dog park at the corner so people stop leaving poop in bags up and down the street.	3/10/2022 16:45

Could use the help to improve traffic conditions in Turner!!	3/17/2022 2:11
East Salem Transit Center	Project "likes" = 16
This is a Democracy. 6,000,000 to something that only homeless will use is a NONSTARTER! Who is coming up with these proposed projects? A majority of transportation is by vehicle. Why are we not building another bridge? Portland has 100 bridges!!!!	3/9/2022 4:10
The only reason a majority of transportation is by vehicle is because other infrastructure is underdeveloped. Car culture can be overcome, but it takes OTHER OPTIONS.	3/10/2022 17:53
increase mass transit is a must. Cancel car culture expenditures. but is center really needed. other concepts may increase use better	3/10/2022 19:42
This location is the second most active for transit boardings in the Cherriots system. Infrastructure supporting so many buses needs to be improved so that connections are convenient, safe, and timely.	3/10/2022 20:16
Yes! I live in this area, and if I wanted to go to my workplace across town, it would take an hour and two buses. It's the only reason I drive my car every day to work. This would benefit thousands of people.	3/10/2022 22:36
Transit centers allow people to walk or make a short trip in their car, park it, or get dropped off, and continue their journey by bus. Reduces traffic and need for parking lots downtown. This is a high priority.	3/14/2022 23:13
Transit Centers HIGH Priority, one at least should be funded. Better to have one completed than two in process. Both are needed.	3/18/2022 22:15
The East Lancaster Neighborhood Association (ELNA) fully supports this project	3/25/2022 10:07
This should be a top priority. It would be a hub for frequent service to Chemeketa, Keizer and northeast Salem as well as to/from the downtown Transit Center.	4/5/2022 19:20
Motor Pool Vehicle Replacement (not on map)	Project "likes" = 3
If priority should be part of routine budget within the transit district; not a good use of limited regional transportation funds.	3/18/2022 22:09
River Rd & Brooklake	Project "likes" = 3
Bridge to West Salem NOW! Coastal cities will suffer if current SINGLE bridge fails. American Military will suffer if this bridge fails! we see what Russia is capable of. Wait til their nuclear subs come. How can we protect our shores???	3/9/2022 3:58
more improvement to road like Brooklake and River. No more bridge talk. avoid paranoia leading planning	3/10/2022 19:47
This would be a good use of funds. That intersection is dangerous, and really clogs up about 4:00 pm. Brooklake is also a very scary on a bike, from River Road, east.	3/14/2022 23:22
Connecticut Ave (add'l funds)	Project "likes" = 7
Can you use SRTS funds for part of the cost?	3/14/2022 22:48
Nice to see an actual project focused on walking and biking. Our kids deserve it.	4/2/2022 17:38
State Street: South Side	Project "likes" = 8
This low income area needs sidewalks and bike lanes	3/9/2022 20:02

I support this project which will support an increase in traffic that is coming with the redevelopment of the old mushroom farm into a residential neighborhood. These improvements will also support transit.	3/10/2022 20:20
This area is going to grow quite a bit and State St needs sidewalks, bike lanes and transit access.	3/14/2022 23:11
Dangerous Design should not be funded. Bike lane on one side puts riders west bound riders at great risk. 2- way bike lane needs to be 2x as wide and physically separated from traffic with special provisions cross streets for bikes from wrong side.	3/18/2022 22:05
The East Lancaster Neighborhood Association (ELNA) fully supports this project	3/25/2022 10:04
I drive this section often to go from S Salem to Silverton. I regularly see people walking in the road with groceries. Whatever can be done to make this safer for pedestrians and cyclists would be an improvement.	3/27/2022 19:33
A very much needed project. Please also seek funding for sidewalk on the north side from Kenwood to the new East Park development so that pedestrians don't have to cross the street at unprotected locations in order to access the sidewalk.	4/8/2022 16:59
State St (add'l funds)	Project "likes" = 6
This section needs to be improved to handle more traffic coming from the east (old mushroom farm property). Thank you Marion County for keeping it to only three lanes and not building it to five until warranted.	3/10/2022 20:22
This is a densely populated area and State St. should have sidewalk and bicycle infrastructure.	3/14/2022 23:08
Dangerous Design, should not be funded. Bike lane puts cyclists on the other side at great risk. If 2-way bike lane then needs to be 2x as wide, physically separated from traffic, and with special controls at cross roads .	3/18/2022 21:47
The East Salem Neighborhood Association (ELNA) fully supports this project.	3/25/2022 10:03
I drive this section often to go from S Salem to Silverton. I regularly see people walking in the road with groceries. Whatever can be done to make this safer for pedestrians and cyclists would be an improvement.	3/27/2022 19:31
This is a very much needed project. My only concern is with having sidewalk on the south side only. This will undoubtedly result in pedestrians crossing all 3 lanes at unprotected locations. Please also seek funding for sidewalk on the north side.	4/8/2022 16:45
Lancaster Dr	Project "likes" = 6
Routine maintenance not strategic regional transportation investment. If priority should be financed through routine budget process.	3/18/2022 22:25
The East Lancaster Neighborhood Association (ELNA) fully supports this project	3/25/2022 10:07
Wheatland Rd, Phase 1	Project "likes" = 6
A bike path when we need a bridge? I never see more than one bike in bike lanes (homeless carrying cans and bottles), most of the time, NO bikes at all! Working class people need to transport their tools by vehicle. This is a NO for me.	3/9/2022 4:04
An important project to enhance the quality of life and make biking and walking safer, which reduces dependence on climate changing fossil fuels.	3/9/2022 18:32

I've been bike riding for 70+ years and one of my (and most users) prime considerations is safety. Marked bike lanes as part of the traffic lanes is only slightly better than no lanes at all. Bike/ped lanes must be physically separated by barriers.	3/9/2022 21:45
A separated bike path will make Wheatland Road much safer and more accessible for people walking, biking, jogging, dog-walking, and riding the bus. It's a win for everyone when we make our neighborhoods more livable.	3/10/2022 20:30
Very important project for this area. Definitely a high priority.	3/14/2022 22:49
Good project and design. Development in area has changed road character and uses. Regardless if funded, speed limit needs to be reduced. If not done would argue project is a low priority for the community.	3/18/2022 21:52
This is quite a nice road for bike riding and i like the idea of buffered bike lanes, which are safer and may encourage more people to ride a bike here. I also like the improvements to other non vehicle (excluding buses) form of travel.	3/23/2022 3:08
Overheight Truck Detection	Project "likes" = 4
This seems like a lot money for a project that could be avoided if there were proper signage warning drivers before they get too far to turn around. Shouldn't the drivers be taking some responsibility for knowing how tall their truck is?	3/14/2022 23:19
If important should be funded by truckers or railroad. River Road South is important for bicycling. Once bike lane ends, it is dangerous, no shoulders, curves, high vehicle speeds, and no signage or enforcement of passing laws.	3/18/2022 22:18
Two million dollars seems like a lot of money for a flashing light. The obvious long-term solution is increasing clearances, so maybe we should save up our pennies for that instead? Also, maybe ask the trucker's insurance companies to chip in.	4/7/2022 17:34

Exhibit D-6

Targeted Outreach October 2022-March 2023

Over the months of September, October, and November, the evaluation and ranking of projects for inclusion into the MTP took place. In addition to hosting an online map which allows comments, staff conducted targeted outreach by email and phone (if possible) to 18 community groups and organizations to promote the opportunity for comment on draft projects as well as an opportunity to discuss the MTP and TIP in general.

Groups contacted:

- CaPES: Community and Partners of East Salem
- Enlace
- La Casita
- Mano a Mano
- Salem-Keizer NAACP
- Micronesian islander Organization
- Chemawa Indian School
- NW Senior and Disability Service
- Latino Business Alliance
- Hallman Neighborhood Family Council
- Salem Leadership Foundation
- Latinos Unidos Siempre
- The Northwest Hub
- The Boys and Girls Club
- The Boys and Girls Club Keizer
- Family Building Blocks
- Center 50+
- Blind Skills

The outreach resulted in shared email information with several organizations and these events:

- Participated in Enlace cross-culture community event with a table October 2022
- Presentations scheduled for five Community Action Team meetings:
 - N2 North Salem, March 8, 2023
 - CaPES: Community and Partners of East Salem, March 16, 2023
 - Keizer United, March 20, 2023
 - South Salem Connect, March 21, 2023
 - Edgewater CPT, March 23, 2023

Exhibit D7

Outreach Activity (March 28, 2023 to May 23, 2023)

Outreach activity by date and type:		
Email		
3/29/2023	Interested Parties (256)	TIP open for comment
4/4/2023	Interested parties	Open House info
4/18/2023	Interested parties	Video Links
COG		
4/3/2023	COG Connections	
5/15/2023	COG Connections	
Blogs and Other Websites		
4/4/2023	U-Tube videos	
Neighborhood Assoc	Community Partnership Teams	
3/8/2023	North Neighbors	22 attendees
3/16/2023	Community and Partners of East Salem	22 attendees
3/20/2023	Keizer United	29 attendees
3/21/2023	South Salem Connect	14 attendees
3/23/2023	Edgewater Partners	10 attendees
Facebook		
4/23/2023	Public Review Period	
4/10/2023	Open House Info Reminder	
4/12/2023	TIP Video	
Website		
3/28/2023	Updated	
4/4/2023	Added videos	
Mailings		
3/29/2023	350 mailed	Postcard Mailing
Online Map		
	Online Open house with comment map	
Press Release		
3/30/2023	Local papers and radios, Keizer TV, Salem CCM	
Open House		
4/11/2023	At COG Offices – 14 attendees	

Exhibit D-8

Comments received during Public Comment Period

Comments from map

	Comments as of May 15, 2023	Name	Project
1	Why wasn't this done with the last update to that area? Safety is everything. Needs done		Commercial St: Vista to Ratcliff
2	This has been needed since the High School was built in 2002 now we have a Jr High and Elementary school added to the same area. All ages of school children walk in a high traffic area with no sidewalks. Safety Safety build it!!		Orchard Heights Rd
3	Very much needed for safety		5 locations Improved Crossings
4	This is the lifeline to our medical trauma center it also carries the majority of West Salem's water supply. This has to be one of the top priorities.		OR22: Center St Bridge Seismic Retrofit Study
5	Safety Safety Safety. This is a high traffic area with our youth walking or riding their bikes to school with no sidewalks or bike lanes. Not even a shoulder of the road. Top priority!!		Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bike Lanes)
6	There have been way to many serious and fatal accidents in the stretch of road. Most being caused by left turn movements. It is time to get serious and start constructing the overpass that has been talked about for ever at 22 & 51.		OR22W: Corridor Safety Improvements
7	Consider ADA-compliant raised table crosswalks along this corridor, rather than curb ramps. Less expensive, and serves dual purpose of traffic calming.	Joe Tilman	Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bike Lanes)
8	Consider roundabouts at major street intersections.	Joe Tilman	OR22W: Corridor Safety Improvements
9	Consider roundabouts at intersections – especially at Alder.	Joe Tilman	Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bike Lanes)
10	Another vote for pedestrian crossing facilities - the closest lights are Vista and Madronna.	Joe Tilman	Commercial St: Vista to Ratcliff

11	Given the traffic volume of this road and the need for realignments at almost every intersection, roundabouts might be a better solution than a left turn lane.	Joe Tilman	McGilchrist St SE: 12th St SE to 25th St SE
12	Adding a left-turn lane, sidewalks, and bike lanes: yes. Widening the actual traffic lanes: NO. Folks already speed on the 11' wide lanes, making them 13' will encourage 50mph and faster driving.	Joe Tilman	McGilchrist St SE: 12th St SE to 25th St SE
13	I am a cyclist that commutes along this section approximately twice a week and often see pedestrians try to negotiate the path alongside the road. Any improvements to increase pedestrian and bicycle safety would be appreciated	Gloria Koenig	Commercial St: Vista to Ratcliff
14	Lower speed limit and narrow road. There is too much development adjacent to this to be considered a highway. Install a BRT lane.		OR22W: Corridor Safety Improvements
15	Tighten curb radii. lower speed limit, and install signalized pedestrian crossings.	Mike De Blasi	Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bike Lanes)
16	This stretch of road is used by many user groups throughout the day with no safe passage for bikes or pedestrians. This is a much needed transportation project for the Salem Community,	Sarah N	McGilchrist St SE: 12th St SE to 25th St SE
17	Hard to comment when all I see is a brown 1/4 inch straight line	Wayne Rickert	OR22W: Corridor Safety Improvements
18	the Pedestrian crossing at River Road Park is desperately needed. I have had difficulty crossing there my self and as a driver I have seen kids cross in high risk senarios. Please prioritize this crossing.	Walker Lamb	5 locations Improved Crossings
19	It is nice to see so much attention to safer walking/biking. I also hope that new state law will be used by local jurisdictions to lower speed limits on many of these busy corridors.	Kathy A. Lincoln	General Comments
20	Good idea. Small cost, big benefit.		River Rd NE / French Prairie Rd NE: OR219 to Parkmeadow Dr NE

21	This is an incredibly expensive project for the benefit. Sidewalks, yes, stream-lining road to create faster traffic, no.	Kathy A. Lincoln	McGilchrist St SE: 12th St SE to 25th St SE
22	Much needed - should be high priority.	Kathy A. Lincoln	OR99 EB: D St - Union St
23	Thank you for including a crossing on River Road N. between Fred Meyers and River Road Park. Although few actual crashes have occurred, there are many close calls there. I hope it can be moved to a high priority. Big benefits from small investmen	Kathy A. Lincoln	5 locations Improved Crossings
24	This is an important safety project, especially with new apartments being built. I wish it had a higher priority than Highway 22 Improvements, which are more complicated and not quite as cost effective as far as safety improvements.	Kathy A. Lincoln	Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bike Lanes)
25	I work at MCHHS 3180 Center St. A new building (3160 Center) will open in the late fall 2023. It will double the amt of employees on that campus & result in a lot more traffic.Besides this corridor can something be done to alleviate rush hour traffic	John Kubasak	Center St: Lancaster to 45th

All comments were forwarded to the local jurisdictions and ODOT.

Project “Likes” from the interactive map

Project No	Project Name	Votes
21890	Commercial St: Vista to Ratcliff	4
20741	Verda Ln: Dearborn Av to Salem Pkwy (Sidewalks and Bike Lanes)	3
21879	5 locations Improved Crossings	3
21301	Center St: Lancaster to 45th	2
21895	State St: 4106 State St to 46th	2
21883	Orchard Heights Rd	2
21572	OR99 EB: D St - Union St	2
13188	OR22W: Corridor Safety Improvements	1
21705	OR22: Center St Bridge Seismic Retrofit Study	1
23370	McGilchrist St SE: 12th St SE to 25th St SE	1
21304	Connecticut Av	1
21553	I-5: Salem - Albany	1
22688	River Rd. N: Glynbrook St. to McNary Estates Dr. (Keizer)	1
22704	River Rd NE / French Prairie Rd NE: OR219 to Parkmeadow Dr NE	1
21896	Delaney Rd: Battle Creek Bridge	

E-mailed Comments received during Public Comment Period

From: P and D Schmidling
 Sent: Monday, April 3, 2023, 4:08 PM
 To: SKATS <SKATS@MWVCOG.ORG>
 Subject: Public Comment Period

I would like to see the street light at Ratcliff Dr. and Commercial SE. What a nightmare for the retirement citizens.

Chair of MNA,
 Pamela Schmidling

From: SKATS
Sent: Tuesday, April 4, 2023, 9:14 AM
To: 'P and D Schmidling'
Subject: RE: Public Comment Period

Dear Pamela,
 Thank you for your comment. All comments received will be provided to our Policy Committee for their consideration as they review the draft transportation plans. We appreciate your feedback.
 Sincerely, Kim Sapunar

1. From: Francis Lombardi
Sent: Sunday, April 9, 2023, 15:43
To: Jackson, Ray
Subject: Recent mailed flyer

Hello,
Just received SKATS flyer in the mail.
I don't know who was responsible for this but the photo on the front side shows 2 bicyclists that are not wearing helmets and one of them is clearly under the age to be required wearing one.

Better modeling please.
Regards
Francis Lombardi

From: Jackson, Ray
Sent: Monday, April 10, 2023, 08:02
To: Francis Lombardi

Subject: RE: Recent mailed flyer

Hi,
Thanks for the comment. We'll use a different image in future flyers.

Regards,
Ray

Letter Received during Public Comment Period



April 4, 2023

To: Oregon Department of Transportation % ODOT.STIP@odot.oregon.gov
Oregon Transportation Commission

From: Phil Carver, Bob Cortright, 350 Salem OR

Subject: DRAFT STIP PROJECT 13188: OR22: Rickreall to Doaks Ferry

The proposed \$11 million for preliminary engineering and right-of-way acquisition for a new interchange and related roadways at this location should not be included in the 2024-27 STIP. ODOT should instead - consistent with the Governor's Climate Action Plan (EO 20-04) - re-engage with stakeholders to plan an affordable, achievable set of safety and operational improvements for this area that will avoid inducing increased vehicle travel and greenhouse gas emissions and cost less than this very expensive proposal.

The proposed interchange project would violate Executive Order 20-04

EO 20-04 directs that state agencies -including ODOT and OTC - to use whatever authority and discretion they possess to take actions that help implement state goals to reduce GHG emissions.¹

This project violates EO 20-04 because ODOT has neither evaluated GHG impacts of this project nor considered actions that would address transportation needs without increasing GHG emissions. The proposed interchange would significantly increase capacity for single occupant vehicle commuting between Independence and the Salem-Keizer area, which would induce additional VMT and greenhouse gas emissions. However, ODOT has neither evaluated GHG impacts of the proposed project nor considered actions to address transportation needs in a manner that would help achieve GHG emission reduction goals. As outlined below there are a range of actions within ODOT's authority that could substantially improve safety and operations without inducing additional emissions and at an affordable cost.

ODOT and the OTC have "authority and discretion" vested by law to implement other solutions to address transportation needs in this area. As the owner and manager of the state highways in question (Highway 22 and 51) ODOT has broad authority to manage and plan modifications or improvements within the right-of-way, and to fund and coordinate supporting actions by other agencies.

¹ Specifically Section 3 of EO 20-04 says: "State agencies shall use any and all authority and discretion vested in them by law to help facilitate achievement of Oregon's GHG emission reduction goals ... and " ...to the full extent allowed by law agencies shall consider and integrate ... GHG emission reduction goals into their planning, budgets, investments, and policy making decisions.

There are affordable, low-cost safety and operational improvements that can adequately address transportation needs in this area; and implementation of such improvements is required by the Oregon Highway Plan

The Major Improvements Policy in the Oregon Highway Plan (Policy 1G and Action 1G.1) directs that ODOT defer major improvements to the state highway system in favor of minor and modest operational and safety improvements to address transportation needs. Action 1G.1 applies to project and planning and to adoption and amendment of the Statewide Transportation Improvement Program (STIP).

Policy 1G: Major Improvements

It is the policy of the State of Oregon to maintain highway performance and improve safety by improving system efficiency and management before adding capacity. ODOT will work in partnership with regional and local governments to address highway performance and safety needs.

Action 1G.1

Use the following priorities for developing corridor plans, transportation system plans, the Statewide Transportation Improvement Program, and project plans to respond to highway needs. Implement higher priority measures first unless a lower priority measure is clearly more cost-effective or unless it clearly better supports safety, growth management, or other livability and economic viability considerations. Plans must document the findings which support using lower priority measures before higher priority measures.

1. *Protect the existing system.* The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation.
2. *Improve efficiency and capacity of existing highway facilities.* The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, bus shelters), extending or connecting local streets, and making other off-system improvements.
3. *Add capacity to the existing system.* The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles.
4. *Add new facilities to the system.* The lowest priority is to add new transportation facilities such as a new highway or bypass.

A range of alternative actions are available for addressing transportation needs in this area that would do so in a manner that is consistent with EO 20-04 and reducing climate emissions. These include:

Expand transit service focusing on commute service between Independence and downtown Salem by increasing frequency and improving service on Cherriots Regional

Route 40X (the Polk County/Salem Express) with 15 or 20 minute service in the morning and evening commute hours.

Provide commute incentives and alternatives for Independence residents -

Work with the state and other major employers in the Salem-Keizer area to provide incentives for Independence area commuters to use transit, share rides, and adopt flexible work schedules to reduce peak hour commutes.

Improve safety for afternoon commuters to Independence by:

- Lowering the speed limit on Highway 22 in the vicinity of the 51 intersection to 45 mph
- Installing a roundabout or a smart traffic signal² at the Highway 51 intersection. ODOT is planning to install roundabouts on several nearby intersections.³
- Widening the Highway 22 left turn lane to provide additional separation from through lanes and add lighting in the intersection area to improve visibility.
- Improving the left turn lanes from Highway 22 to South Oak Grove Road and Greenwood Road to provide additional capacity for afternoon peak hour left turns to access Highway 51.
- Make improvements that encourage western Independence area residents to use the Highway 99W interchange for the afternoon commute home.
- Restrict 52nd and 55th to right-in and right out only and instead provide for a “J” turn via a U turn at Oak Grove Road⁴

The interchange proposal should also be rejected because it is an unaffordable solution that cannot be implemented any time soon

This project is also excessively expensive. ODOT has declined 350 Salem’s request to provide a cost estimate for this project and has prepared only a high-level estimate for the interchange itself of \$25-40 million dollars. This estimate apparently does not include the cost of extensive “access roads” that would be constructed as part of the project. Past practice suggests that ODOT’s initial “high-level” estimates dramatically underestimate actual project costs. Funding for highway projects is extremely limited and likely to decline in the future as cars become more efficient and gas tax revenue declines. This means the project is unlikely to be built anytime soon and that the cost of this project is highly disproportionate to the benefits to the traveling public at large.

² A “smart traffic signal” would provide for left turns from Highway 22 to Highway 51 that activates in the afternoon peak (or in other peak travel conditions). The signal would stop eastbound traffic on Highway 22 to allow these left turns. This would include advisory or warning lights for approaching traffic when the left turn signal is activated. At other times of the day, when traffic is light, the existing condition would remain in place.

³ ODOT is planning to construct roundabouts at the following nearby intersections: [Highway 22 at Kings Valley Highway](#) (5 miles west of Highway 51); [Highway 99W at Clow Corner](#) (5 miles southwest) and on [Highway 18 at Lafayette Highway](#) (19 miles north)

⁴ See NCHRP 650 <https://onlinepubs.t Roadrb.org/onlinepubs/nchrp/paths/ruralintersections.pdf>

Conclusion

A new interchange at Highway 51 would induce additional travel and commuting from Independence to Salem that will increase rather than reduce vehicle miles traveled (VMT) and greenhouse gas emissions contrary to state goals and Executive Order 20-04. EO 20-04 is a new requirement that ODOT **must** comply with. To comply with this executive order, ODOT should reconsider the need for this project and consider and select an affordable solution that improves safety that is consistent with meeting GHG reduction goals.

In order to comply with EO 20-04, ODOT needs to go back to the drawing board and consider actions and alternatives within its authority and discretion that would implement and be consistent with EO 20-04 and to comply with the OHP , including the various actions and alternatives identified above.

Exhibit D-8 Public Outreach Materials

Brochure

SALEM-KEIZER AREA TRANSPORTATION STUDY (SKATS)

Comment on Draft Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD)

Federal Fiscal Years 2024-2029

What is the Transportation Improvement Program (TIP)?

The Transportation Improvement Program (TIP) is a short-range capital improvement program that identifies most federally and state funded transportation projects (including roadway, transit, bicycle, pedestrian, and accessible transportation) in the Salem-Keizer-Turner urbanized area. The SKATS TIP encompasses a six year period. Funding for projects in the first four years (2024 through 2027) are considered committed when the TIP is adopted.

How to Provide Input

- Review draft TIP document at www.mwvcog.org and send comments by **May 12, 2023**
- Review projects and leave comments on interactive map: <https://skats-mwvcog.hub.arcgis.com/>
- Attend Public Hearing (time and location below)
- **Send Questions and Comments to:** Steve Dobrinich, sdobrinich@mwvcog.org, 503-540-1615

Funding to Support Transit

Cherriots Bus Replacements; Replace aging buses. \$2,100,000 in 2024; \$1,500,000 in 2026.

Oregon Transportation Network; Transit Capital Funding. Approximately \$1,200,000 in 2024.

Regional Transportation Options Programs; Strategic approach to encourage alternatives to the single-occupant vehicle including matching service for carpools and vanpools. Approx \$1,000,000 per year 2025-27.

Transit Urban 5307 Formula Program; Preventive maintenance and operating activities related to the transit system. Between \$8 Million and \$9.5 Million per year.

Transit Urban 5310 Formula Program; Mobility of seniors and individuals with disabilities. Approximately \$300,000 in 2024; Approx 500,000 per year 2025-27.

Transit Urban 5339 Formula Program; Capital projects for the continued operation of the transit system. Approx \$1,000,000 in 2024 and \$650,000 per year 2025-27.

Enhanced Mobility (5310); Public transit capital funding to improve transportation services to the special needs, seniors, and other transit-dependent populations. Approximately \$1,500,000 per year 2025-27.

Battery Electric Bus Fleet and Electrification SAMTD (Transit Infrastructure Grant); Purchase up to five zero-emission electric buses and provide related charging infrastructure. \$7,427,556

Studies and Regional Activities

Safe Routes to School; Funding for a coordinator to encourage biking and walking to and from school. Approximately \$120,000 per year. SKATS

Regional MPO Support; Develop regional planning studies, transportation planning documents, allocate funding, collect data, and forecast travel. Approx. \$1,650,000 in 2024 and \$2 Million per year in 2025 through 2027. SKATS

Regional Traffic Signal Control Center; Optimize coordinated control of the regional signal system to result in less traffic delay. Approximately \$800,000 per two-year program. Salem

Public Hearing

Tuesday, May 23, 2023

12:00 Noon

Online via Zoom

Link will be posted at www.mwvcog.org

Open House

April 11th, 4:30-6:00 pm

MWVCOG Offices

100 High St SE, Suite 200

Salem, Oregon 97301

Projects and Programs in the Draft SKATS 2024-2029 Transportation Improvement Program

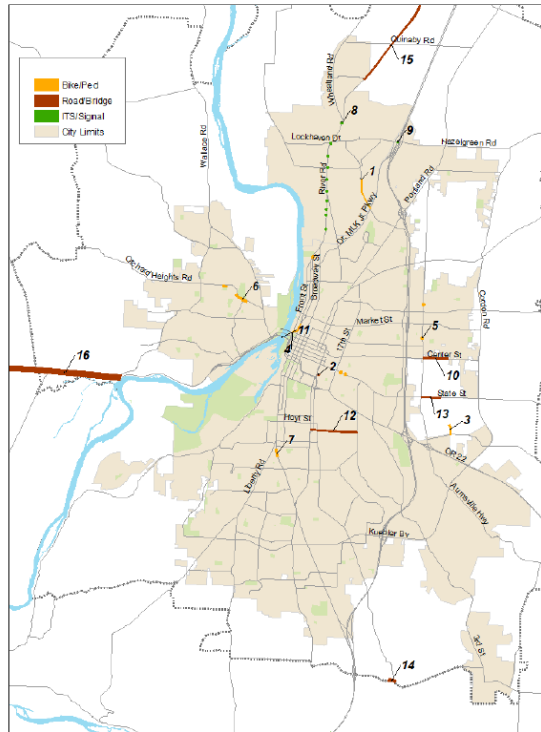
Bicycle and Pedestrian Projects

- 1—**Verda Ln (Dearborn Av to Salem Pkwy)**: Construct sidewalks and bike lanes on Verda Ln from Dearborn Ave to Salem Parkway, realign Claxter Rd. \$4,074,800 **Keizer**
 - 2—**Mill Street SE Rail Crossing**: Install raised medians and a marked crosswalk connecting the Salem Multimodal Station to the 12th Street Promenade at Mill Street SE. \$1,420,000 **ODOT**
 - 3—**Connecticut Av (Macaleay Rd to Rickey St)**: Complete the sidewalks and bike lanes along Connecticut Ave between Macaleay Rd and Rickey St. \$1,889,864 **Marion County**
 - 4—**OR 99E Business**: Upgrade overhead guide and overhead lane-use signing, and install bike lanes along Commercial Street. \$2,385,800 **ODOT**
 - 5—**Pedestrian Safety Improved Crossings**: Construct crossings to improve safety of bicyclists and pedestrians. \$1,400,000 **Salem**
 - 6—**Orchard Heights**: Full street improvement on south side of Orchard Heights from Snowbird Dr to Schoolhouse Ct. Add curb and sidewalk on south side from Chapman Hill Dr to Westhaven Ave. Widen for pedestrian median island and westbound left turn at Parkway Dr. \$2,375,000 **Salem**
 - 7—**Commercial St (Vista St to Ratcliff Dr)**: Construct sidewalk on east side of Commercial Street between Ratcliff Dr and Vista St, new signal at Ratcliff. \$5,557,125 **Salem**
- Not on map—**Northwest Oregon 2024-2027 ADA curb ramp design, phase 2**: Design for future construction of curb ramps to meet ADA standards. \$10,710,000 **ODOT**

ITS and Signal Projects

- 8—**River Rd N: Glynbrook St. to McNary Estates Dr**: Modify signal hardware at ten signalized intersections on River 4—Road N. \$1,531,688 **Keizer**
 - 9—**I-5: Salem to Albany**: Install traffic surveillance cameras to monitor traffic incidents; install variable message signs to provide real-time information to drivers. \$6,247,461 **ODOT**
- Not on map—**City of Salem South Signal Improvements**: Make signal improvements in South Salem to replace substandard signal heads and outdated signal controllers to increase safety for vehicles and pedestrians. \$1,536,998 **Salem**
- Not on map—**Northwest Oregon lighting & enhanced intersection warning (2027)**: Complete design to install enhanced regulatory, guide & warning signs, striping and other devices at various locations throughout Region 2 to reduce traffic incidents and increase safety. \$495,110 **ODOT NEW**

Federally funded Safety Projects are Highlighted in RED



Road and Bridge Projects

- 10—**Center St (Lancaster Dr to 45th Pl NE)**: Widen Center Street to an interim three-lane section (one through lane in each direction and a center-turn lane), add a sidewalk and bike lane on the north side. \$3,483,466 **Marion County**
 - 11—**OR 22 Center St. Bridge (Salem)**: Design and construct seismic retrofit improvements such that bridge could survive a major seismic event and continue to provide a functioning crossing of the Willamette River. \$100,000,000 **ODOT NEW**
 - 12—**McGlochrist St SE: 12th St SE to 25th St SE**: Add cycle tracks, sidewalks, and turn lanes; reconstruct existing travel lanes; build stormwater infrastructure; add two creek crossings and an improved railroad crossing; add a new traffic signal and reconstruct an existing traffic signal; and install street lighting. \$16,536,650 **Salem NEW**
 - 13—**State Dr (4106 State St to 46th Ave)**: Construct an interim 3-lane section on State Street from Lancaster Drive to 46th Ave. Add a center turn lane, bike lanes and sidewalks on the south side. \$7,765,340 **Marion County**
 - 14—**Delaney Rd (Battle Creek Bridge)**: Replace the existing bridge on Delaney Road over Battle Creek and realign two intersections. \$4,585,000 **Marion County**
 - 15—**River Rd / French Prairie Rd: OR219 to Parkmeadow Dr**: Install centerline rumble strips and recessed pavement markers on River Rd NE from Parkmeadow Dr to French Prairie Rd, and French Prairie Rd from River Rd to OR-219 to reduce vehicle incidents. \$538,152 **Marion County NEW**
 - 16—**OR22: Rickreall Rd to Doaks Ferry Rd NW**: Improve intersection operation and complete missing bicycle and pedestrian facility to improve safety at this intersection. \$10,969,916 **ODOT NEW**
- Not on map—**Polk County Striping & Marking Improvements**: Install raised or recessed pavement markers and widen the lines on the edge of road on 5 corridors in Polk Co to reduce crashes and road departures. \$863,620 **Polk County NEW**
- Not on map—**Northwest Oregon and US101: Skipanon River - Douglas Co. Line Rumble Strips**: Complete design to install centerline and shoulder line rumble strips at various locations to aid in reducing vehicle crashes. \$930,000 **ODOT NEW**
- Not on map—**Northwest Oregon Curve Warning Upgrades**: Install chevrons and updated curve warning signs at various locations throughout Area 3. \$1,870,100 **ODOT NEW**
- Not on map—**I-5: (Northern Oregon) and OR569 (Eugene) wrong way driving treatments**: Complete design to install wrong way driving deterrents including signage, striping and/or other items at various exit ramps on I-5 to aid in preventing wrong way driving. \$545,290 **ODOT NEW**

Este folleto está disponible en español e inglés en www.mwvcog.org o poniéndose en contacto con Lori Moore en 503-540-1609. This brochure is available in Spanish and English at www.mwvcog.org or by contacting Lori Moore at 503-540-1609.



Replace and upgrade aging buses

The SKATS Transportation Improvement Program (TIP) includes new and previously approved projects that address traffic congestion, improve safety, support transit, carpooling, and bicycle/pedestrian travel. Projects and programs taking place between 2024 and 2027 total almost \$250 million.

The draft TIP was prepared through the cooperative effort of elected officials and representatives from the cities of Salem, Keizer, and Turner; Polk and Marion Counties; the Salem-Keizer School District; Salem Area Mass Transit District; and the Oregon Department of Transportation.

SKATS is committed to preventing discrimination in all its programs and activities. This includes full compliance with Title VI of the Civil Rights Act of 1964 and related statutes and regulations. For more information, or to obtain a Title VI Complaint Form visit: www.mwvcog.org or call 503-540-1609.

For special accommodations or translation services during a the Public Hearing contact Lori Moore at 503-540-1609 at least 72 hours prior to the meeting date.

Exhibit D-8

Comments Received During the Public Hearing

The following comments were received during the public hearing:

Laurie Dougherty – representing 350 Salem – testified against Project Key Number 13188: OR22: Rickreall to Doaks Ferry. She summarized the concepts that were listed in the letter previously submitted from 350 Salem dated April 4, 2023. She opposed any road widening projects and projects that add capacity. The project is not consistent with the Governor's order to reduce greenhouse gas emissions.

The following memo was presented at the Public Hearing:

SALEM-KEIZER AREA TRANSPORTATION STUDY

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

Date: May 16, 2023
To: SKATS Policy Committee (PC) Members
From: Karen Odenthal, Senior Transportation Planner
Re: **Public Hearing on the Draft SKATS FY 2024-2029 Transportation Improvement Program and Air Quality Conformity Determination**

Overview

The Draft SKATS FY 2024-2029 Transportation Improvement Program (TIP) and Air Quality Conformity Determination (AQCD) were released for public review on March 28, 2023. A public hearing is scheduled during the May 23, 2023, Policy Committee meeting. Since being released, staff has conducted public outreach; and several changes have been made to the document, which are summarized in the Findings below.

Public Hearing

- Open the Public Hearing on the draft SKATS FY 2024-2029 and AQCD
- Staff presentation
- Public testimony - Comments limited to three minutes
- Questions from Policy Committee members
- Staff summary
- Closure of the Public Hearing
- Policy Committee Deliberation
- Policy Committee Decision
 - AQCD - **Resolution 23-15**
 - SKATS FY 2024-2029 TIP - **Resolution 23-16**

Staff recommendations:

1. For the Policy Committee to review, consider, and discuss the public comments received for the draft TIP **attached** to this memorandum, plus additional public comments received during the Public Hearing, to be used in the deliberations for adoption of the AQCD and TIP.

2. Approve **Resolution 23-15**, adopting the Air Quality Conformity Determination (AQCD) for the adopted SKATS FY 2024-2029 TIP.
3. Approve **Resolution 23-16**, adopting the SKATS FY 2024-2029 TIP with the recommended changes described in Finding #7.

Findings:

1. Public Participation during January-June 2022 as part of TIP Development (TIP Project Applications) – Local jurisdictions within SKATS submitted a total of 17 full applications for consideration for funding in the SKATS FY 2024-2029 TIP. ODOT looked at six of the construction projects for completeness and evaluated the cost estimates. Early public outreach activities were conducted to solicit public input early in the process – before determining which projects to recommend for funding. As part of the update to the SKATS Transportation Improvement Plan (TIP) and in conjunction with the update to the MTP, a SKATS Transportation Hub website was launched in March 2022 with information and an online map with the draft TIP project applications (<https://skats-mwvcog.hub.arcgis.com/>). Comments were solicited through an interactive map that included the proposed new projects and programs as well as ones that are currently funded and will be included in the FY 2024-2029 TIP. These comments were shared with the Policy Committee previously and were included in the public review draft.
2. Public Participation for the Draft TIP - These activities and efforts are summarized in **Chapter 10 - Public Outreach and Participation**, with additional documentation included in **Appendix D – Outreach and Public Involvement Documentation**. Chapter 10 and Appendix D will be updated to reflect comments and actions from the public hearing prior to publishing the document and sending to ODOT for the Governor’s signature.
3. Comments Received - Comments for the draft TIP (released for review on March 28, 2023) were received through the following means: Emails, letters, in person and through the comment feature of an interactive ArcGIS map showing the project locations and descriptions. The comments received through May 15, 2023, and responses, where appropriate, are summarized in **Chapter 10 - Public Outreach and Participation** and **Appendix D** and are attached in their entirety as part of this memorandum. Comments that were received during the public outreach period during the project selection process (from January 2022 to June 2022) are included in **Appendix D** but are not repeated here, as the Policy Committee reviewed them in June 2022.
 - a. Received at the April 11, 2023, Open House
 - i. Received five written comments. Generally favored bike/ped and transit projects, and opposed widening roads.
 - ii. Noted a discrepancy in the McGilchrist RAISE grant project cost. It did not include over \$16 million in local overmatch (from Salem bond measure).

- b. Email – Opposing the proposed interchange at OR22W/Hwy 51. Two comments were received applicable to both the MTP and TIP, one asking for improvements at Ratcliff Dr. and Commercial SE, and a comment on the mailed postcard images.
 - c. Interactive Map - 25 comments and 14 of the 15 projects received “likes.”
 - i. Generally, the comments received were supportive of the majority of the projects in the draft TIP, especially projects that improve safety, facilities for bicyclists and pedestrians, and enhance transit. One commenter was opposed to projects that added bicycle facilities as they felt they were a waste of money.
 - d. SKATS staff reviewed the comments. Based on those comments, staff recommends adding the local funds to the McGilchrist RAISE grant project to match Salem’s latest cost estimate. No additional changes are recommended to the list of projects in the draft SKATS TIP.
4. Consultation - The consultation process used for the SKATS TIP was based on the *Consultation Process for use During the Development of the SKATS RTSP and TIP*, which lays out the cooperatively developed process between SKATS and the applicable agencies and governments (including tribal governments) regarding consultation and clarifies the process, timeframes, and roles and responsibilities of each of the parties involved. Details about how the agencies were contacted and asked for comments are included in **Chapter 9 - Analysis of Projects/Consultation**. However, there were no substantive comments received during the consultation period. Any comments received after that will be included in the final document.
5. Environmental Justice (EJ) Analysis - A spatial analysis of the TIP projects was conducted using Geographic Information Systems (GIS) mapping tools. In GIS, the final list of projects (those with a geographic location specified) were evaluated to ensure federal transportation investments are proportionally funded and equitably located in identified environmental justice areas. As detailed in Chapter 9, Tables 21 and 22, 50 percent of the bike/pedestrian projects in the draft TIP are located in and will benefit the EJ population areas which comprises 6 percent of the land area and 39 percent of the population. For the road/bridge and ITS/signal projects, 37.5 percent are located in the target EJ population area and are considered to benefit the community in which they are constructed, outweighing any potential burden. Sixteen percent of the project costs are for projects in EJ areas. The finding of this analysis is that population areas of low-income and minority residents are receiving an equal amount of the current TIP projects, despite representing less of the overall SKATS population, and land area. The projects in EJ areas do reflect a smaller dollar amount than the percent of EJ population, but this is due to a very expensive bridge repair project (ODOT’s seismic upgrade of Center Street bridge over Willamette River).
6. Air Quality Conformity Determination (AQCD) - Staff completed an AQCD for the draft TIP and sent it out for review by state and federal agency staff. Regional emissions analysis is no longer required of the SKATS TIP. Comments and responses are included in **Chapter 9 - Analysis of Projects/AQCD Consultation**. The update AQCD is included in **Chapter 9 - Analysis of Projects/AQCD**. There were no substantive

comments received for the draft AQCD. Any comments received will be included in the final document.

7. Revisions to the draft TIP – Proposed changes to the draft TIP since it was released for public review:
 - a. Minor edits to correct spelling, formatting, and spacing issues.
 - b. Executive Summary – Update dollar amount to reflect changes made to the project list in Chapter 6 (described below).
 - c. Chapter 3 – Update Table 2 to reflect changes made to the project list in Chapter 6 (described below).
 - d. Chapter 6 – Update Table 10 to match changes in the Oregon STIP:
 - i. Advance the PE for Key Number 22692: Polk County Striping & Marking Improvements. Change CN phase to 2026.
 - ii. Advance the PE for Key Number 22726: NW Oregon lighting & enhanced intersection warning. Slip UR phase of this project to 2026.
 - iii. Remove Key Number 22775: Northwest Oregon Rumble Strips as the PE was advanced to 2023, the Construction phases will be added later
 - iv. Remove Key Number 22723: I-5 (NW OR) & OR569 (Eugene) wrong way driving treatments as the PE was advanced to 2023, the Construction phases will be added later
 - v. to Key Number 23370: McGilchrist St SE: 12th St SE to 25th St SE – Add \$16,412,024 in local over match
 - vi. Make other minor edits to project information in Table 10 to match the draft STIP, including description and phase year updates and project cost estimate refinements.
 - vii. Reduce funding amount for Salem-Keizer Area MPO Planning SFY25 by \$20,109.65; Salem-Keizer Area MPO Planning SFY26 by \$20,641.20, and Salem-Keizer Area MPO Planning SFY27 by \$21,188.75 for payment of e-TIP database.
 - e. Chapter 7 - Update the fiscal constraint tables (Tables 11 and 12) to reflect the changes made to Table 10.
 - f. Chapter 9 – Add the consultation efforts for the TIP and AQCD.
 - g. Chapter 10 – Add the public outreach and participation efforts and summarized the comments received as of May 15, 2023.
 - h. Appendix D - Add public involvement materials, comments, and responses.

Next Steps

- Should the Policy Committee adopt the 2024-2029 TIP, information regarding the public hearing will be updated in the document, recommended changes made, and the adopted SKATS Resolutions will be inserted in the final version of the 2024-

2029 TIP. Additional formatting and minor grammatical corrections will be addressed, as needed.

- Send out award letters to local jurisdiction/agencies for funded projects.
- The TIP will be sent to the Governor for signature in June (see ***attached*** letter).

KO:

Attachments:

1. **Resolution 23-15**– AQCD Adoption
2. **Resolution 23-16** – TIP Adoption
3. Comments Received:
 - a. Via the Open House
 - b. Via email
 - c. Comments from the online interactive map
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Appendix E – ACRONYMS AND ABBREVIATIONS

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Appendix E Definitions, Acronyms and Abbreviations

This appendix includes many of the acronyms that are related to transportation planning. An attempt has been made to spell out all acronyms as they are used in the document. In addition, for many of the terms used, additional detail is provided.

Transportation Planning Acronyms and Terms

ADA: *Americans with Disabilities Act.* Federal legislation defining the responsibilities of and requirements for transportation providers to make transportation accessible to individuals with disabilities.

ADT: *Average Daily Traffic.*

AQCD: *Air Quality Conformity Determination.* The process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process is defined by the Clean Air Act.

Attainment Area: An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Non-attainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others.

AVL: *Automatic Vehicle Location.* Typically used in transit buses, provides a mechanism to determine the location of each equipped bus. This information can be used to implement real-time transit arrival information at stations and on the web.

Bikeway: A facility designed to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.

BIL: *Bipartisan Infrastructure Law.* One of the many terms used for the Infrastructure Investment and Jobs Act of 2021. ***See IJA.***

BBA: *Build a Better America.* One of the many terms for portions of the Infrastructure Investment and Jobs Act of 2021. ***See IJA.***

BUILD: *Better Utilizing Investments to Leverage Development.* Federal discretionary grants program. Replaced TIGER in Federal Fiscal Year 2018. (***See TIGER***) Replaced by RAISE in 2021. (***See RAISE***)

CAAA: *Clean Air Act Amendments.* The original Clean Air Act was passed in 1963, but the national air pollution control program is actually based on the 1970 version of the law. The 1990 Clean Air Act Amendments are the most far-reaching revisions of the 1970 law. The 1990 Clean Air Act is the most recent version of the 1970 version of the law. The 1990 amendments made major changes in the Clean Air Act.

CAC: *Citizen's Advisory Committee.*

C/AV: *Connected and Autonomous (Automated) Vehicle*

CBD: *Central Business District.*

CETAS: *The Collaborative Environmental and Transportation Agreement for Streamlining.* A group comprising of resource agencies facilitated by ODOT that is no longer in service.

CMAQ: *Congestion Mitigation and Air Quality Improvement Program.*

CMP: *Congestion Management Program.* Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs. Initially known as the Congestion Management System, the term was changed in the SAFETEA-LU legislation. The requirement was extended to all MPOs with a population of 200,000 or more. Provided as a separate document.

CNG: *Compressed Natural Gas.*

CO: *Carbon Monoxide.* Pollutant covered under the Clean Air Act.

CO₂: *Carbon Dioxide.* Also abbreviated as CO2.

CRP: *Carbon Reduction Program.* One of the new programs introduced in IIJA, focused on providing funds for projects that reduce transportation-related carbon dioxide emissions.

CTPP: *Census Transportation Planning Package.*

DEQ: *Department of Environmental Quality (State of Oregon).*

DLCD: *Department of Land Conservation & Development (State of Oregon).*

EIS: *Environmental Impact Statement.* Report developed as part of the National Environmental Policy Act requirements, which details any adverse economic, social, and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

EMME: Computerized Transportation Modeling Software. Software that is used for planning the urban and regional transportation of people through transportation demand modeling and network analysis and evaluation. Often referred to by the version of the software, e.g., EMME/2 and EMME 4.

EMP: *Expressway Management Plan.*

EJ: *Environmental Justice.* The concept of environmental justice, derived from Title VI of the Civil Rights Act of 1964 and other civil rights statutes, was first put forward as a national policy goal by presidential Executive Order 12898 issued in 1994. It directs "each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

EPA: *Environmental Protection Agency.*

EPRS: *Enhanced Passenger Rail Service.*

FAST: *Fixing America's Surface Transportation.* Five-year federal surface transportation legislation from 2015-2020. Extended by Continuing Resolution through FY 2021. Replaced by IIJA. Successor to MAP-21. Essentially a continuation of MAP-21 in terms of policy and funding level. (***See also ISTEA, TEA-21, SAFETEA-LU, MAP-21, and IIJA.***)

FASTLANE: *Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies.* Grants distributed by the Federal Highway Administration for freight related projects. Created with the passage of FAST, for the Federal Fiscal Years 2016 to 2020. Replaced by INFRA in 2017. (***See INFRA***)

FFY: *Federal Fiscal Year.* Runs from October 1st until September 30th of the following year.

FHWA: *Federal Highway Administration.*

FRA: *Federal Railroad Administration.*

FTA: *Federal Transit Administration.*

GHG: *Greenhouse gases.* Including CO₂, methane (CH₄) among others.

GIS: *Geographic Information System.*

HOV: *High-Occupancy Vehicle (carpool, train, bus, etc.).*

HSIP: *Highway Safety Improvement Program*

HTF: *Highway Trust Fund.* Repository of most of the revenue collected from federal gas tax, diesel tax, tax of truck tires and other revenue sources for use in funding surface transportation projects.

IGA: *Intergovernmental Agreement.*

Illustrative: Refers to a project that may be included in the RTSP if additional funding were available. Projects on the “illustrative” list are not included in any determination of air quality conformity and need the RTSP to be amended to include them.

IIJA: *Infrastructure Investment and Jobs Act of 2021*. Federal act that includes the *Surface Transportation Reauthorization Act of 2021* and funding for other infrastructure items, such as broadband internet and drinking water. There are many monikers used for this Act or portions of it, including: BIL, BBA, and IIJA. Successor to FAST, continuing many of the policies and funding programs. Introduced several funding programs for climate change and resiliency. There is approximately \$1.2 trillion available for the entire bill. (*See also ISTE, TEA-21, SAFETEA-LU, MAP-21, and FAST*)

INFRA: *Infrastructure for Rebuilding America*. Federal discretionary program that replaced **FASTLANE** in 2017. (*See FASTLANE*).

ISTEA: *Intermodal Surface Transportation Efficiency Act*. Signed into law in 1991, valid 1991 to 1997. Federal legislation that provides funding and regulations for transportation planning using federal funds in metropolitan areas. Legislative initiative by the U.S. Congress that restructured funding for transportation programs. ISTEA authorized increased levels of highway and transportation funding from FY 92-FY 97 and increased the role of regional planning commissions/MPOs in funding decisions. The Act also required comprehensive regional and statewide long-term transportation plans and places an increased emphasis on public participation and transportation alternatives. (*See also TEA-21, SAFETEA-LU, MAP-21, FAST, and IIJA.*)

ITS: *Intelligent Transportation System*. The application of advanced technologies to improve the efficiency and safety of transportation systems. SKATS Regional ITS Architecture Plan provides the regional guiding document for implementing ITS projects within the Salem-Keizer metropolitan area.

Land Use: Refers to the manner in which portions of land or the structures on them are used, i.e., commercial, residential, retail, industrial, etc.

Land Use Plan: A plan that establishes strategies for the use of land to meet identified community needs.

LOAC: *Local Officials Advisory Committee*.

LOS: *Level of Service*. A qualitative assessment of a road's operating conditions used by transportation officials which reflects the relative ease of traffic flow on a scale of A to F, with free-flow being rated LOS-A and congested conditions rated as LOS-F.

Metropolitan Planning Area (MPA): The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out.

MAP-21: *Moving Ahead for Progress in the 21st Century*. Signed into law 2012, valid from 2012 to 2014. This was the federal surface transportation legislation that replaced SAFETEA-LU. Unlike the legislation that came before it, MAP-21 was a two-year bill, running from 2012 to 2014. It introduced performance measures to track investments and outcomes on the national system. Many of the funding programs were reformed or removed with the enactment of MAP-21. Replaced by the FAST Act in 2015. (*See also ISTEA, TEA-21, SAFETEA-LU, FAST, and IIJA.*)

MPO: *Metropolitan Planning Organization* (such as SKATS).

- 1) Regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. Responsible in cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.
- 2) Formed in cooperation with the state, develops transportation plans and programs for the metropolitan area. For each urbanized area, a Metropolitan Planning Organization (MPO) must be designated by agreement between the Governor and local units of government representing 75 percent of the affected population (in the metropolitan area) including the central cities or cities as defined by the Bureau of the Census, or in accordance with procedures established by applicable State or local law (23 U.S.C. 134(b)(1)/Federal Transit Act of 1991 Sec. 8(b)(1)). (FHWA2).

MTP: *Metropolitan Transportation Plan*. The current moniker for the federally required 20+ year transportation plan. Previously RTSP. (*See RTSP*)

MWACT: *Mid-Willamette Valley Area Commission on Transportation*.

MWVCOG: *Mid-Willamette Valley Council of Governments*.

NAAQS: *National Ambient Air Quality Standards*.

NEPA: *National Environmental Policy Act of 1969*.

NHPP: *National Highway Performance Program*

NHS: *National Highway System*.

NO₂: *Nitrogen Dioxide*. Also abbreviated as NOX, oxides of nitrogen, a pollutant covered under the Clean Air Act.

O & D: *Origin and Destination*.

ODOT: *Oregon Department of Transportation*.

OHP: Oregon Highway Plan. One of the modal plans that implements the policies of the OTP. Produced by ODOT.

OMAP: *Oregon Medical Assistance Program.*

OTP: *Oregon Transportation Plan.* This is a long-range policy-oriented transportation document produced by ODOT.

Paratransit: Comparable transportation service required by the American Disabilities Act for individuals with disabilities who are unable to use fixed route transportation systems.

PC: *Policy Committee.* Committee that represents the legal embodiment of the SKATS MPO. Determines policy direction and allocation of federal funds received by the MPO. Comprised of representatives from the local jurisdictions and organizations.

P & E: *Population and Employment.*

PEA: *Planning Emphasis Area.* Defined by the Federal Highway Administration as focus areas for MPOs and state DOTs to consider when making places and funding programs and projects.

PIP: *Public Involvement Plan.* Superseded by the Public Participation Plan (PPP).

PL: *Metropolitan Planning Funds* (federal money provided to the MPO). These are the primary source of funding for metropolitan planning designated by the FHWA.

PM-2.5: *Particulate Matter (less than 2.5 micrometers).* Pollutant covered under the Clean Air Act.

PM-10: *Particulate Matter (less than 10 micrometers).* Pollutant covered under the Clean Air Act.

PMT: *Project Management Team*

PPP: *Public Participation Plan.* Document that details the public involvement process for the plans developed by SKATS (i.e., RTSP and TIP). Replaces the PIP and is required by federal legislation, SAFETEA-LU.

PROTECT: *Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation.* One of the new programs introduced in IIJA. Funding is available as both a formula and competitive grant.

RAISE: *Rebuilding American Infrastructure with Sustainability and Equity.* Grant program from US DOT that replaced BUILD in 2021. (*See BUILD*)

RBS: *Regional Bicycle System.* One component of the regional transportation network.

ROCR: *Regional Operational Characteristics Report.* Previously a printed document, this is moving to a dedicated web page.

RTSP: *Regional Transportation Systems Plan.* Moniker used for the long-range (20+ year) plan identifying all transportation modes in an urban area. Required by federal transportation legislation. (*See MTP*).

SAFETEA-LU: *Safe Accountable Fair Efficient Transportation Equity Act – A Legacy Act for Users.* Signed into law in August 2005, valid 2005 to 2009. Federal legislation that provides funding and regulations for transportation planning using federal funds in metropolitan areas. (*See also ISTEA, TEA-21, MAP-21, FAST, and IIJA.*)

SAMTD: *Salem Area Mass Transit District.* Provides public transportation in the Salem-Keizer urban area. Locally known as “Cherriots.” Also uses the acronyms SKT and SKTD.

SIP: *State Implementation Plan for Air Quality.*

SKATS: *Salem-Keizer Area Transportation Study.* The metropolitan planning organization for the Salem-Keizer-Turner urban area.

SKTD: *Salem Keizer Transit District.* Provides public transportation services in the Salem-Keizer urban area. Locally known as “Cherriots.” Also uses the acronym SKT and SAMTD.

SOV: *Single-Occupant Vehicle.*

SPR: *State Planning and Research.*

SRTS: *Safe Routes to School.*

SSSP: *System Safety and Security Plan*

STBGP: *Surface Transportation Block Grant Program.* Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities. Renaming of STP with the passage of FAST.

STBGP-U: *Surface Transportation Block Grant Program – Urban.* (*See STBGP*)

STIF: *State Transportation Investment Fund.*

STIP: *Statewide Transportation Improvement Program.* A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, **TIPs**, and processes.

STP: *Surface Transportation Program.* Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike, and pedestrian facilities.

STP-U: *Surface Transportation Program – Urban.* Federal funding program. (*See STP.*)

SRTA: *Surface Transportation Reauthorization Act of 2021.* Part of IIJA, with over \$350 million available over five-years from Federal Fiscal Year (FFY) 2022 until FFY 2026. Also referred to as the Bipartisan Infrastructure Law (BIL).

TA: *Transportation Alternative set aside program.* Federal funding program for alternative modes.

TAC: *Technical Advisory Committee.* Committee composed of staff members from the member jurisdictions and agencies of SKATS. Provides oversight on technical matters to SKATS staff.

TAM: *Transit Asset Management.* Requirement for transit agencies to create and maintain a TAM plan describing how they will manage, maintain and replace their infrastructure. Commonly pronounced as the “TAM Plan”.

TAZ: *Transportation Analysis Zone.* Used to partition an area into smaller, more manageable geographic areas to facilitate determining the traffic demand when modeling.

TCM: *Transportation Control Measure.*

TDM: *Transportation Demand Management.* Programs designed to reduce demand for transportation through various means, such as the use of transit and of alternative work hours.

TDP: *Transit Development Program.*

TEA-21: *Transportation Equity Act for the 21st Century.* Signed into law in June 1998, valid 1998 to 2003. Authorized in 1998, TEA-21 authorized federal funding for transportation investment for fiscal years 1998-2003. Approximately \$217 billion in funding was authorized, which was used for highway, transit, and other surface transportation programs. (*See also ISTEA, SAFETEA-LU, MAP-21, FAST, and IIJA.*)

TGM: *Transportation & Growth Management.* Joint ODOT/DLCD grant program.

TIGER: *Transportation Investment Generating Economic Recovery.* Federal discretionary grants program created with the 2009 Recovery Act. Funds were distributed through Federal Fiscal Year 2017. (*See BUILD.*)

TIP: *Transportation Improvement Program.* A document prepared by a metropolitan planning organization that lists projects to be funded with **FHWA/FTA** funds for the next one- to three-year period.

TMA: *Transportation Management Area.*

- 1) All urbanized areas over 200,000 in population, and any other area that requests such designation.
- 2) An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the **MPO** (or affect local officials), and officially designated by the Administrators of the **FHWA** and the **FTA**. The TMA designation applies to the entire metropolitan planning area(s). (23 CFR 500)

TMA: *Transportation Management Association.*

TOD: *Transit Oriented Development.*

TPR: *Transportation Planning Rule* (implementing State Land Use Goal 12). Many sections were revised to respond to Executive Order 20-04 (which focused on addressing climate change) and codified in 2022.

TSM: *Transportation Systems Management.* These are programs designed to optimize the use of the existing transportation infrastructure.

TSP: *Transportation Systems Plan.* Long-range transportation plan identifying and guiding transportation projects in an area. Each city, county, and MPO produces a TSP. Frequency of updates depend on the individual jurisdiction or organization.

UGB: *Urban Growth Boundary.* A UGB is a legal boundary that separates rural areas from urban areas. UGBs are designed to encourage development in existing urban areas and preservation of land outside the boundary. Each city or metropolitan area in Oregon has an UGB defined.

UPWP: *Unified Planning Work Program.* Produced yearly, it discusses the projects the MPO will work on during a particular year.

Urbanized Area: Area that contains a city of 50,000 or more population plus incorporated surrounding areas meeting size or density criteria as defined by the U.S. Census.

USDOT: *United States Department of Transportation.* FHWA and FTA are part of this department.

V/C: *Volume/Capacity Ratio.* Common output from travel demand modeling software, this provides the ratio of the demand, or volume, on a roadway segment to the defined carrying capacity of that segment. This ratio provides another means of determining how the regional road network is operating. Ratios above 1.0 are considered to represent gridlock. It also represents that the demand will likely 'spread out' into the surrounding hours of the day.

VHD: *Vehicle Hours of Demand*

VHT: *Vehicle Hours of Travel*

VISUM: Computerized Transportation Modeling Software. Software that is used for planning the urban and regional transportation of people through transportation demand modeling and network analysis and evaluation.

VMT: *Vehicle Miles of Travel.*

WFH: *Work from Home*

WTW: *Welfare to Work.*



SALEM-KEIZER AREA TRANSPORTATION STUDY

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

May 23, 2023

Tina Kotek
Governor, State of Oregon
c/o ODOT Government Relations Office
355 Capitol Street
Salem, OR 97301-3872

Dear Governor Kotek:

We are pleased to present the FY 2024-2029 Metropolitan Transportation Improvement Program (MTIP) for the Salem-Keizer Area Transportation Study (SKATS) urban area for your approval as required by 23 CFR Part 450, Subpart C (Section 450.324 (b)).

The SKATS FY 2024-2029 MTIP was adopted by the Policy Board on May 23, 2023, following public involvement efforts consistent with the Governor's Executive Order 20-16. It is anticipated that the MTIP will become effective October 1, 2023. The SKATS Policy Board is comprised of elected officials from the cities of Salem, Keizer, and Turner, Marion County, Polk County, the Salem Area Mass Transit District, the Salem-Keizer School District, and an appointed representative from the Oregon Department of Transportation (ODOT).

The transportation improvements contained in our adopted MTIP address a broad range of multi-modal transportation issues. The document meets all applicable state and federal requirements and was developed through close collaboration between local agencies and ODOT. The MTIP is financially constrained and has also successfully met the requirements of an Air Quality Conformity Determination.

Thank you for your consideration. Please contact me if you have any questions.

Sincerely,


Keizer Mayor Cathy Clark
SKATS Policy Committee Chair

Approved by:



cc: Jeff Flowers, ODOT
Alice Bibler, ODOT
John Maher, ODOT
Nathaniel Price, FHWA
Jeremy Borrego, FTA

Tina Kotek
Governor
State of Oregon

Date: 9/12/23



U.S. DEPARTMENT OF TRANSPORTATION

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530 Center Street, Suite 420
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503-399-5749

Federal Transit Administration
Region 10
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Seattle, Washington 98174-1002
206-220-7954

September 25, 2023

In Reply Refer To:
HDA-OR/ FTA-TRO-10
File Code:
724.430

Mr. Mike Jaffe
Transportation Program Director
Salem-Keizer Area Transportation Study
105 High Street, S.E.
Salem, OR 97301

Subject: Air Quality Conformity Determination for the SKATS 2023 – 2050 Metropolitan Transportation Plan (MTP) and 2024-2027 Metropolitan Transportation Improvement Program (MTIP)

Dear Mr. Jaffe:

The Clean Air Act Amendments of 1990 (CAAA) require that transportation plans, programs, and projects cannot create new National Ambient Air Quality Standards (NAAQS) violations, increase the frequency or severity of existing NAAQS violations or delay the attainment of the NAAQS. The Federal Highway Administration and Federal Transit Administration is required to make a transportation conformity determination in nonattainment and maintenance areas as outlined in 40 CFR 93.104 and 23 CFR Part 450. The CAAA requires States and Metropolitan Planning Organizations (MPOs) to demonstrate, through the conformity process, that the transportation program is consistent with the State Implementation Plan (SIP). Transportation conformity ensures the Federal funding and approval are given to those transportation activities that are consistent with air quality goals and do not worsen air quality or interfere with the purpose of the SIP.

The United States Environmental Protection Agency (EPA) approved the Salem limited maintenance plan (LMP) for Carbon Monoxide (CO), effective March 2, 2009 (73 FR 79655). With the approved LMP, the SKATS is not required to complete regional emissions analysis, however all other transportation conformity requirements still apply (40 CFR 93.109(b)).

FHWA and FTA have completed a review of the SKATS conformity determination for the 2023 – 2050 MTP and 2024-2027 MTIP, both adopted by the SKATS Policy Committee on May 23, 2023. Based on our review of the SKATS conformity determination and documentation e-mailed on May 31, 2023, we find that the 2023 – 2050 MTP and 2024-2027 MTIP conforms to the SIP in accordance with the Transportation Conformity Rule and the Oregon Conformity SIP. This federal conformity determination was made after interagency consultation with EPA Region 10, Oregon Department of Environmental Quality (ODEQ), and the Oregon Department of Transportation (ODOT), pursuant to the Transportation Conformity Rule.

If you have any questions, please contact Ms. Jasmine Harris of FHWA at jasmine.harris@dot.gov or Ms. Danielle Casey of FTA at danielle.casey@dot.gov.

Sincerely,

Keith Lynch
Division Administrator
Federal Highway Administration

Susan Fletcher
Acting Regional Administrator, Region 10
Federal Transit Administration

cc:

EPA Claudia Vaupel, Environmental Protection Specialist
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ODOT Natalie Liljenwall, Environmental Engineer
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